

The Road Safety Performance Index within the framework of the EU road safety policies

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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



PRAISE

Work-Related Road Safety



DRUG DRIVING

The PIN Programme



- Experts from the 32 participating countries (EU member states + Israel, Norway, Serbia and Switzerland)
- Steering group
- Project team in the ETSC secretariat

TOYOTA

VOLVO



TRAFIKVERKET



Deutscher
Verkehrssicherheitsrat



Statens vegvesen



**2014-2015
bad years
for road
safety**

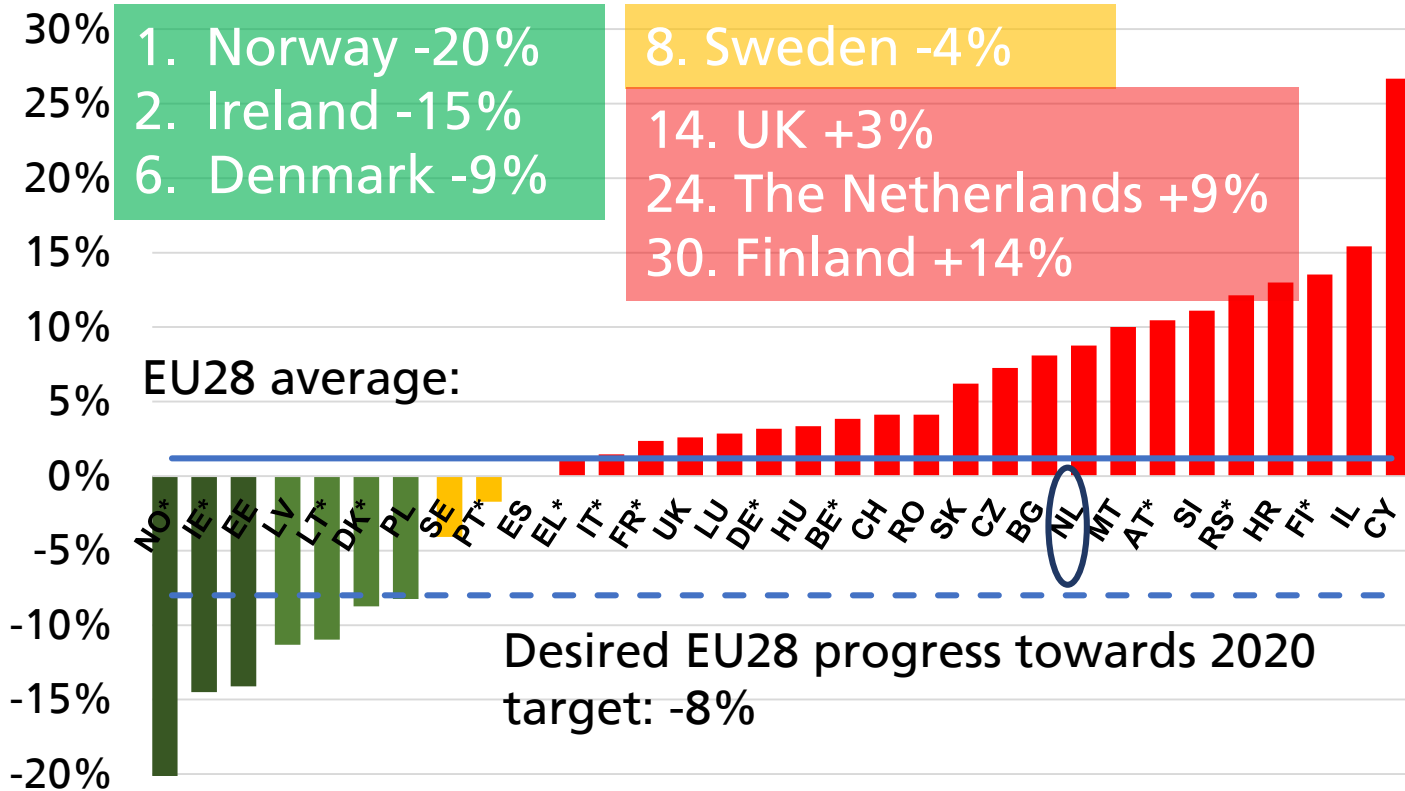
26,270

people died in road
traffic in the EU in
2015

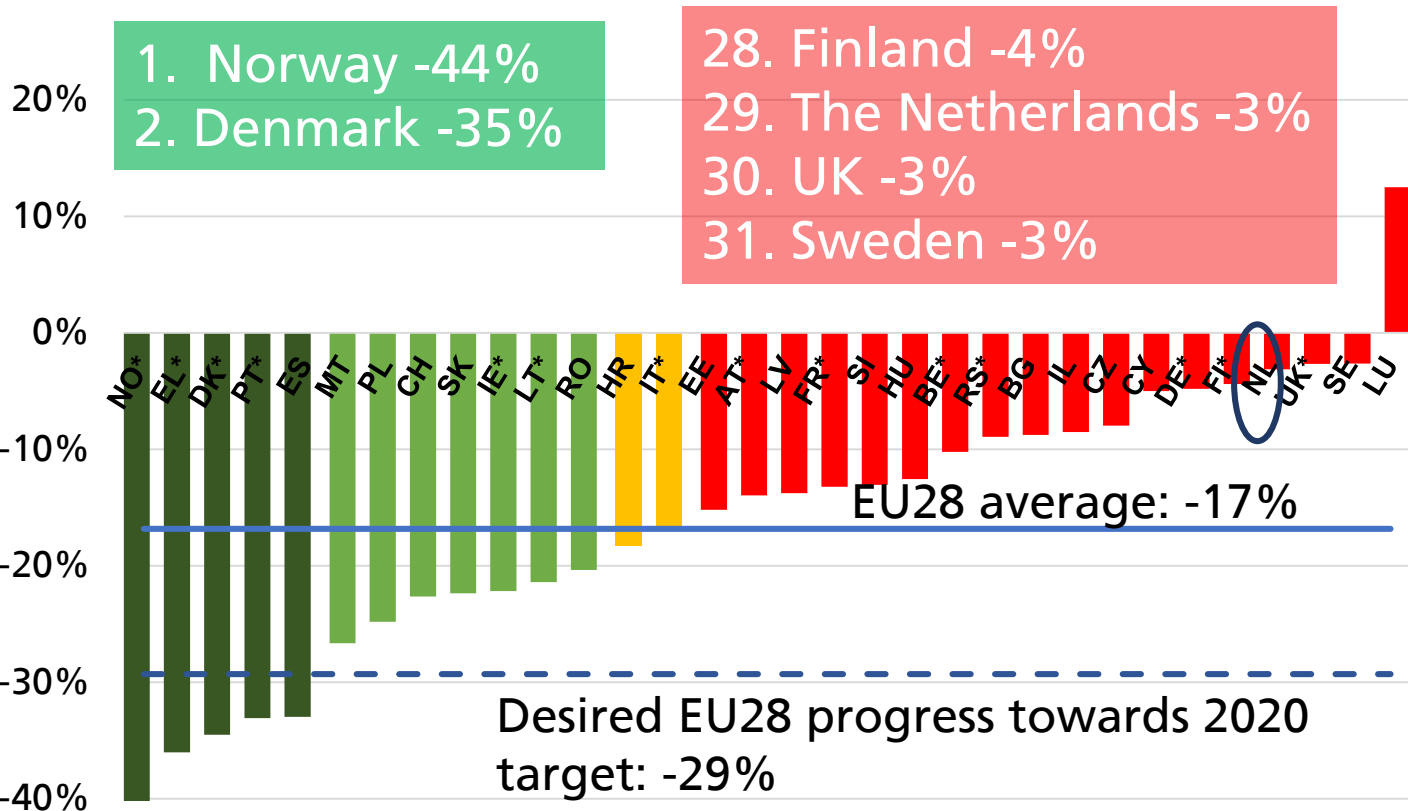


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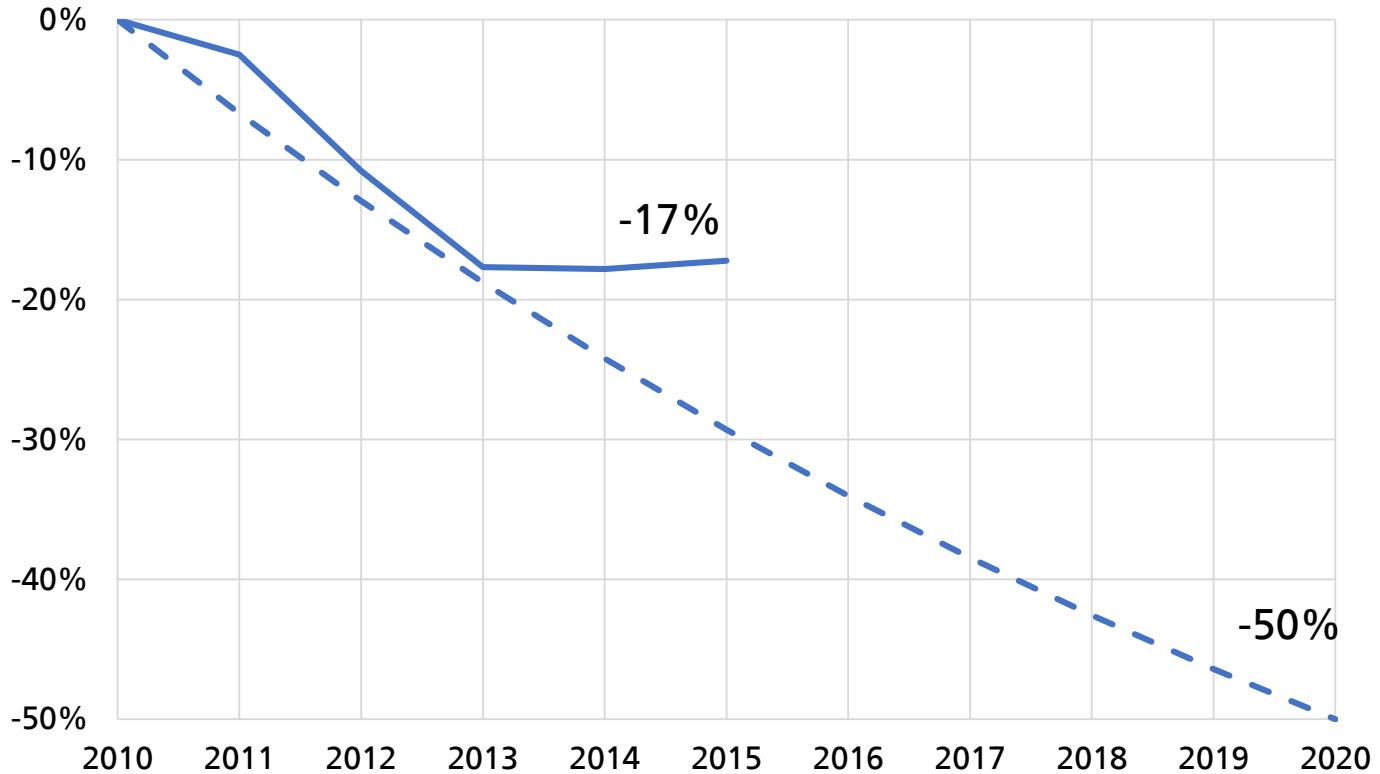
Change in road deaths (in %) 2014-2015



