

Reducing child deaths on European Roads

PIN Conference

19 June 2018, Brussels

Dovile Adminaite

ETSC Project Manager



European Transport Safety Council



REDUCING CHILD DEATHS ON EUROPEAN ROADS

PIN Flash Report 34

February 2018



8,100

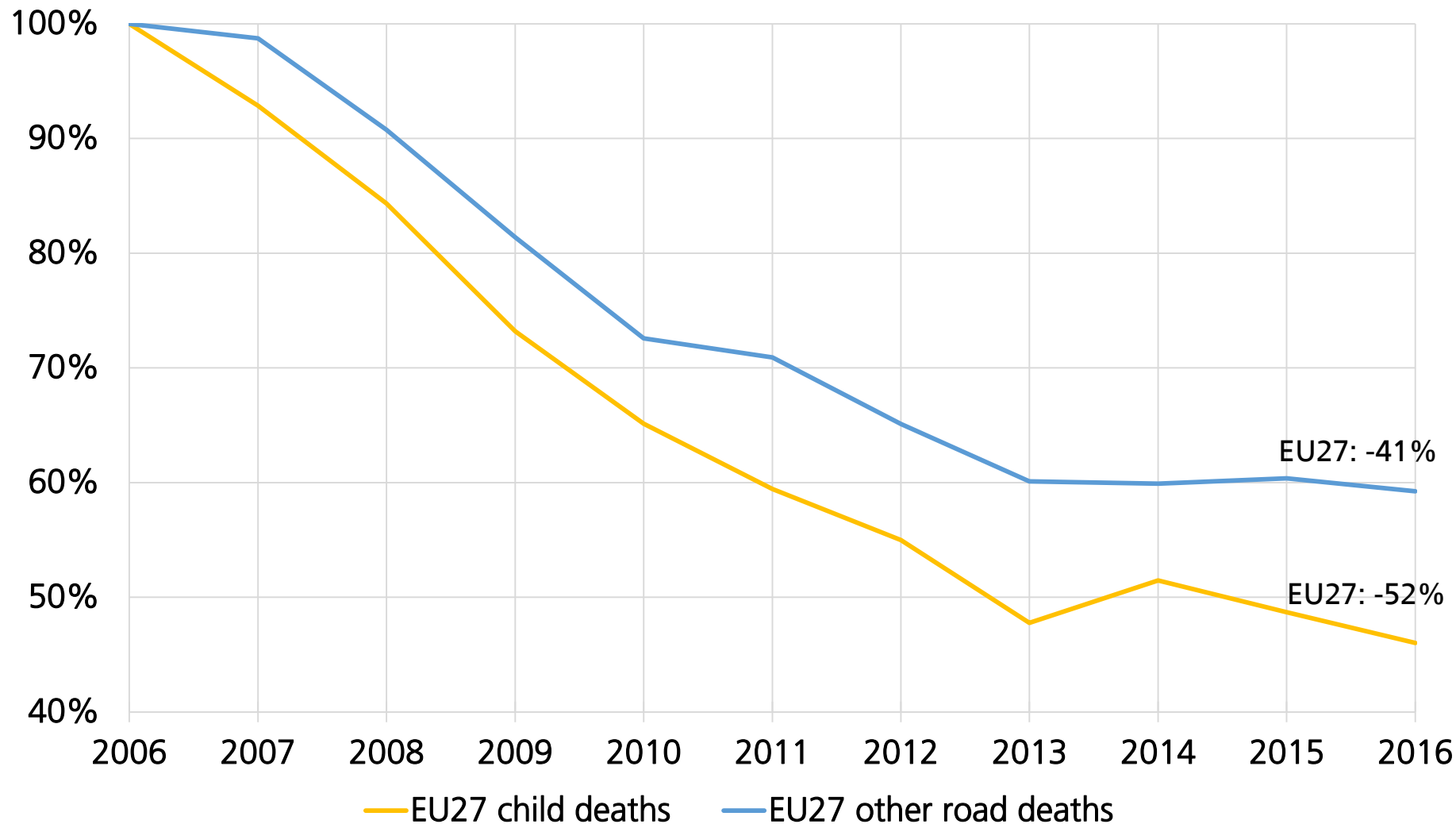
children died on EU
roads in the last 10 years

