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

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The Hague
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Monitoring EU transport safety policy

- Road Safety Performance Index (PIN)
  - Ranking EU countries’ performances

- iSAFER
  - Intelligent Speed Assistance for European Roads

- SMART
  - Sober Mobility Across Road Transport

- SAFE & SOBER

- DRUG DRIVING

- PRAISE
  - Work-Related Road Safety

- ETSC
  - European Transport Safety Council
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
2014-2015 bad years for road safety
26,270 people died in road traffic in the EU in 2015
Change in road deaths (in %) 2014-2015

1. Norway -20%
2. Ireland -15%
6. Denmark -9%
8. Sweden -4%
14. UK +3%
24. The Netherlands +9%
30. Finland +14%

EU28 average:

Desired EU28 progress towards 2020 target: -8%
Change in road deaths (in %) 2010-2015

1. Norway -44%
2. Denmark -35%

28. Finland -4%
29. The Netherlands -3%
30. UK -3%
31. Sweden -3%

EU28 average: -17%
Desired EU28 progress towards 2020 target: -29%
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

EU28 (2010):

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

EU28 (2015):
135,000* seriously injured in road traffic in the EU in 2014

*MAIS3+ estimates by the European Commission
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 GO

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 Demark 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.

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

Driver can override system by pushing harder on accelerator.
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 and 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

Rear seat  Front seat
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.
Thank you!

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