

Knowledge for Leadership

The Road Safety PIN

**Greece's Road Safety
in a European context**

European Commission Representation

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Introduction to ETSC

A science-based approach to road safety policy

- **47 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level. In Greece:



- More than **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work

ETSC Activities



Monitoring EU transport safety policy

*Promoting best practices
Developing recommendations*



Road Safety Performance Index (PIN)

Ranking EU countries' performances

Developing projects on priority areas

Preventing Drink Driving



Preventing Speeding

Preventing Cyclists' deaths

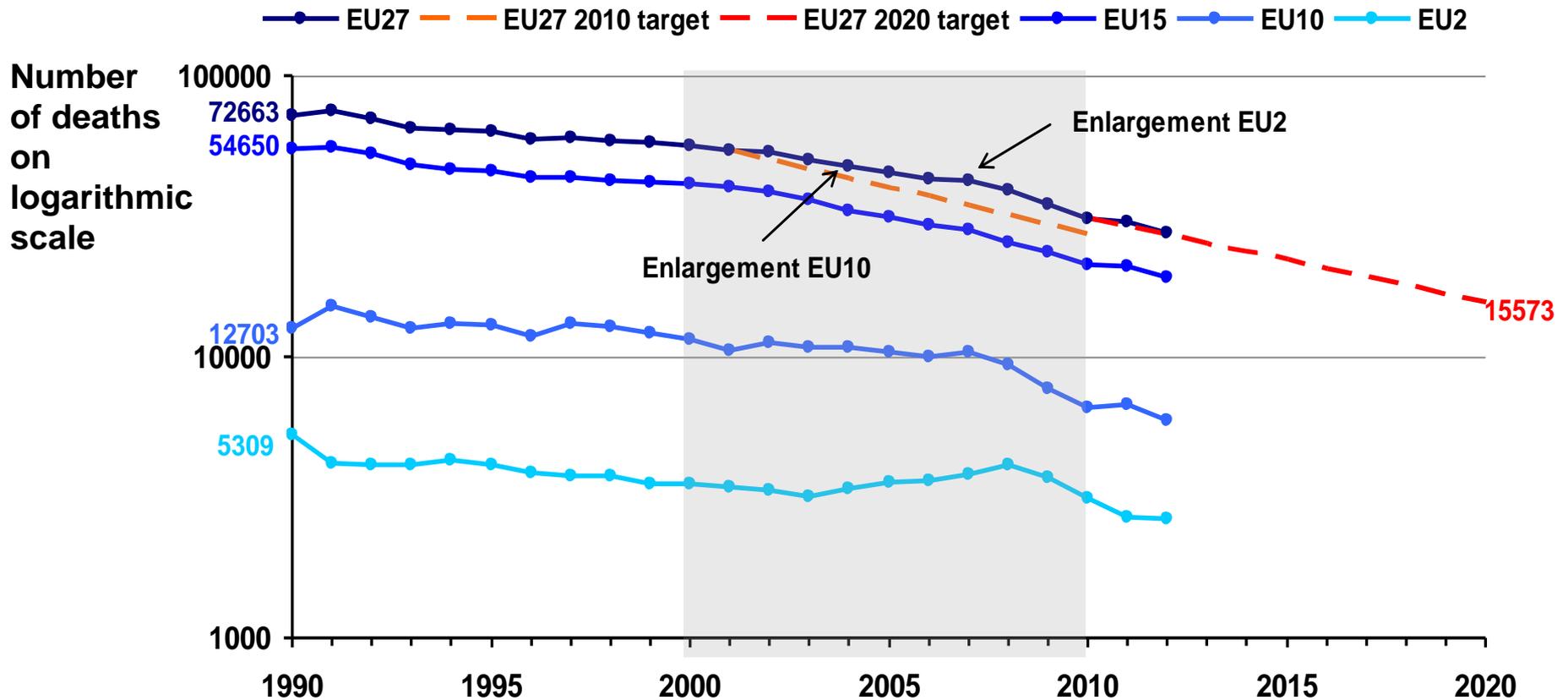


Praising Best Practice in Road Safety 'At' Work and 'To' Work

The scope of the problem

- **27,700 people killed** in road collisions in the EU in 2012
- Around **313,000 reported by the police as seriously injured**
- **1 death, 11 serious injuries, 40 slight injuries**
- Huge socio-economic costs (**2% of EU GDP or 250 bln EUR**)
- **358,000 men and 113,000 women** have been killed in the EU27 in the past decade.
 - Men are three times more likely to die on roads than women!