Every day on EU roads

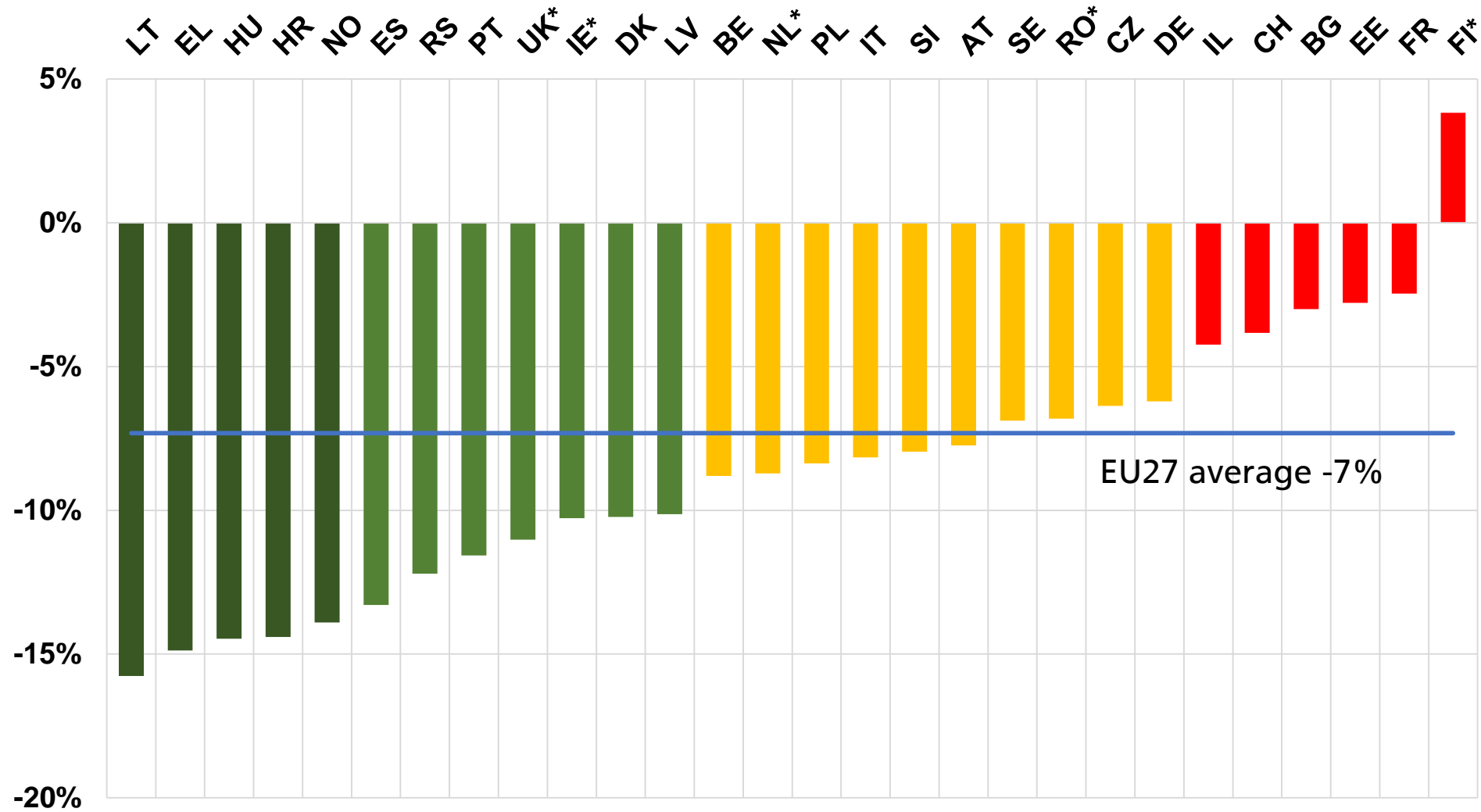
2 children are killed

30 children seriously injured

