

Road safety in the European Union

Good practices and experiences of the PIN programme

20 March 2019, Bucharest

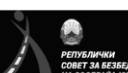
Antonio Avenoso

Executive Director



European Transport Safety Council

ETSC NETWORK





Road Safety Performance Index (PIN)

Ranking EU countries'
performances

Monitoring EU transport safety policy

SMART



SOBER MOBILITY ACROSS ROAD TRANSPORT



SAFE & SOBER



iSAFER

INTELLIGENT SPEED ASSISTANCE
FOR EUROPEAN ROADS



REVIVE

IMPROVING POST-COLLISION
RESPONSE AND EMERGENCY
CARE IN EUROPE



PRAISE

Work-Related Road Safety



DRUG DRIVING

PIN PROGRAMME

- Experts from the 32 participating countries, including all EU Member States
- PIN Panellist in Romania – Florentin Bracea
- Steering group
- Project team in the ETSC secretariat
- Supporters of the PIN Program:



“Two passenger planes crash, killing everyone on board...”

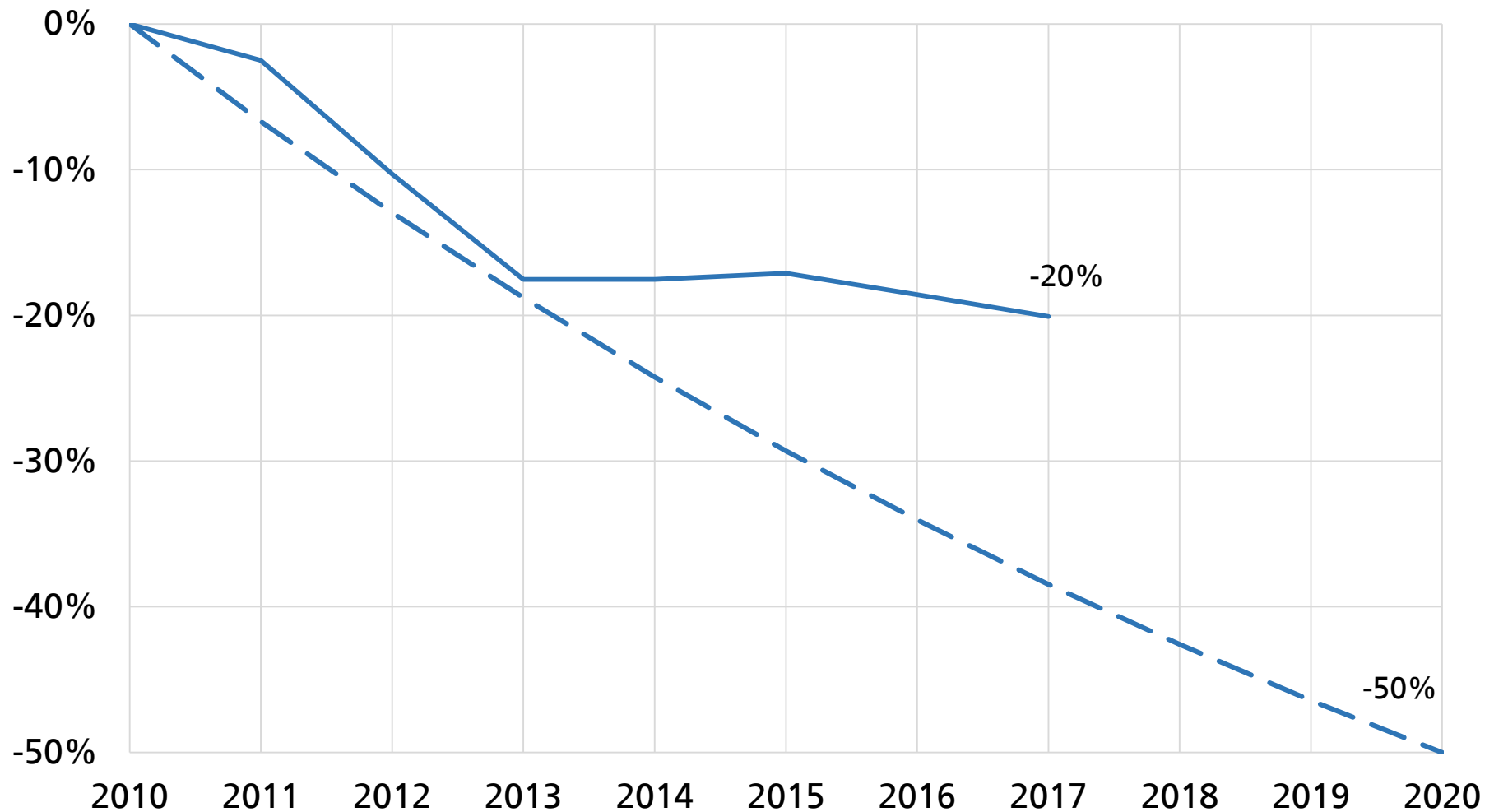


This is how many people die on EU roads every week

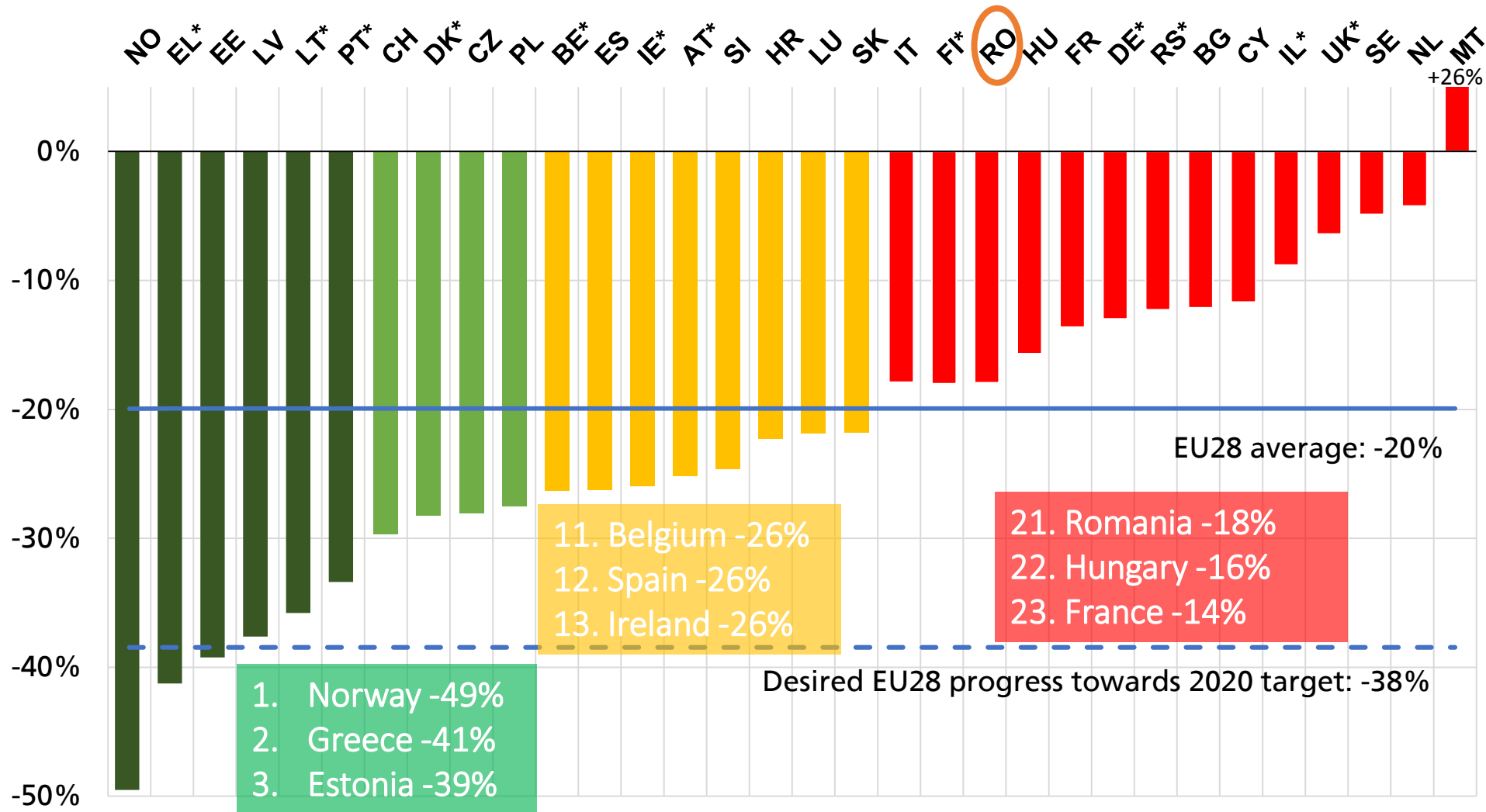
25,250

people died in road
traffic in the EU in
2017

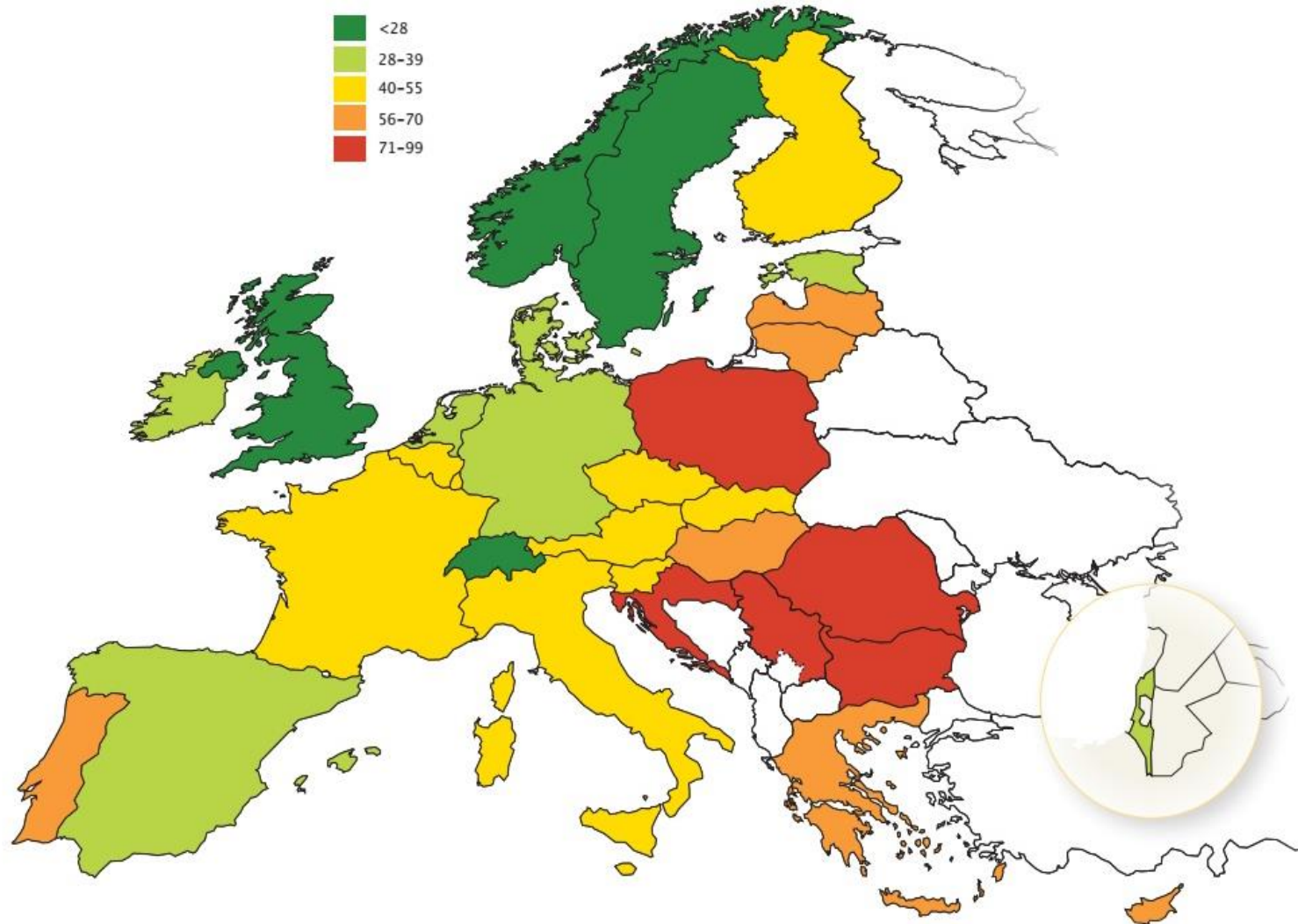
A WIDENING GAP BETWEEN THE ACTUAL AND DESIRED PROGRESS



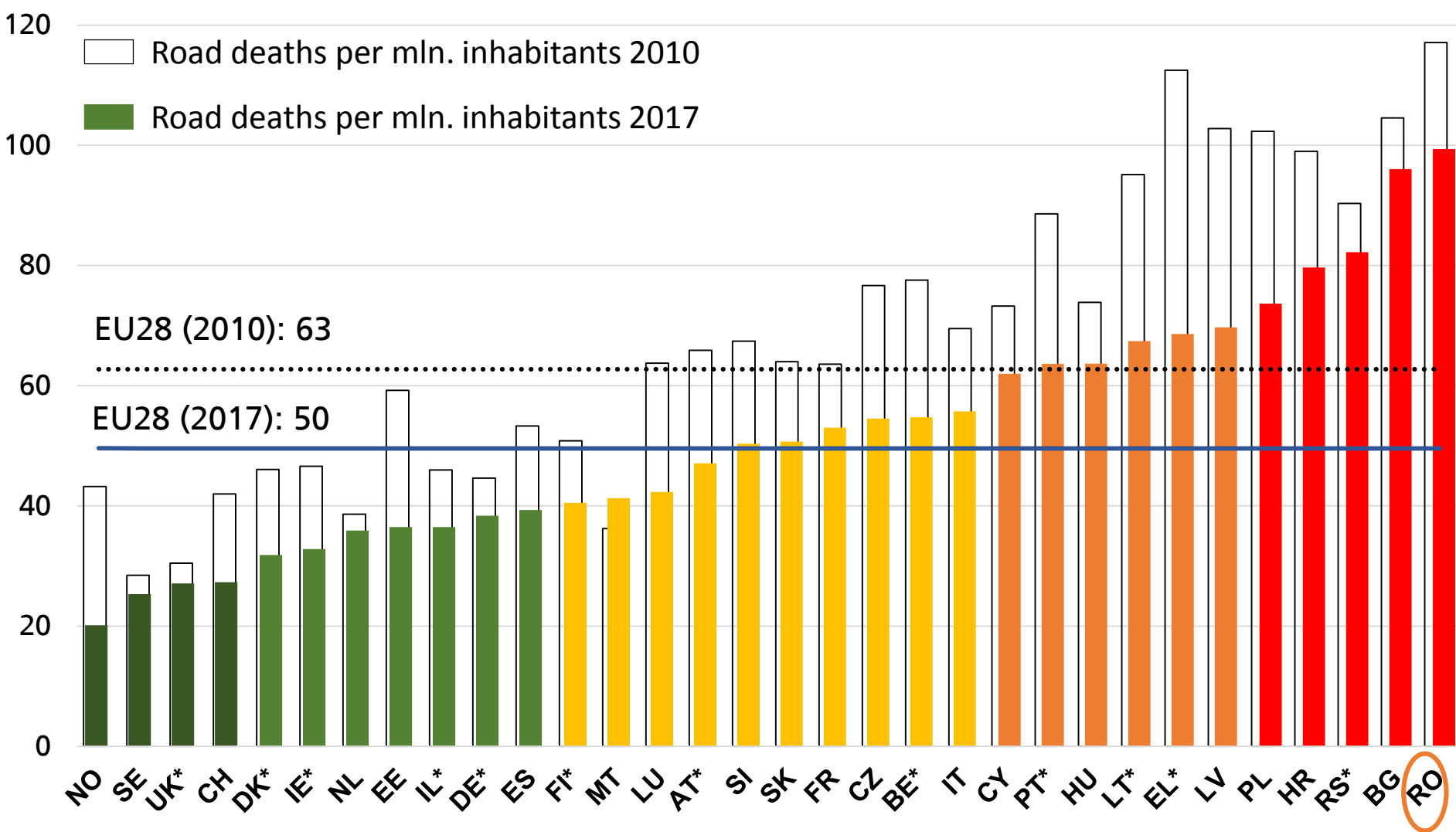
RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2017



ROADS DEATHS PER MILLION INHABITANTS IN 2017



ROADS DEATHS PER MILLION INHABITANTS IN 2017



135,000

seriously injured in road
traffic in the EU in 2014
according to MAIS3+
definition

VALLETTA DECLARATION ON ROAD SAFETY

2020-2030:

- ✓ Third EU target to halve the number of road deaths
- ✓ First EU target to halve the number of serious road traffic injuries