Long term perspective



EC Transport White Paper 2001 identified road safety as one of 13 areas of action – and set a target to **halve the annual number of road deaths from the 2001 number by 2010 (renewed for the 2011-2020 period)**

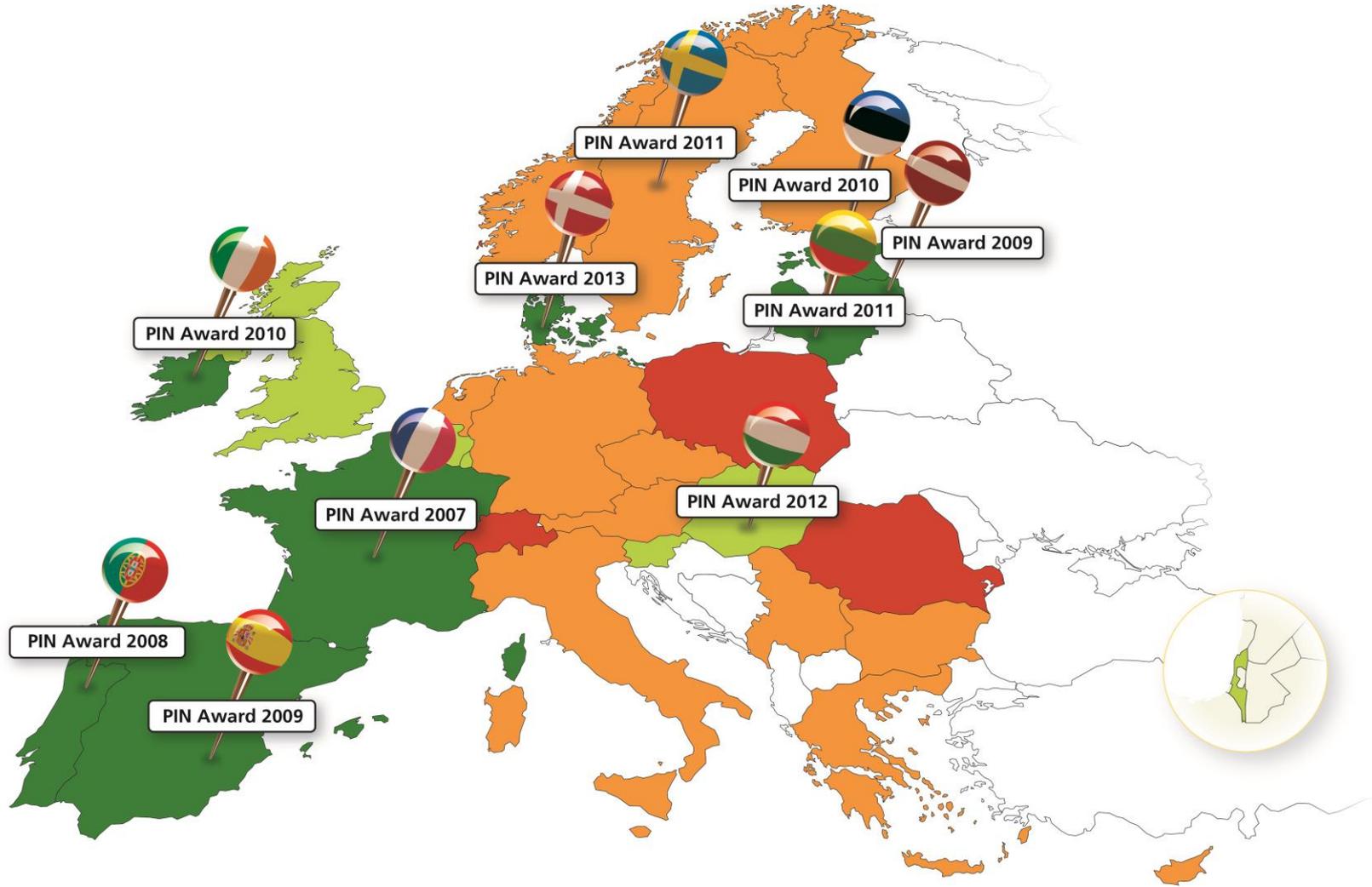
ETSC's Road Safety PIN

- PIN is a programme to benchmark European countries' road safety performance using data that exist now
- ETSC recognises that establishing comparable performance indices and achieving regular measurement are themselves a challenge
- ETSC is therefore grateful to the **Swedish Road Administration**, **Norwegian Public Roads Administration**, **Volvo Group & Volvo Trucks** and **Toyota Motor Europe** for their sponsorship of ETSC in taking up this challenge

PIN works through ...