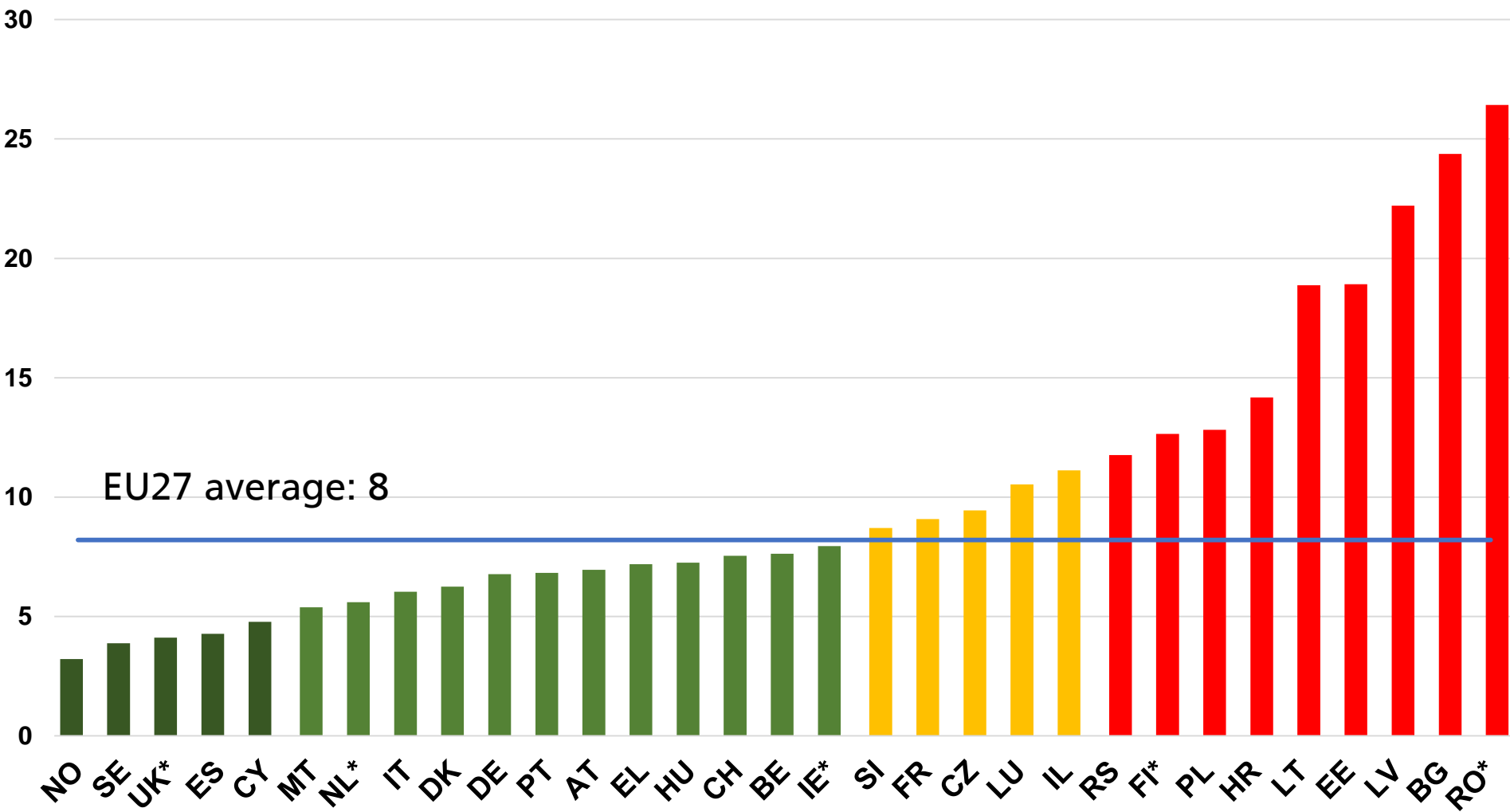
Development in child road deaths and other road deaths since 2006