3RD MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

17/05/2018

You Retweeted

Violeta Bulc @Bulc_EU · May 17

#RoadSafety needs a fresh approach. Our new measures for #MobilityEU aim to:

- Halve the number of deaths & serious injuries by 2030
- Make a number of new vehicle safety technologies mandatory
- Improve rules on infrastructure safety management

europa.eu/!wf96qN

WHY

FATALITIES
More than in 2010,
significant
decrease since 2013

49 FATALITIES
Global average

VEHICLE SAFETY
The Commission proposes to make the following and driver assistance features mandatory:

- INTELLIGENT SPEED ASSISTANCE
- REVERSING DETECTION AND REVERSING CAMERA
- DISTRACTION AND DROWSINESS RECOGNITION
- LANE DEPARTURE ASSISTANCE
- DIRECT VISION REQUIREMENTS
- PEDESTRIAN/CYCLISTS DETECTION

INFRASTRUCTURE
The Commission proposes to update the European rules on infrastructure safety management

- SCOPE EXTENDED BEYOND MOTORWAYS
Only 8% of fatalities occur on motorways, while 39% on primary/main roads
- NETWORK-WIDE RISK MANAGEMENT
- REINFORCED PROVISION FOR VULNERABLE ROAD USERS

EXPECTED IMPACT (2020-2030):

| Measure | Lives saved | Serious injuries avoided |
|----------------|-------------|--------------------------|
| Vehicle Safety | 7,300 | 38,900 |
| Infrastructure | 3,200 | 20,000 |

You, European Commission, EU Transport and 2 others

5 34 38

3RD MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

Two legislative proposals

- Revision of the General Safety 2009/661 (and Pedestrian Safety 2009/78 Regulations)
- Revision of the Road Infrastructure Safety Management Directive 2008/96

Two communications

- Strategic Action Plan on Road Safety
- Strategy on Automated Driving

https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3_en

EU VEHICLE SAFETY STANDARDS

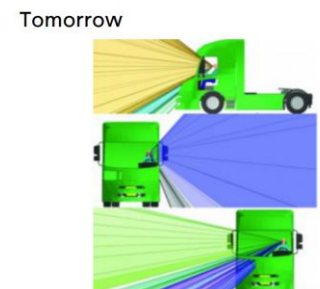
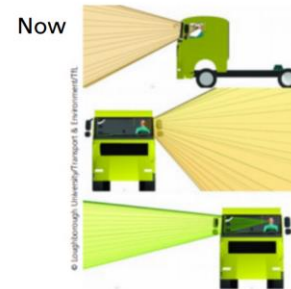
- Numbers of road deaths would have been significantly higher without vehicle safety measures already taken by the EU
- Vehicle safety standards: exclusive power to legislate (Article 114 of the EU Treaty)
- Last revision of the EU common vehicle safety rules in 2009
- 17 May 2018: the European Commission proposed to make 15 new vehicle safety measures mandatory on all new vehicles

VEHICLE SAFETY

- ✓ Overridable assisting ISA on all new vehicles default ON
- ✓ Automated Emergency Braking (AEB) with pedestrian and cyclist detection
- ✓ Redesigning car fronts to include pedestrian & cyclist protection
- ✓ Redesigning truck cabins



- ✓ Improve HGVs cabin design



HUGE LIFE SAVING POTENTIAL

25,000

deaths on the road could be prevented by
the introduction of new vehicle safety measures
announced today.

Over the period 2022-2037, according to analysis by TRL. <https://bit.ly/2IN9Itf>



WHAT'S NEXT?

- Trilogues - **negotiations** between the European Parliament, the Council of the European Union and the European Commission under Romanian EU Presidency
- It's now time for the **EU Council and the European Parliament** to prove the **commitment to the Safe System**