- A well-placed expert Panellist in each participating country (**George Yannis, National Technical University of Athens** in Greece)
- ETSC's EU-wide network of over 200 experts
- A Steering Group with members from research organisations, the EC, the PIN sponsors and the ETSC leadership
- A small project team in the ETSC secretariat

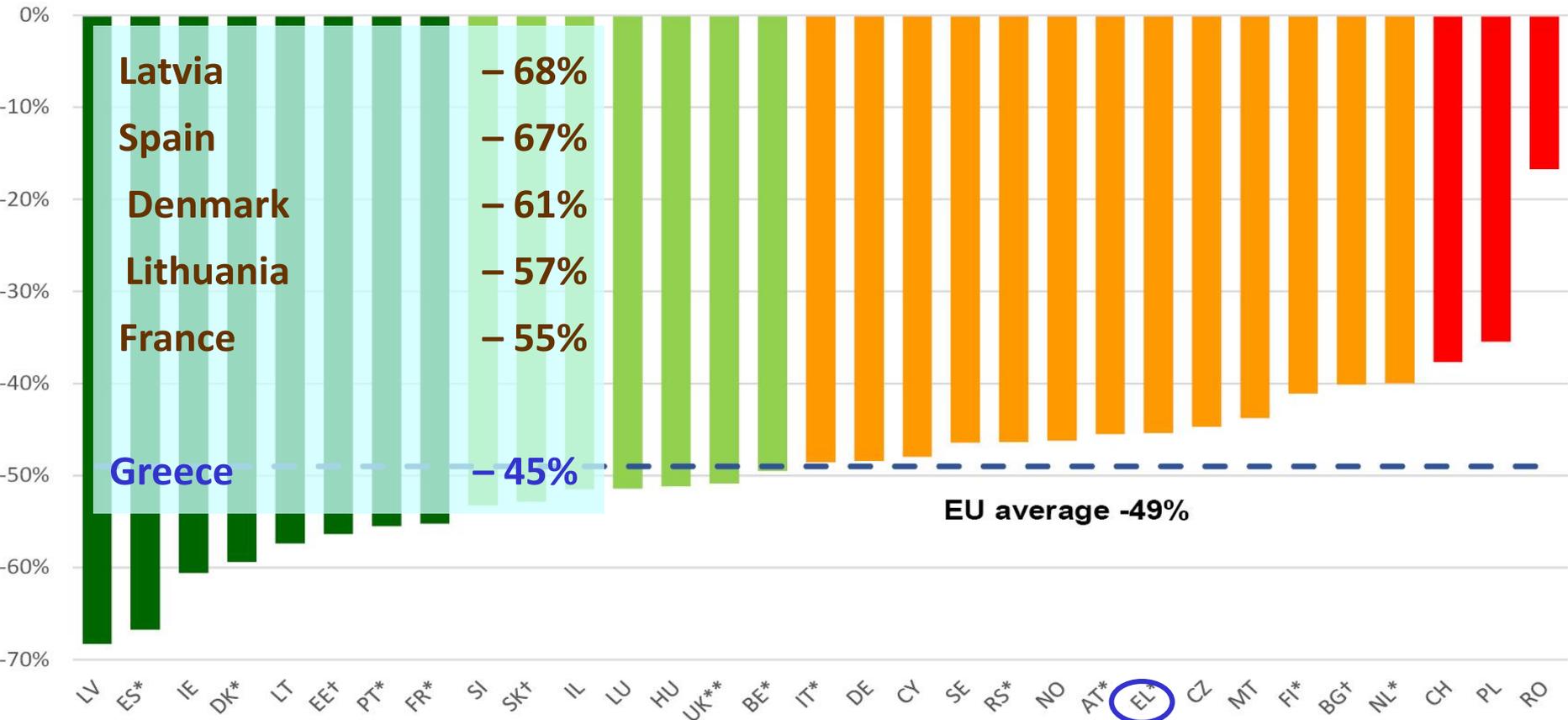
Road Safety PIN Awards



PIN Programme Achievements since 2006

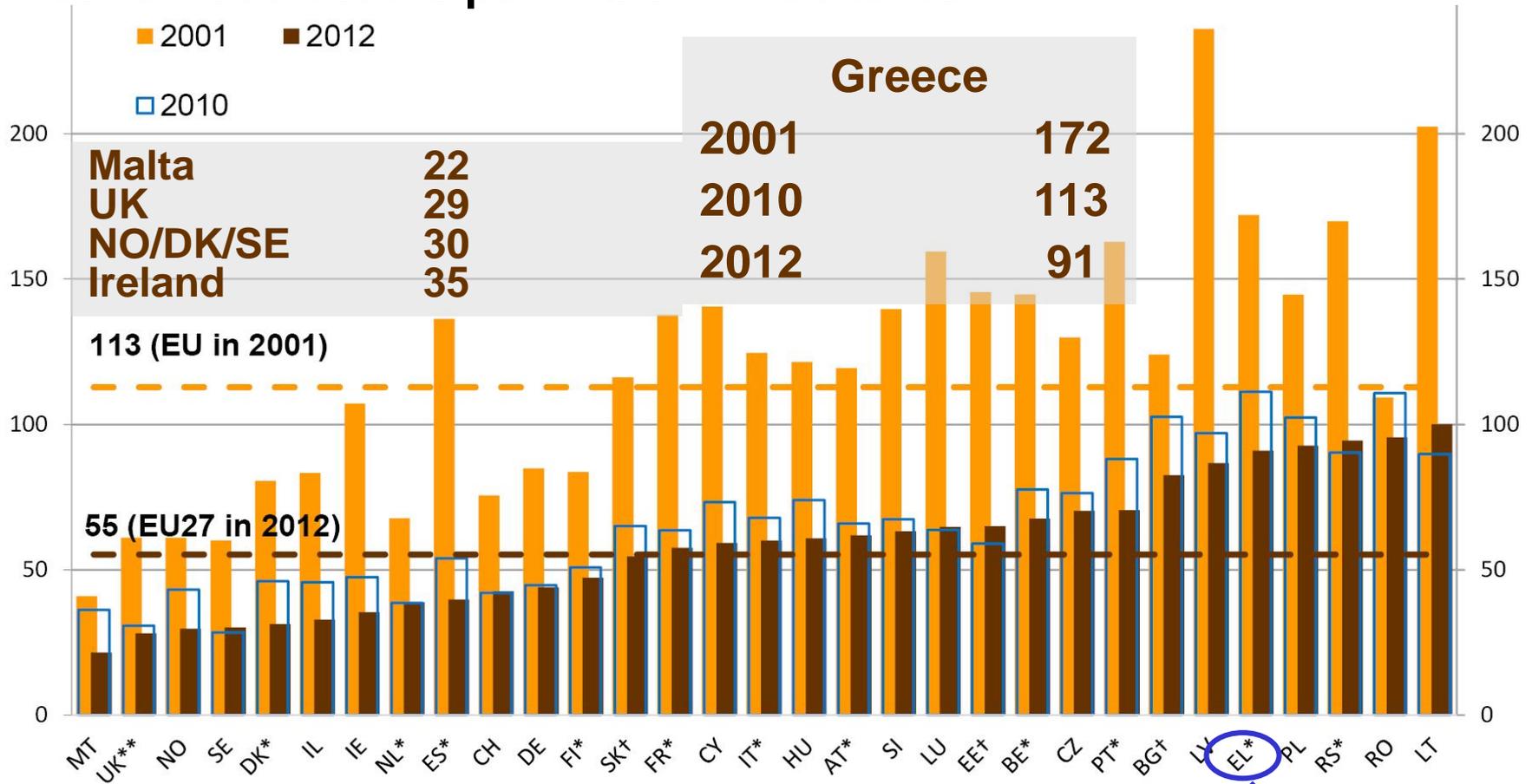
- **7** PIN Annual Reports
- **7** PIN Annual Conferences in Brussels
 - Addressed (in 2013) by Commission Vice President Kallas
- **10** Countries awarded for fast progress in reducing road deaths
 - 7 Ministers came personally to Brussels to receive the PIN Awards
- **32** participating countries: EU28, Switzerland, Norway, Serbia and Israel.
- Comparisons of countries on **26** areas of road safety
- **38** PIN Talks (2nd PIN Talk in Greece – 2010/2013)
 - Very often attended by the relevant Minister

Progress in reducing road deaths 2001-2012



Road Safety Performance

Number of road deaths per million inhabitants



Road safety policy – Flash 22 RSM

Three phases have been identified for formulation and implementation of road safety policy:

1. Basics of road safety management
2. From strategy to action
3. Implementation and updating

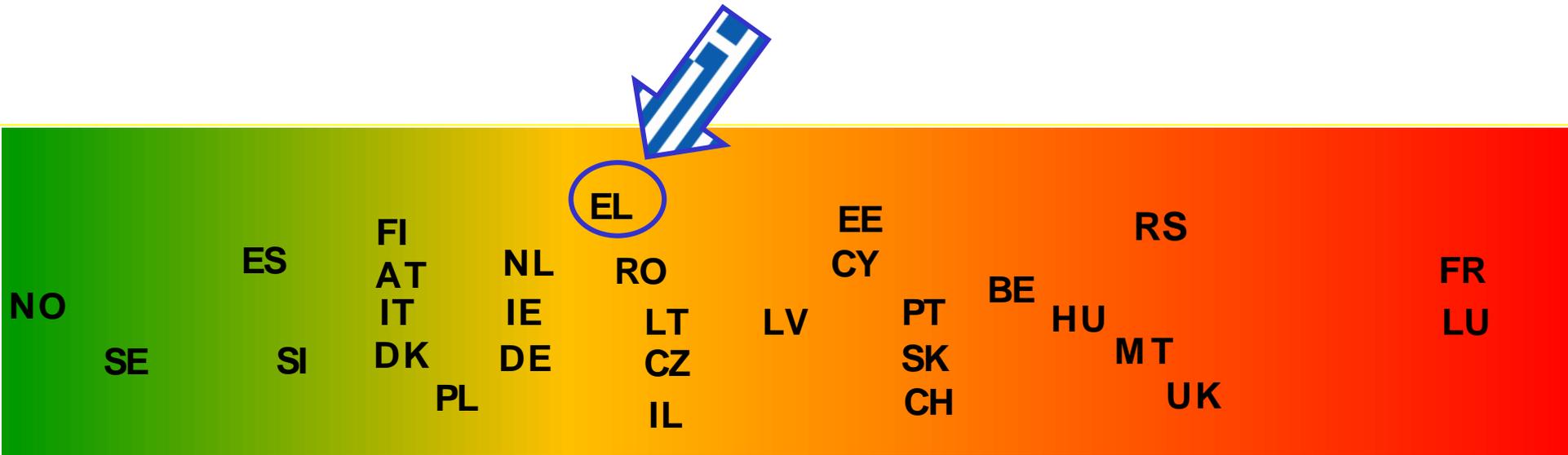
Questions to Panellists covered each phase in turn and answers were scored to derive a ranking for performance in each phase

1 Basics of road safety management

Questions were asked about the country's

- **vision** for road safety (holistic approach?)
- **targets** for – reduction in deaths – reduction in serious injuries – other quantitative indicators
- national road safety **programme or plan**
- government **leadership by example** (Exemplarity of the authorities – travel plans/safe vehicles..)

Ranking on the basics



2 From strategy to action

Questions were asked about the country's

- **lead agency** and its coordinating role
- **budget** for road safety
- **accident and casualty data** – accessibility
- **research** – capability and influence on policy
- **measurement** of :
 - road user behaviour
 - attitudes to road safety measures
 - attitudes to behaviour of other road users
- **training** – initial and in-service
- **exchange and sharing** of best practice