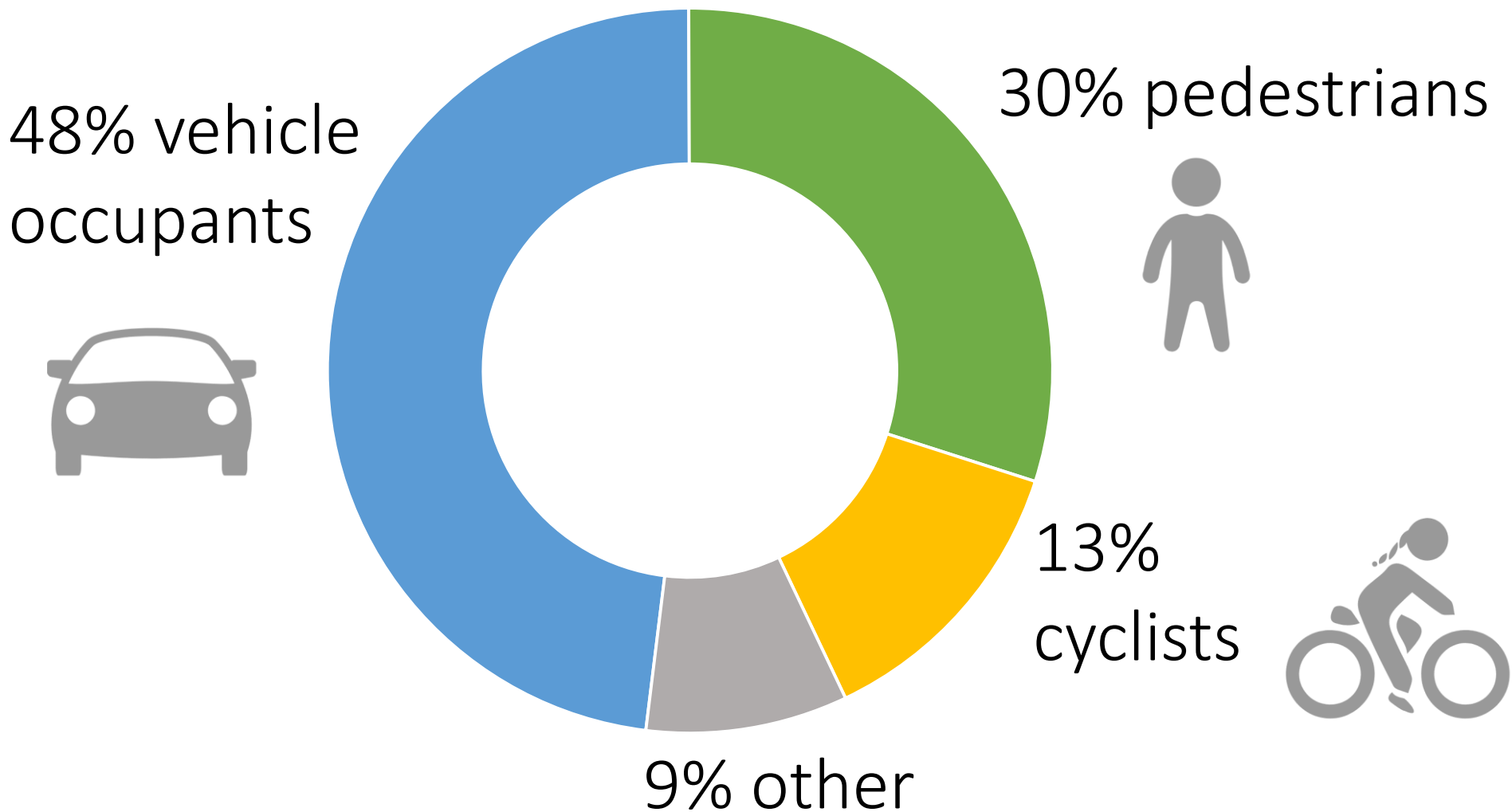
Average annual change in the number of child road deaths 2006-2016



Child road deaths per million child population (2014-2016)



Child road deaths by road user group (2014-2016)