Change in road deaths (in %) 2010-2015



Reductions in the number of road deaths in the EU28



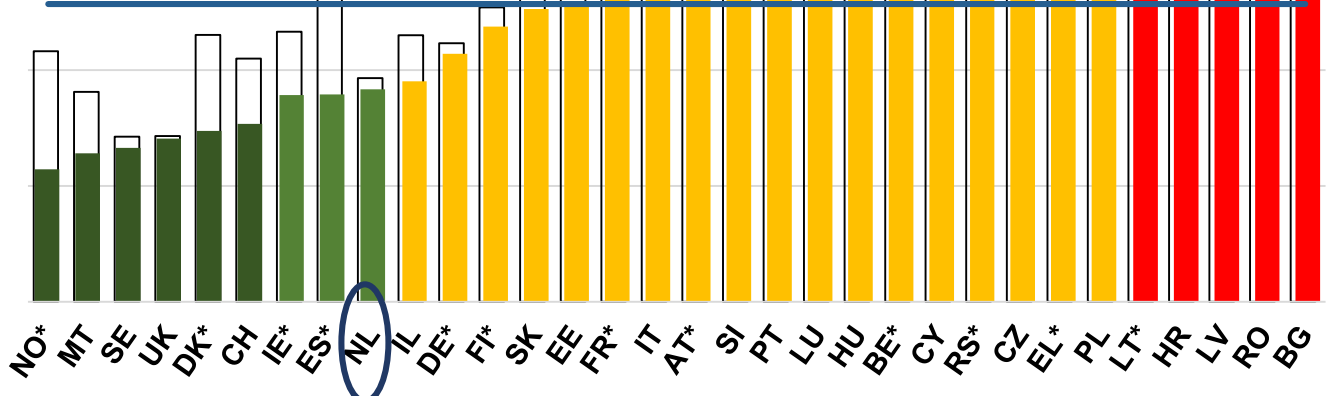
Road deaths per mln. inhabitants 2015 and 2010

1.Norway 23
 3.Sweden 27
 4.The UK 28
 5.Denmark 30
 9.The Netherlands 37

32.Bulgaria 98
 31.Romania 95
 30.Latvia 95

120
100
80
60
40
20
0

EU28 (2010):
 EU28 (2015):



135,000*

seriously injured in
road traffic in the EU
in 2014

**MAIS3+ estimates by the European Commission*



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Why ETSC recommends setting a target now and for reducing MAIS3+ serious injuries

- Any target set in this decade can only be aspirational
- The 2001 target for reducing deaths was aspirational
- From 2001-2014 at least 10 countries across Europe have reduced serious injuries at similar rates to deaths
- So it is right for Europe's ambition for reducing serious injuries to be as challenging as for reducing deaths

LET'S



**FOR A EUROPEAN TARGET
TO REDUCE SERIOUS ROAD INJURIES**



Vehicle safety: big opportunity in 2016



The problem of speed

- **Drivers have slowed down since 2001**
- Best progress has been made on **motorways**: around **30%** of drivers exceed the speed limit on **motorways**
- But speed violations are still up to **70%** on **rural roads** (in Denmark and Poland) and as many as **80%** on **urban roads** (Poland)

Intelligent Speed Assistance

1. Car receives position information via GPS and current speed limit from a digital map. Can also be combined with video camera sign recognition.

2. Speed limit is displayed on the dashboard.

Driver can override system by pushing harder on accelerator.

3. Car helps driver not to speed when speed limit is reached.



Why ISA?

ISA COULD CUT **COLLISIONS** BY **30%**
AND **DEATHS** BY **20%**



Cars fitted with ISA
could **reduce CO2**
emissions by **8%**



EuroNCAP awards
extra points to
cars fitted with ISA



78% of road users
64% of car drivers
say they support in-vehicle
speed limiters (SARTRE 2012)

Drink-driving in the EU



The phenomenon is still widespread in the EU:

- Up to 1.5 - 2% of Km driven in the EU are driven with an illegal BAC
- Around 20-25% of all road deaths across the EU are alcohol-related (over 30% of driver deaths)
- Alcohol related crashes are the leading cause of death in the age group 16-25



Alcohol Interlocks

- Increasingly used across Europe
- Reoffending rates in Finland reduced from 30% to 6% with use of interlocks
- Already compulsory on school buses in France and Finland.

Should be mandatory for professional vehicles and all cars should have a standard interface to enable use when needed.

