

Road Safety Strategies

PIN Talk, Spain | 7 July 2022

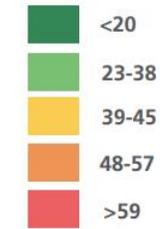


Antonio Avenoso
Executive Director

ETSC PIN PROGRAMME

Ranking road safety performance across participating countries since 2006

Road deaths per million inhabitants in 2021



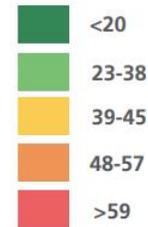
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ETSC PIN PROGRAMME

- Experts from the 32 participating countries, including all EU Member States
- Steering group
- Project team in the ETSC secretariat
- 42 PIN Flash reports

Road deaths per million inhabitants in 2021



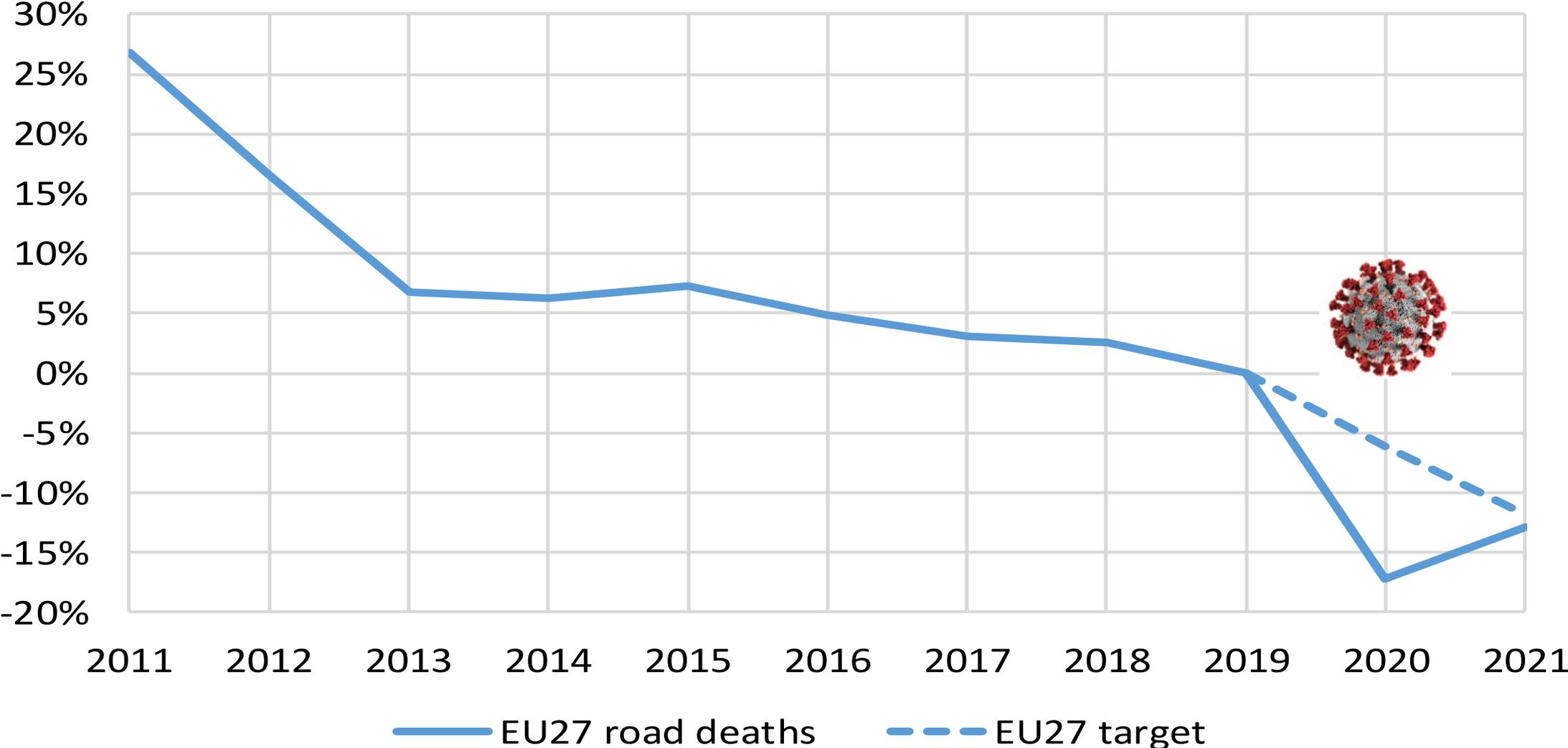
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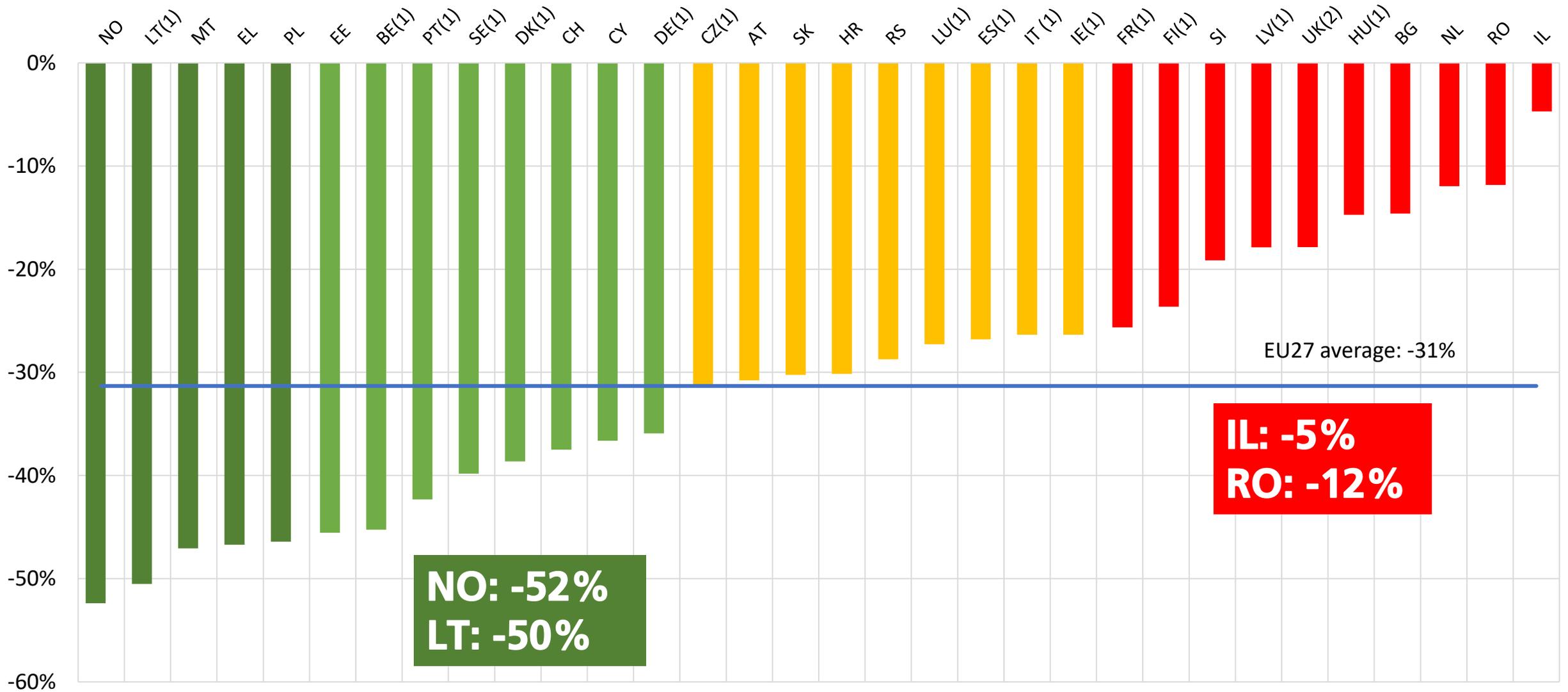
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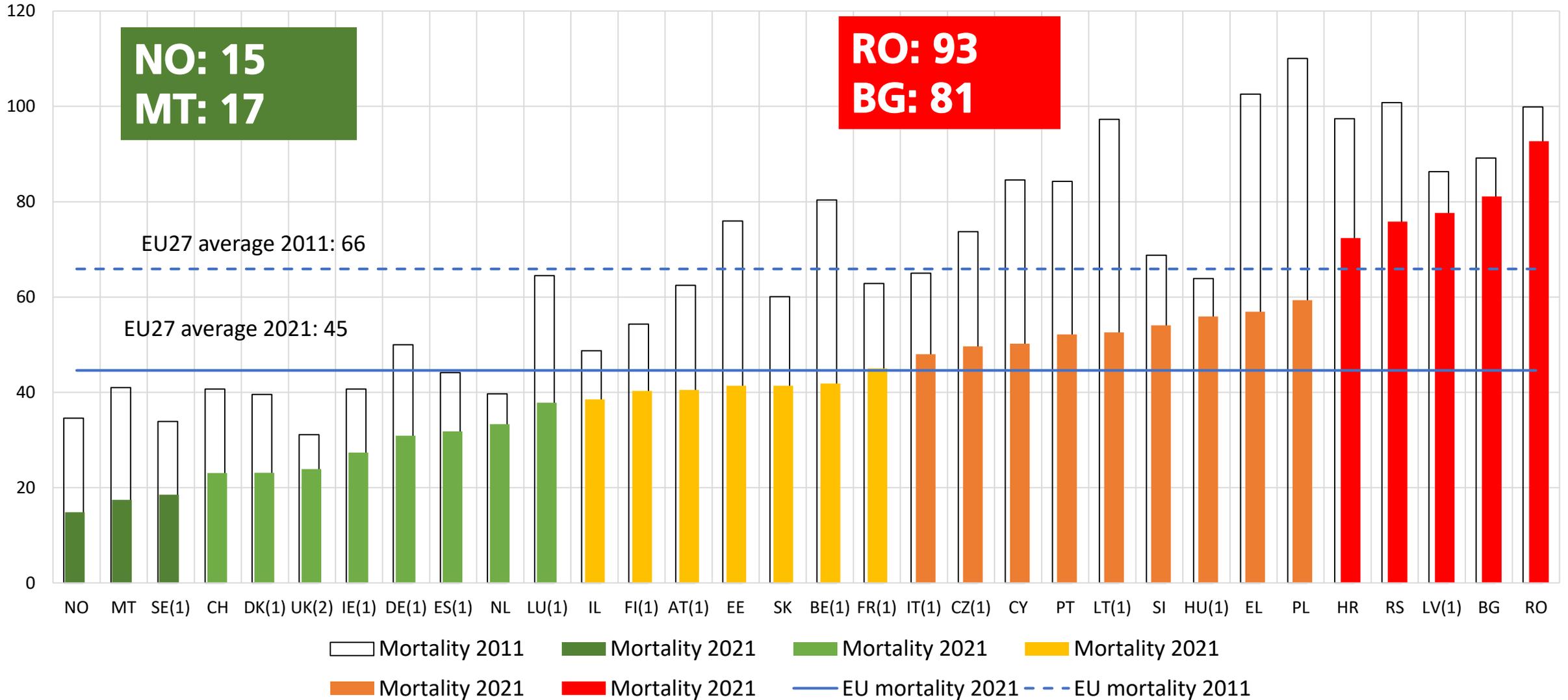
ROAD SAFETY PROGRESS 2011-2021