How to keep children on the roads safe

Safe roads



Safe vehicles



Child restraints

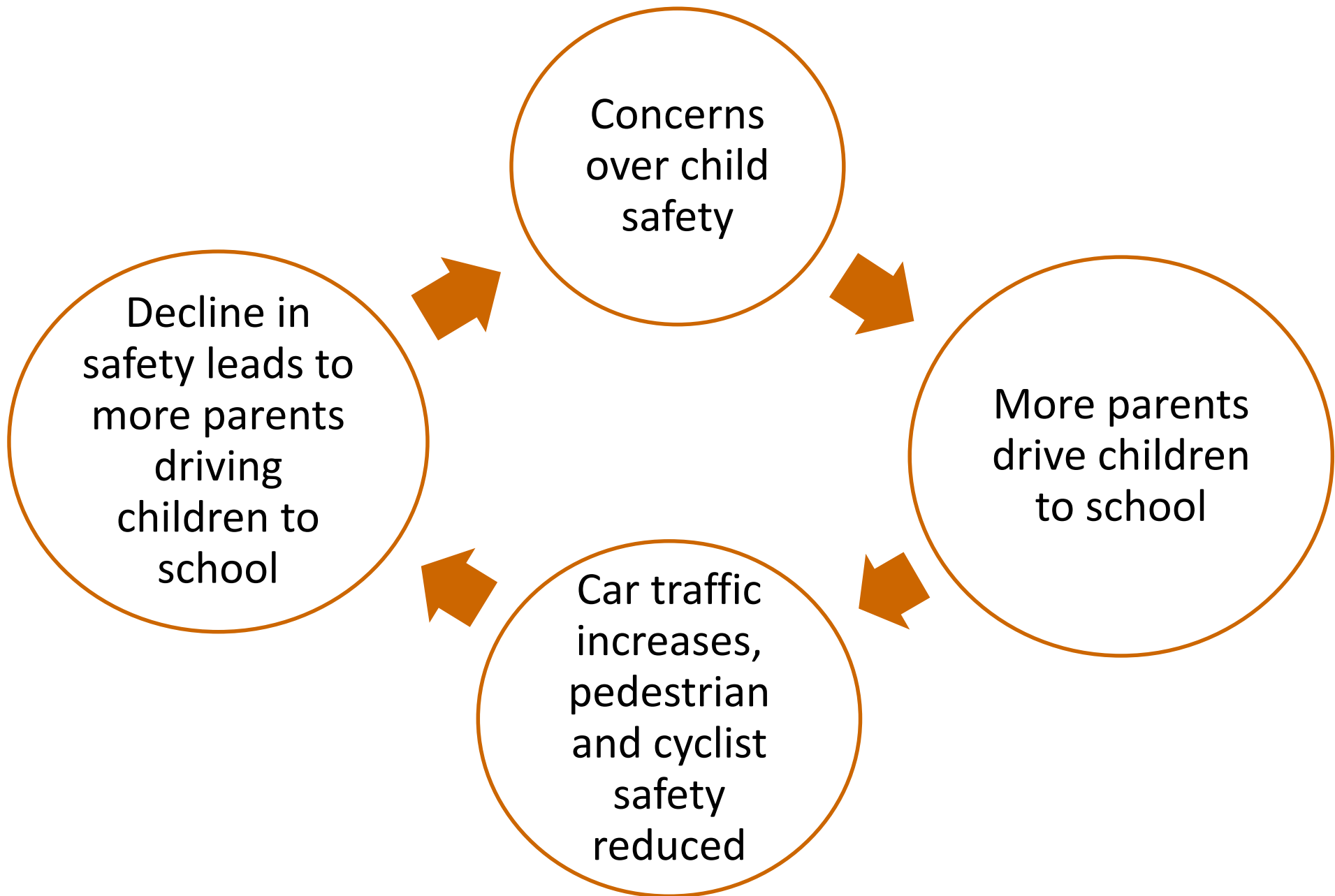


Enforcement



Education





Infrastructure

- Road infrastructure for communities it serves
- Well enforced 30 km/h zones are crucial
- Safe routes to school



Child restraints

- WHO: correctly installed child restraints reduce likelihood of death by up to 80%
- Rearward facing child restraints
- Installation mistakes can drastically reduce the effectiveness



