Lisboa 2010

Sharing the road
16th World meeting
International Road Federation

Antonio Avenoso

ETSC
European Transport Safety Council

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**

Road Safety Performance Index (PIN)

www.etsc.eu

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

PRAISE
Work-Related Road Safety

Preventing **Drink Driving**

Speed Programme

STARS

R2R

Roads to Respect: Infrastructure Safety

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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

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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%

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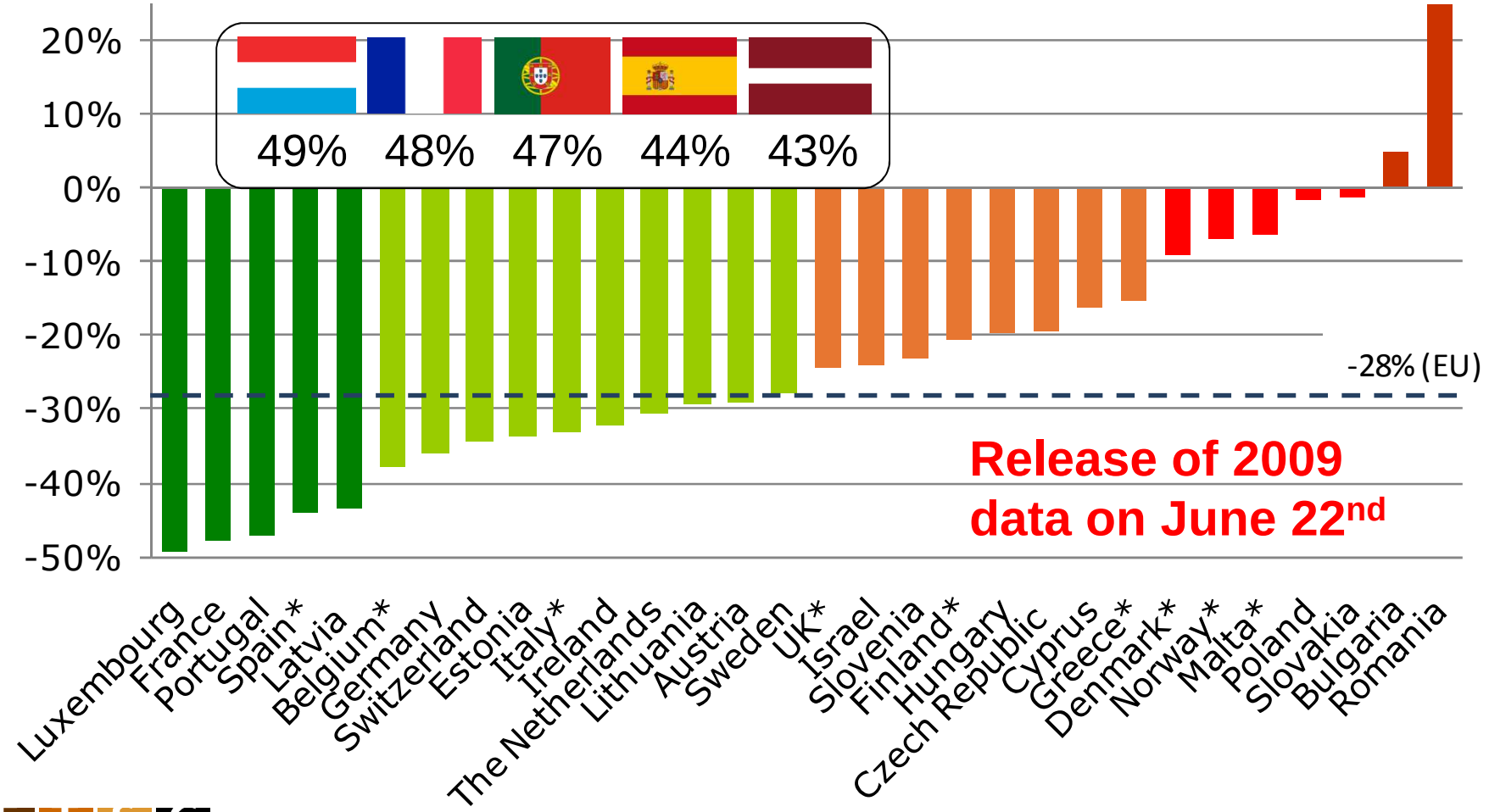
Best progress 2001 - 2008