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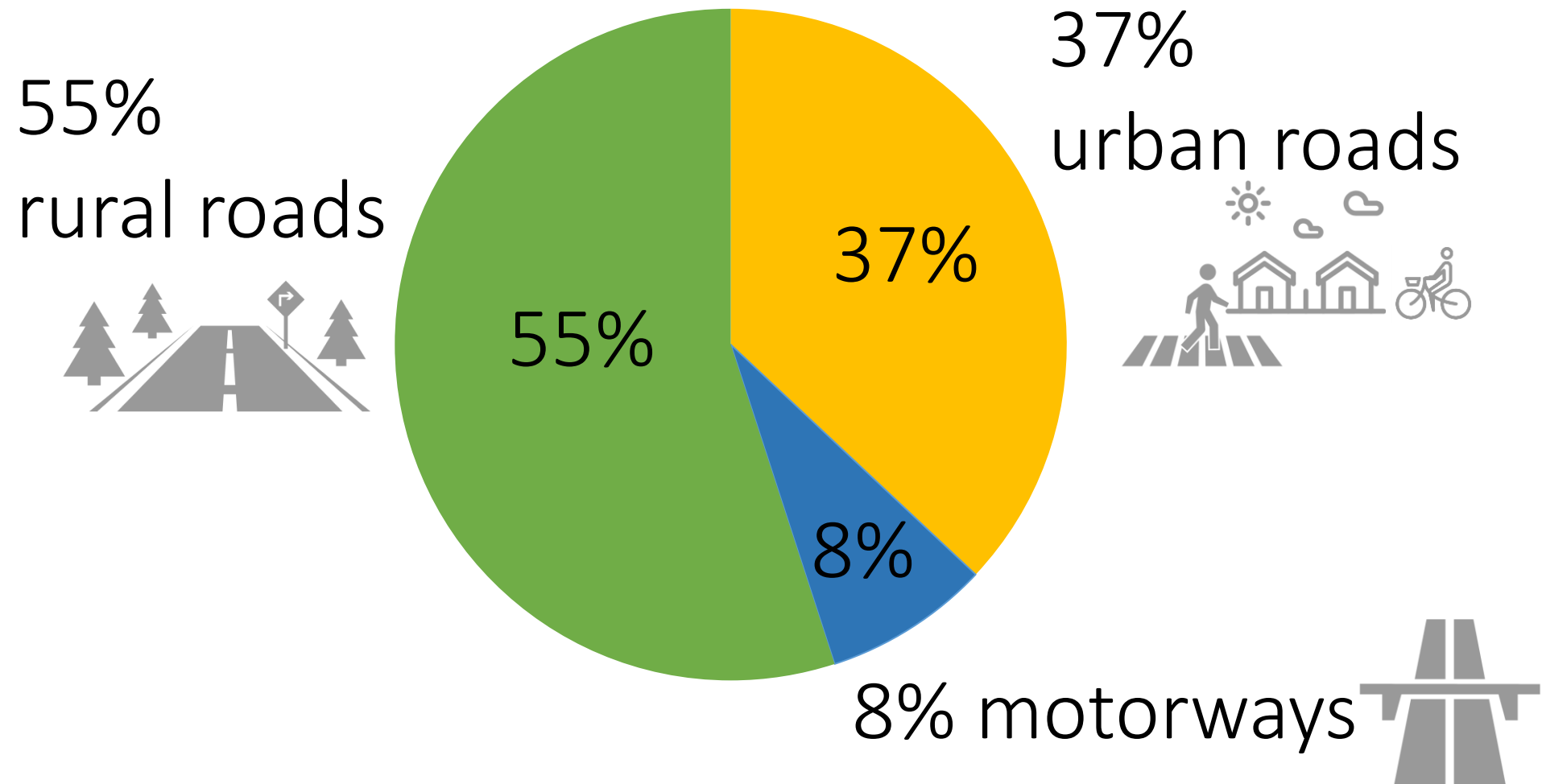
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ROAD DEATHS BY ROAD TYPE IN THE EU IN 2014



INFRASTRUCTURE SAFETY MANAGEMENT DIRECTIVE

Triologue agreement under Romanian Presidency:

- extension of the infrastructure safety management procedures to “primary roads”, as well as roads outside urban areas that receive EU funding
- road management authorities required to take into account vulnerable road user safety when planning and managing road infrastructure
- working towards development of common specifications for road signs and road markings

ETSC also called for extension of the rules to all main urban and rural roads

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STRATEGIC ACTION PLAN ON ROAD SAFETY

- Framework for the 5th EU Road Safety Strategy
- Endorsed Safe System approach
- Aiming for enhanced coordination and stronger financial support for road safety
- Key road safety performance indicators being defined in close collaboration between the EU Member States and the EC

THANK YOU FOR YOUR ATTENTION



Briefing:
5th EU Road Safety Action
Programme 2020-2030

February 2018

 www.etsc.eu

 [@etsc_eu](https://twitter.com/etsc_eu)

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