	Child restraint usage rates	Age group	Year	Data on	Data collection method
AT	98%	0-12 years old	2016	Use of child restraints and seatbelts	Observation study
BE	90%	n/a	2015	Use of child restraints and seatbelts	Observation study
CZ	96%	0-12 years old	2016	Use of child restraints and seatbelts	Observation study
DE	99%	0-15 years old	2016	Use of child restraints and seatbelts	Annual observation study
DK	97%	0-10 years old	2012	Use of restraint and seatbelts	Observation study
EE	96%	0-15 years old	2016	Use of seatbelt for children travelling on rear seats	Attitude survey
FI	97%	0-6 years estimated	2016	At least seatbelts used on rear seat	Observation study (N=716)
FR	94%	0-9 years old	2016	Use of seatbelts for children travelling on rear seats on motorways	Observation study
HR	97%	0-13 years old	2014	Use of child restraints and seatbelts	Observation study
HU	76%	Unknown	2017	Child restraint usage	Observation study
IE	88%	5-17 years old	2016	Use of seatbelts for children in the front and rear seats of the passenger cars	Observation study N=4257
IT*	79%	0-6 years old	2013-2016	Child restraint usage	Attitude survey
PL	93%	0-12 years old	2014	Use of child restraints and seatbelts	Observation study
PT	95%	0-8 years old	2016	Child restraint usage	Observation study
SE*	90%	0-6 years old	2011	Child restraint usage	Observation study
SI	93%	0-7 years old	2016	Use of child restraints and seatbelts	Observation study
CH	93%	0-12 years old	2012	Child seat usage	Observation study
IL	87%	0-15 years old	2016	Use of child restraints and seatbelts	Observation study
RS	28%	0-12 years old	2016	Child seat use (0-3 years old); use of seatbelt for children travelling on rear seats (4-12 years old)	Observation study

	Child restraint usage rates	Age group	Year	Data on	Data collection method
AT	98%	0-12 years old	2016	Use of child restraints and seatbelts	Observation study
BE	90%	n/a	2015	Use of child restraints and seatbelts	Observation study
CZ	96%	0-12 years old	2016	Use of child restraints and seatbelts	Observation study
DE	99%	0-15 years old	2016	Use of child restraints and seatbelts	Annual observation study
DK	97%	0-10 years old	2012	Use of restraint and seatbelts	Observation study
EE	96%	0-15 years old	2016	Use of seatbelt for children travelling on rear seats	Attitude survey
FI	97%	0-6 years estimated	2016	At least seatbelts used on rear seat	Observation study (N=716)
FR	94%	0-9 years old	2016	Use of seatbelts for children travelling on rear seats on motorways	Observation study
HR	97%	0-13 years old	2014	Use of child restraints and seatbelts	Observation study
HU	76%	Unknown	2017	Child restraint usage	Observation study
IE	88%	5-17 years old	2016	Use of seatbelts for children in the front and rear seats of the passenger cars	Observation study N=4257
IT*	79%	0-6 years old	2013-2016	Child restraint usage	Attitude survey
PL	93%	0-12 years old	2014	Use of child restraints and seatbelts	Observation study
PT	95%	0-8 years old	2016	Child restraint usage	Observation study
SE*	90%	0-6 years old	2011	Child restraint usage	Observation study
SI	93%	0-7 years old	2016	Use of child restraints and seatbelts	Observation study
CH	93%	0-12 years old	2012	Child seat usage	Observation study
IL	87%	0-15 years old	2016	Use of child restraints and seatbelts	Observation study
RS	28%	0-12 years old	2016	Child seat use (0-3 years old); use of seatbelt for children travelling on rear seats (4-12 years old)	Observation study

Up to 75%

of child seats attached
incorrectly or are
incompatible with a child
or a car

Recommendations to Member States

- National indicator targets for **children correctly fitted** in the appropriate child restraint systems
- Strategy to increase correct usage of child restraint systems
- Increase **affordability of child restraints**, by including them in the **category of essential products** (permitting a lower rate of VAT) as EU Directive 77/388/EEC allows
- Make rear-facing child seats mandatory for as long as possible, preferably until 4 years of age pending such action by the EU

Recommendations to the European Commission

- Within the framework of the 5th EU Road Safety Action Programme, adopt a separate target for reducing road deaths and serious injuries among children
- Set EU indicator targets for the proportion of children correctly fitted in the appropriate child restraint systems

17 May 2018: General Safety Regulation (GSR) published by EC

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

49 FATALITIES more than in 2010, significant increase since 2013

49 FATALITIES per million in 2013

Global average

VEHICLE SAFETY

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

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

INFRASTRUCTURE SAFETY

The Commission proposes to reinforce the European rules on infrastructure safety management