Ranking on strategy into action



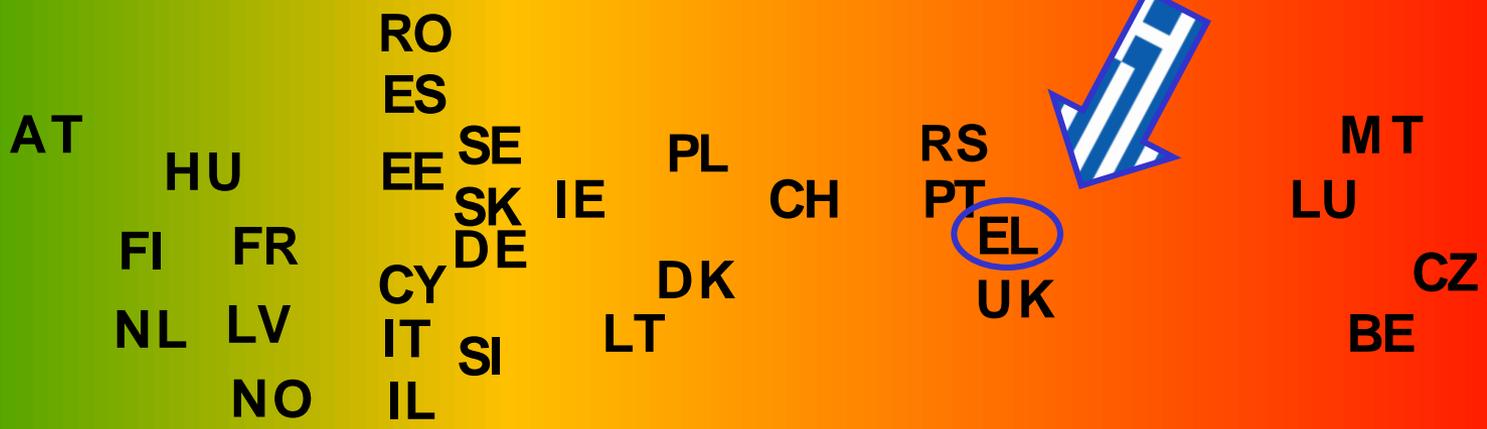
3 Implementation and updating

Questions were asked about the country's

- **enforcement** of road safety laws
- **infrastructure safety** – adoption of Directive and assessment of main roads
- **quantitative monitoring** of performance
- **publication** of results of monitoring
- **reporting** on measures implemented
- **evaluation** of effectiveness of measures

(A question about **emergency response** was asked but turned out to be ineffective)

Ranking on implementation and updating



Overview

	Phase 1	Phase 2	Phase 3		Phase 1	Phase 2	Phase 3
AT	Green	Yellow	Green	LT	Yellow	Green	Yellow
BE	Red	Red	Red	LU	Red	Red	Red
CY	Red	Yellow	Yellow	MT	Red	Yellow	Red
CZ	Yellow	Red	Red	NL	Yellow	Green	Green
DK	Green	Green	Yellow	NO	Green	Green	Green
EE	Red	Green	Yellow	PL	Yellow	Red	Yellow
FI	Green	Green	Green	PT	Red	Red	Red
FR	Red	Yellow	Green	RO	Yellow	Yellow	Yellow
DE	Yellow	Green	Yellow	RS	Red	Green	Red
EL	Yellow	Red	Red	SK	Red	Yellow	Yellow
HU	Red	Yellow	Green	SI	Green	Green	Yellow
IE	Yellow	Yellow	Yellow	ES	Green	Yellow	Yellow
IL	Yellow	Green	Yellow	SE	Green	Green	Yellow
IT	Green	Yellow	Yellow	CH	Yellow	Green	Yellow
LV	Yellow	Yellow	Green	UK	Red	Green	Red

Commentary

- The Overview chart suggests that
 - the PIN questions and marking were quite tough
 - even so there is scope for greatly improved procedures in many countries
- But in every country many elements of good road safety policy are in place
 - and many countries are working on further steps to make roads safer for all

Road Safety Management should:

- Understand of the circumstances in the country concerned (data, reporting, analysis)
- Mobilise technical and organisational expertise
- Articulate the problems
- Generate political will and commitment
- Construct a transparent plan of action
- Implement and evaluate the measures (criteria)
- Provide feedback into rearticulation of identified problems

Some pointers to further progress

- The **EU target to halve road deaths by 2020** compared with 2010 still stands
- The **EC Policy Orientations**, though falling short of an action programme, do point strongly in the right direction
- The European Parliament has called for these to be **backed up by action**
- The EC has gone beyond them by adopting **a vision to move close to zero road deaths in the EU by 2050**
- **Serious injuries** are also part of the road safety picture

More on PIN and ETSC ?

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Editorial

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU

alcohol legislation barometer is included.

EU News

Eurobarometer on Drink Driving

A new Eurobarometer citizens opinions on findings include most correct answer regarding for driving in their coun

Safety Monitor

ETSC's Newsletter on Transport Safety Policy Developments in the EU

legal blood alcohol limit. More than one third There is a wide variation the Member States. The o limit, tops the list with

after two drinks in two hours. A considerable proportion (15%) thinks that not drinking at all if you intend to drive is the safest option. http://ec.europa.eu/health/alcohol/docs/ebs_331_en.pdf

p.1 ETSC News p.4

p.2 Alcohol Legislation Barometre p.5



Drink Driving:

Young Drivers and Redivist Offenders