PROGRESS 2011-2021



EU ROAD MORTALITY 2021 AND 2011



Road Safety Strategies – EU Context

EU Strategic Action Plan for Road Safety

- halve road deaths by 2030
- halve the number of seriously injured by 2030

EU Road Safety Policy Framework 2021-2030

- eight Key Performance Indicators (speed, safety belt, protective equipment, alcohol, distraction, vehicle safety, infrastructure, post-crash care)

Road Safety Strategies - PIN

	New National Road Safety Strategy YES/NO	Time period the new strategy will cover	Road death reduction target	Serious injury reduction target
AT ⁶¹	YES, finalised	2021-2030	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
BE ⁶²	YES, finalised	2021-2030	50%, less than 320 by 2030	50%, less than 1800 by 2030
BG ⁶³	YES, finalised	2020-2030	50%	50%
CY ⁶⁴	YES, finalised	2021-2030	50% (2019-2030)	50% (2019-2030)
CZ ⁶⁵	YES, finalised	2021-2030	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
DE ⁶⁶	YES, finalised	2021-2030	40% (2021-2030)	NO
DK	YES, finalised	2021-2030	Max 90 road deaths in 2030	Max 900 seriously injured in 2030
EE	Current	2016-2025	52% (2016-2025)	31% (2016-2025)
EL	Under development	2021-2030	50% (2019-2030)	50% (2019-2030)
ES	Under development	2021-2030	50% (2019-2030)	50% (2019-2030)
FI ⁶⁷	YES, finalised	2022-2026	50% (2020-2030)	50% (2020-2030)
FR	NO		50% (2019-2030)	50% (2019-2030)
HR ⁶⁸	YES, finalised	2021-2030	50% (2019-2030)	50% (2019-2030)
HU	Under development	2023-2025	50% (2020-2030)	50% (2020-2030)
IE	YES, finalised	2021-2030	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
IT ⁶⁹	YES, finalised	2021-2030	50% (2019-2030)	50% (MAIS3+) (2019-2030)
LU ⁷⁰	Current	2019-2023	NO (Vision Zero)	NO (Vision Zero)
LV ⁷¹	Under development	2021-2027	NO (Vision Zero)	NO (Vision Zero)
LT ⁷²	YES, finalised	2020-2030	50% (2019-2030)	50%

Road Safety Strategies

	New National Road Safety Strategy YES/NO	Time period the new strategy will cover	Road death reduction target	Serious injury reduction target
MT	Current	2014-2024	NO	NO
NL ⁷³	Activity Plans finalised	2018-2030	NO	NO
PL ⁷⁴	YES, finalised	2021-2030	50% (2019-2030)	50% (2019-2030)
PT ⁷⁵	Under development	2020-2030	50%	50%
RO	Under development	n/a	NO	NO
SE	Management by objectives	2020-2030	50% (2017-2019av.-2030)	25% (2017-2019av.-2030)
SI ⁷⁶	Current	2013-2022	50% (2011-2020)	50% (2011-2020)
SK ⁷⁷	YES, finalised	2021-2030	50% (2021-2030)	50% (2021-2030)
UK ⁷⁸	Under development	n/a	NO	NO
CH	Current	No time limit	Max 100 road deaths by 2030	Max 2,500 serious injuries by 2030
IL ⁷⁹	YES, finalised	2020-2030	50% (2021-2030)	50% (2021-2030)
NO ⁸⁰	Current	2018-2021	Max 50 deaths by 2030	Max. 350 deaths and serious injuries by 2030
RS	Under development	2022-2030	50% (2019-2030)	50% (2019-2030)

The road to 2030: road safety management

- Speed is of the essence
- Targets and KPIs
- EU Road Safety Agency



The road to 2030: vehicle safety

- Strong and timely legislation (avoid rollback e.g. Intelligent Speed Assistance and event data recorders)
- Revise vehicle safety regulation (GSR) well before 2030
- More democratic oversight of UNECE
- A faster response to new personal mobility devices (eg: e-scooters)



The road to 2030: infrastructure

- Designate maximum number of primary roads
- Extend RISM to all EU main urban and rural roads
- Protect pedestrians and cyclists post-Covid



The road to 2030: behaviour

- Speed limit recommendation for all roads
- Drink-driving - zero tolerance limits – boost alcohol interlocks
- Drug-driving
- Distraction
- Ambitious new driving licence rules and cross-border enforcement update



The 2030: post-crash

- Extend eCall to other vehicle categories now
- Emergency corridors
- Better coordination between transport and health sectors





THANK YOU!

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European Transport Safety Council