Percentage change in road deaths between 2001 and 2008



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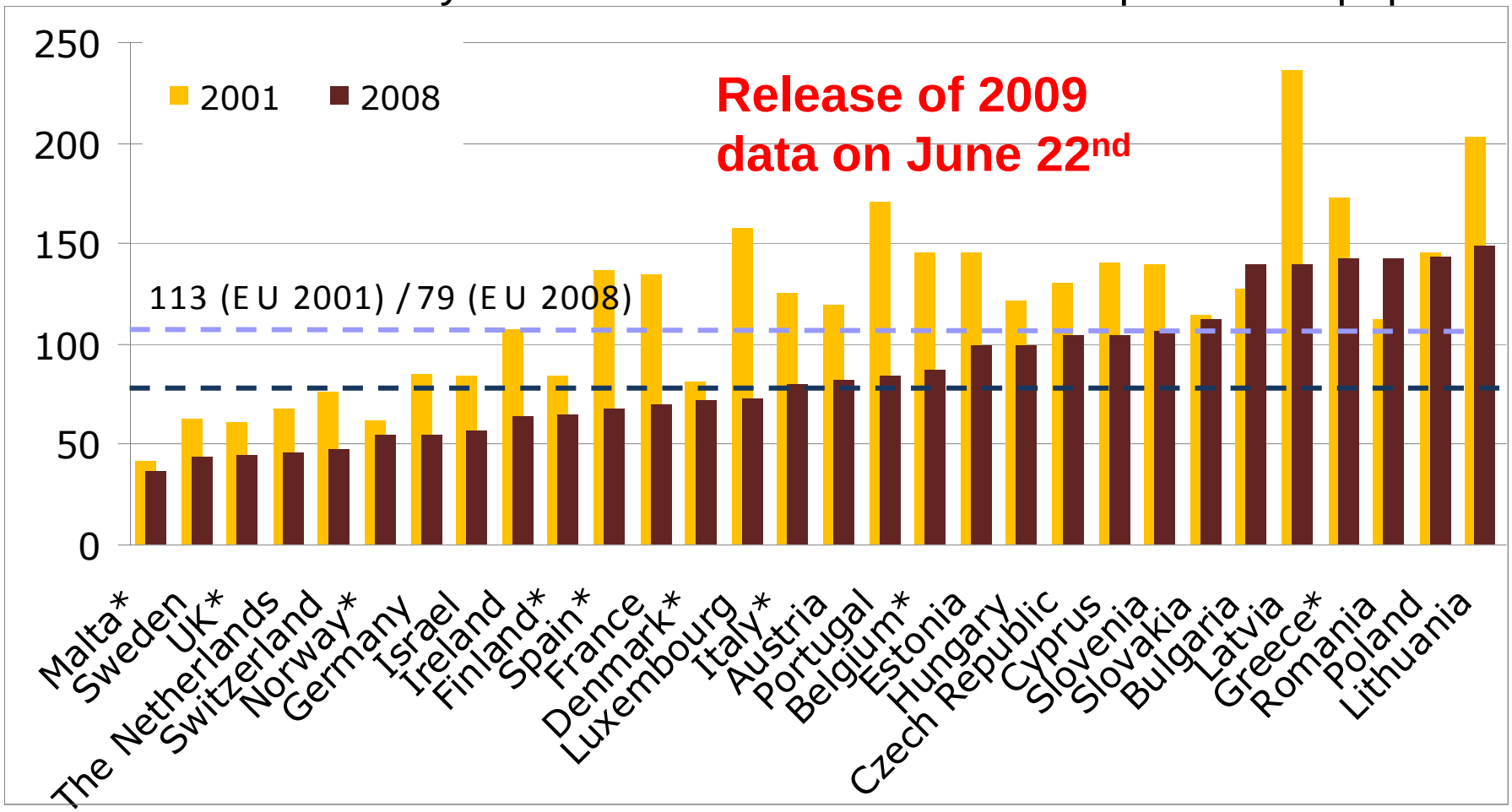
Road deaths per population 2008