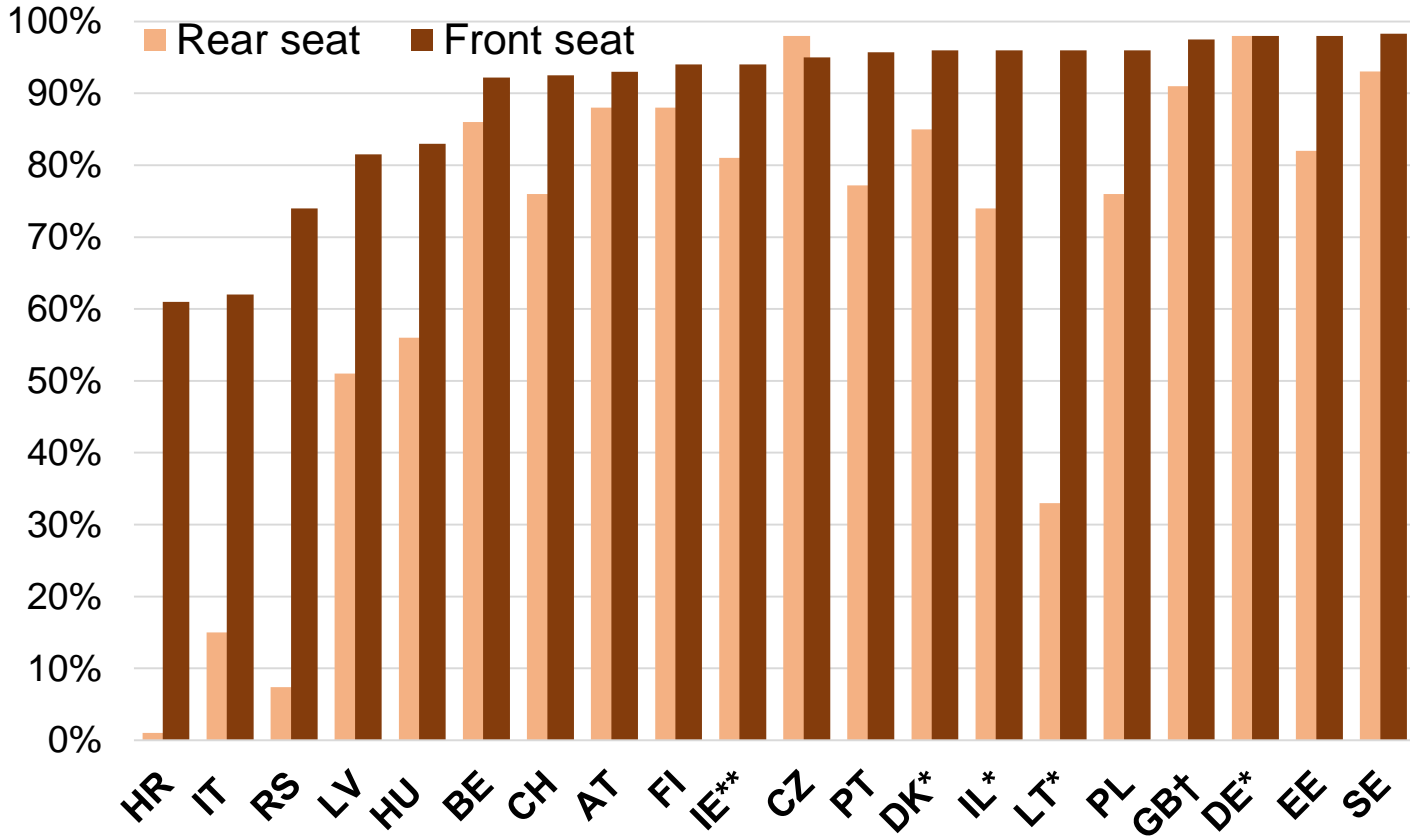


Seat Belt Reminders



- The seat belt remains the single most effective safety feature in vehicles
- Seat belt use is mandatory on all seats
BUT reminder alerts only on driver seat
- Wearing rates vary greatly across Europe

Seat belt wearing rates 2015



ETSC recommendations to the EU

- Adopt legislation for fitting all new vehicles with an overridable assisting Intelligent Speed Assistance system.
- Extend the mandatory fitment of advanced seat belt reminders as standard equipment to all seats.
- Ensure that vehicle interfaces make it possible to fit an alcohol interlock.

HOW SAFE ARE NEW CARS SOLD IN THE EU? AN ANALYSIS OF THE MARKET PENETRATION OF EURO NCAP-RATED CARS

PIN Flash Report 30

March 2016



Thank you!

**ETSC annual PIN Road Safety
conference 20 June 2016, Brussels**

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