Introduction to ETSC

A science-based approach to road safety policy

• Bringing together **41 organisations** from across Europe to promote science based transport safety measures at EU level.

• More than **200 international experts** contributing to ETSC’s Reviews, Policy Papers, Newsletters, Positions, Press Releases, etc.

• **A non-profit making Brussels based secretariat** doing its utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making

• The European Commission, member organisations, member states and corporate sponsors are funding our work.
ETSC Activities

Monitoring EU transport safety policy

Preventing Drink Driving

Speed Programme

Roads to Respect: Infrastructure Safety

Road Safety Performance Index (PIN)

Praising Best Practice in Road Safety ‘At’ Work and ‘To’ Work

www.etsc.eu
Background

- Around 39,000 deaths each year in the EU
  106 per day, 4 per hour!

- Around 1.2 million injuries

- Huge Socio-economic cost
  Around 2% of EU GDP

- Non-quantifiable pain and suffering
EU ambition: road safety/CO2 Targets

EU targets

Cut by 50% yearly road deaths between 2001-2010

Reduce by 20% green house gas emissions by 2020
The EU is off Target

39,000 people were killed in 2008

Targets to be reached not before 2017!

Greenhouse gases decreased by 5% between 1990-2004

Emissions from road transport rose by 26%
Best progress 2001 - 2008

Percentage change in road deaths between 2001 and 2008

- Release of 2009 data on June 22nd

-28% (EU)
Road deaths per population 2008

Still fourfold difference between Malta and Lithuania
But no more country with more than 150 road deaths per million population

Release of 2009 data on June 22nd

113 (EU 2001) / 79 (EU 2008)
Mortality versus reduction

Fast progress is possible whenever its starting point is
Safety of road infrastructure

Improving the safety of road infrastructure is one of the easiest, most affordable and highest return ways of improving European competitive performance

John Dawson, Chairman EuroRAP

• Improved roads are expected to be a major source of casualty reduction

• This is particularly so in countries where, however imperfectly, traffic law is already generally respected
### Road deaths distribution

<table>
<thead>
<tr>
<th>EU 27</th>
<th>Motorways</th>
<th>Rural roads</th>
<th>Urban areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Casualties</td>
<td>5%</td>
<td>26%</td>
<td>69%</td>
</tr>
<tr>
<td>Fatal accidents</td>
<td>6%</td>
<td>56%</td>
<td>38%</td>
</tr>
<tr>
<td>Deaths</td>
<td>6%</td>
<td>58%</td>
<td>36%</td>
</tr>
</tbody>
</table>

Source: European Commission
Motorway safety

- Motorways are the safest roads by design
- $\frac{1}{4}$ of all km driven
- 8% of total deaths
- Yet around 3,000 people are killed each year on EU motorways
A great disparity of risks

Deaths on motorways per billion vehicle-km in 2006

Six-fold difference between best and worst performers
What makes a road safe?

A safe system approach (e.g. sustainable safety)

Importance to identify and apply a number of key principles for the safe design and maintenance of road infrastructure:

• Functionality
• Homogeneity
• Recognisability
• Forgivingness
Directive 2008/96/EC introduces a comprehensive system of road infrastructure safety management and focuses on four instruments:

- Road safety impact assessment
- Road safety audit
- Network safety management
- Road safety inspection

It only applies to the TEN Network.
How to improve/

- Applying Directive 2008/96/EC to the non-TEN network
- Urban safety management
- Low cost/high return remedial measures
- Consumer information programmes
  
  EuroRAP measuring the safety of roads in a way that is understandable to both professionals and the public

- ITS and the “intelligent” road
- Speed management on all types of roads
Speed management

- Strike a balance between allowable travel speeds and the inherent safety of the infrastructure and the vehicles.

- Speed limits must take into account the average crash protection offered to users by roads and vehicles.

- Crash impact energies must remain below the threshold likely to produce death or serious injury.
Progress in reducing speed

• Drivers have slowed down since 2001 across the EU
• Best progress has been made on motorways in countries where safety cameras and section control have been introduced
• Still up to 30% of drivers exceed the speed limit on motorways
• Speed violations are up to 70% on rural roads (in Denmark and Poland) and as many as 80% on urban roads (Poland).
Even minor reductions in mean speeds will make an important contribution to reducing traffic deaths and injuries.

If every driver slowed down by only 1 km/h, more than 2,200 road deaths per year could be prevented in the EU, among them 1,100 on urban roads, 1,000 on rural roads and 100 on motorways.
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