Still fourfold difference between Malta and Lithuania

But no more country with more than 150 road deaths per million population



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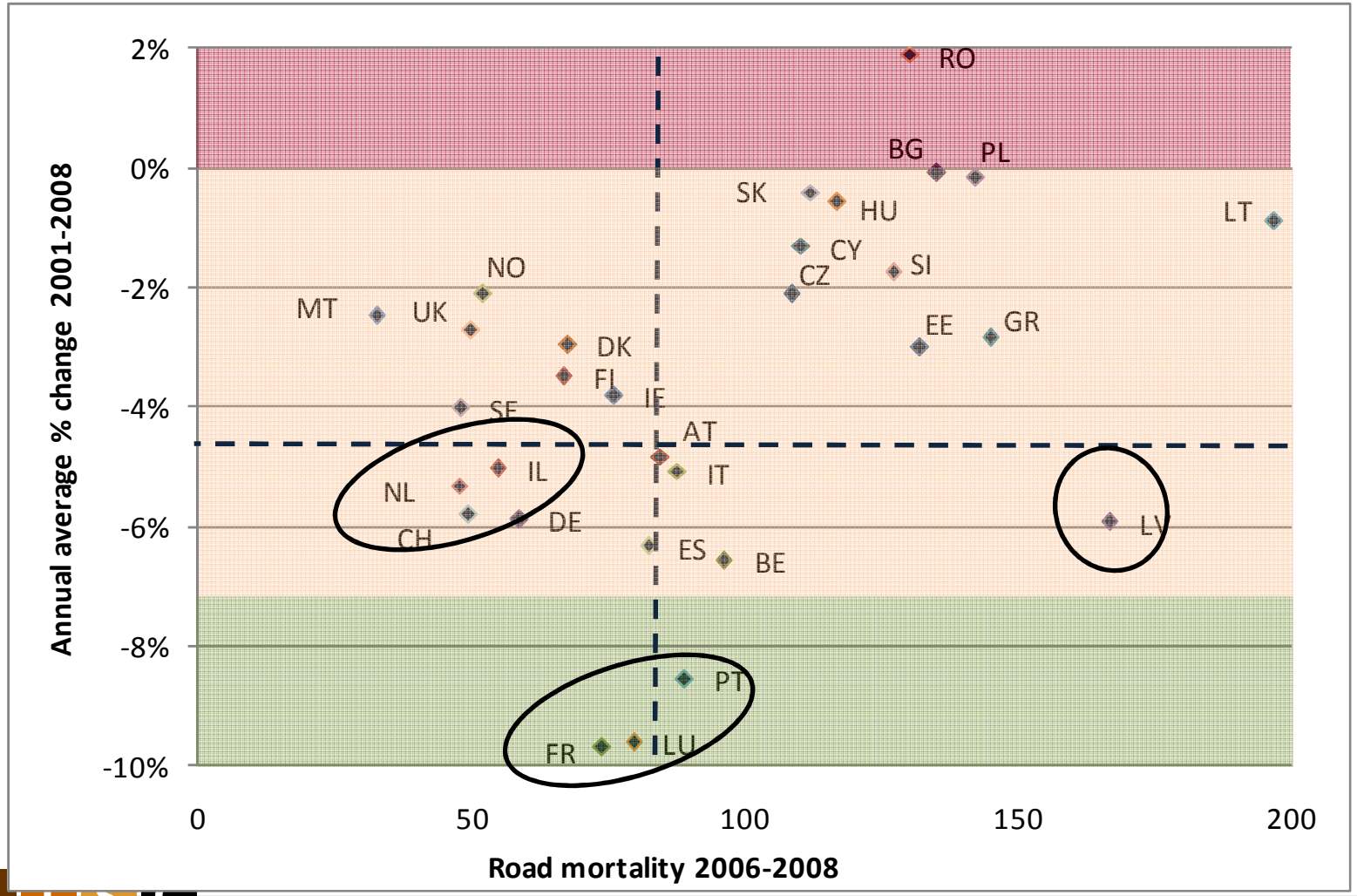
Mortality versus reduction

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

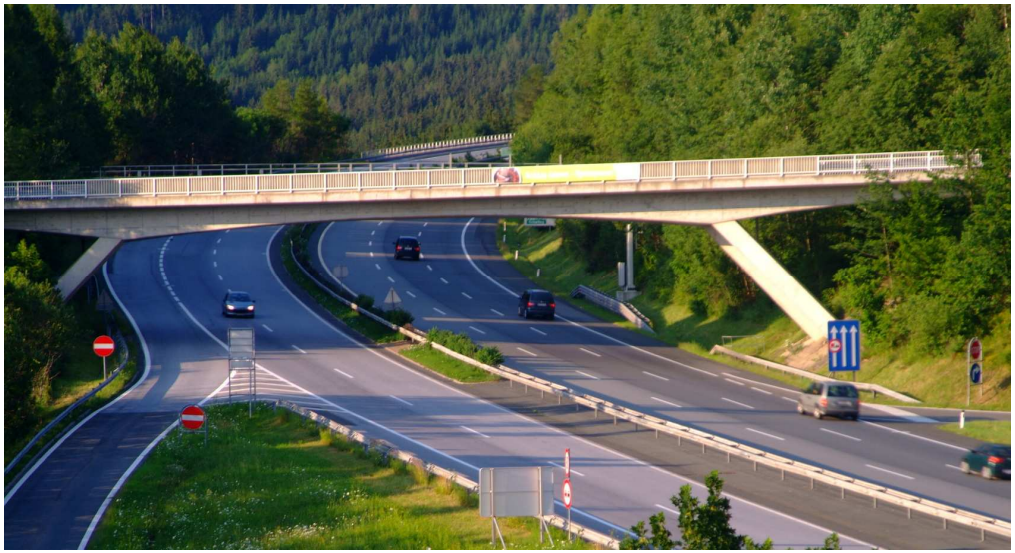
Road deaths distribution

EU 27	Motorways	Rural roads	Urban areas
Casualties	5%	26%	69%
Fatal accidents	6%	56%	38%
Deaths	6%	58%	36%