- SCOPE EXTENDED BEYOND MOTORWAYS
- NETWORK-WIDE RISK MANAGEMENT
- REINFORCED PROVISION FOR VULNERABLE ROAD USERS

EXPECTED IMPACT (2020-2030):

Category	2020-2030
Lives saved	7,300
Serious injuries avoided	38,900
Lives saved	3,200
Serious injuries avoided	20,000

You, European Commission , EU Transport and 2 others

5 34 38

New vehicle safety standards essential to reduce child deaths

- Overridable assisting ISA on all new vehicles default ON
- Autonomous Emergency Braking (AEB) with pedestrian and cyclist protection
- Improved pedestrian protection for cars
- Improved direct vision to allow truck drivers to see pedestrians and cyclists

Now it's up to the EU Council and the EP

- To give strong political support for EC proposal on the General Safety Regulation published on 17 May 2018 for new vehicle safety standards

Now it's up to the EU Council and the EP

- To give strong political support for EC proposal on the General Safety Regulation published on 17 May 2018 for new vehicle safety standards

To save children's lives!



Verkehrsunfälle 8100 Kinder starben binnen zehn Jahren auf Europas Straßen

Mehr als 8100 Kinder sind in den vergangenen zehn Jahren auf Straßen im EU-Gebiet ums Leben gekommen. Jedes zweite saß dabei in einem Auto. Mit einfachen Mitteln könnte die Zahl der Verunglückten deutlich gesenkt werden.



START Start Download - View PDF Merge & Convert PDFs w/ EasyPDF.com

One third of kids killed on roads weren't wearing seatbelts

Thursday, March 01, 2018

Seán McCárthaigh
Almost a third of all young children killed as car passengers on Irish roads in recent years were not wearing a seatbelt.



Mother fastening seatbelt over daughter in car seat.

ACCUEIL | SOCIÉTÉ

Mortalité routière : la France mauvais en Europe pour la sécurité des enfants les routes

© 08h47, le 06 mars 2018

AA



Les enfants français sont souvent mal attachés dans leur siège auto (image d'illustration) @ LEON NEAL / AFP

la Repubblica | Mobile | Facebook | Twitter | Google +

R.it | **Repubblica MOTORI**

HOME | FOCUS | PREZZI NUOVO E USATO | DUERUOTE | GALLERY | AUTO GALLERY | ANNUNCIO

Attualità | Ambiente | **Sicurezza** | Prodotto | Classic Cars | Usato | quotazioni personalizzate

Prevenzione e qualità della vita | Diagnosi e terapie | Novità dalla ricerca | Testimonianze

Allarme di sicurezza per i bambini, in Europa 8000 vittime sulle strade



Sécurité routière : comment protéger les enfants des accidents

© Société | Émilie Torgemont | 05 mars 2018, 23h45 | 1M | 06 mars 2018, 10h17 |    3



In 8100 Fällen endeten Unfälle mit Dramen.

LOKALES | 26.02.2018

EU-Straßenverkehr: 8100 Kinder in zehn Jahren getötet

8100 CHILDREN DIED ON EU ROADS IN THE LAST TEN YEARS



HALF OF CHILD DEATHS ARE CAR
OCCUPANTS



ONE THIRD ARE PEDESTRIANS



13% ARE CYCLISTS



ONE IN EVERY 13 CHILD
DEATHS IS THE RESULT OF A
ROAD COLLISION

TECHNOLOGIES
THAT CAN
IMPROVE ROAD
SAFETY FOR
CHILDREN



INTELLIGENT
SPEED
ASSISTANCE



AUTOMATED
EMERGENCY
BRAKING
(with pedestrian and
cyclist detection)



CORRECTLY FITTED
AND APPROPRIATE
CHILD RESTRAINT
SYSTEMS



ETSC RECOMMENDS

PROPERLY-ENFORCED 30 KM/H ZONES IN
AREAS WITH LARGE NUMBERS OF PEDESTRIANS
AND CYCLISTS AND NEAR SCHOOLS.

ETSC
European Transport Safety Council

25 YEARS 1993-2018