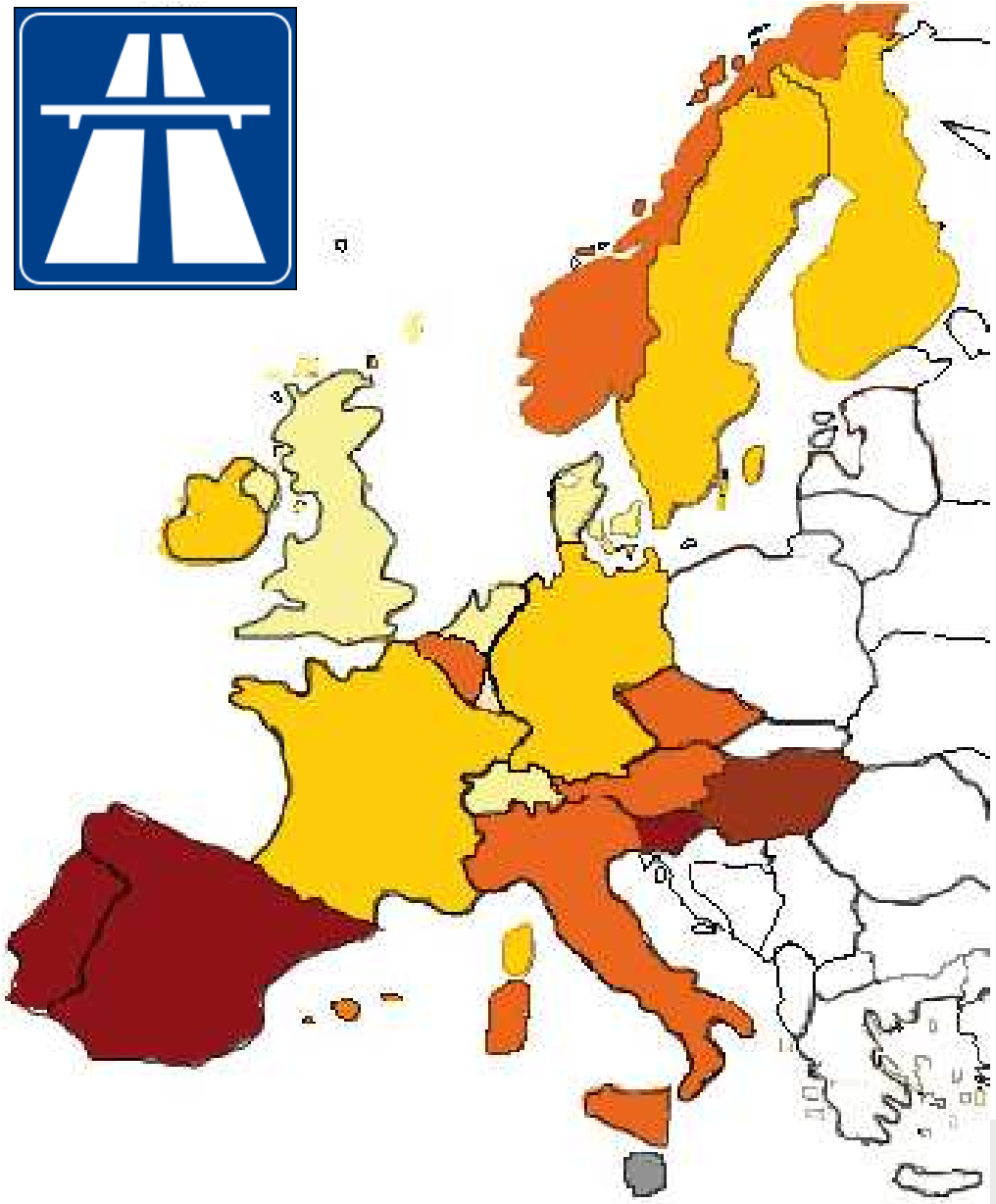
Source: European Commission

Motorway safety

- Motorways are the safest roads by design
- **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

< 2
2 – 4
4 – 6
6-8
> 8

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

How to improve/1

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/2

- 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 treshold likely to produce death or serious injury.

Progress in reducing speed

- Drivers have slowed down since 2001 accross 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 Demark and Poland) and as many as **80%** on **urban roads** (Poland).

Potential of speed reduction

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.

Find out more…

www.etsc.eu