SafetyNet Conference May 2006

The European Transport Safety Council
Promoting science-based road safety policies

Jörg Beckmann, Executive Director, ETSC
The Board of Directors including the Chairman Prof. Herman De Croo, the three founding members Prof. Manfred Bandmann (DVR), Prof. Murray Mackay (PACTS) and Prof. Pieter von Vollenhoven (The Dutch Safety Investigation Board), Prof. Richard Allsop (University College London) plus three Members of the European Parliament: Paolo Costa (I), Ewa Hedkvist Petersen (S) and Dieter Koch (D)

Austrian Road Safety Board (KfV) (A) Automobile and Travelclub Germany (ARCD) (D) Belgian Road Safety Institute (IBSR/BIVV) (B) Birmingham Accident Research Centre, University of Birmingham (UK) Centro Studi Città Amica (CeSCAm), University of Brescia (I) Chalmers University of Technology (S) Comité Européen des Assurances (CEA) (Int) Commission Internationale des Examens de Conduite Automobile (CIECA) (Int) Confederation of Organisations in Road Transport Enforcement (CORTE) (Int) Czech Transport Research Centre (CDV) (CZ) German Transport Safety Council (DVR) (D) Dutch Safety Investigation Board (NL) European Federation of Road Accident Victims (FEVR) (Int) Fédération Internationale de Motocyclisme (FIM) (Int) Finnish Vehicle Administration Centre (AKE) (Fin) Folksam Research (S) Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) (E) Motor Transport Institute (ITS) (PL) Nordic Traffic Safety Council (Int) Parliamentary Advisory Council for Transport Safety (PACTS) (UK) Prévention Routière (F) Road and Safety (PL) Swedish National Society for Road Safety (NTF) (S) Swiss Council for Accident Prevention (bfu) (CH) Traffic Safety Committee, Federation of Finnish Insurance Companies (VALT) (Fin) University of Lund (S) Vehicle Safety Research Centre, University of Loughborough (UK)
A science-based approach to road safety policy

- **34 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level
- More than **200 experts** contributing to ETSC’s Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work
- **11 Secretariat** staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making
The SEC Belt: the good & the less good

Number of Deaths per Million Inhabitants (2004)

Countries:
- Latvia
- Lithuania
- Cyprus
- Poland
- Lithuania
- Greece
- Portugal
- Hungary
- Estonia
- Slovnia
- Belgium (2002)
- Spain
- Luxembourg
- Austria
- Italy
- Finland
- Germany
- France
- Ireland
- Denmark
- Sweden
- Netherlands
- Malta
ETSC’s new Reviews in 2006 and 2007

• “Road accident data in the enlarged European Union: Learning from each other”
• “A methodological approach to the evaluation of road safety policies”

• “Safety implication of a motorcycling European society”
• “Socio-cultural and politico-economical dimensions of transport injuries in Europe”
• “Road risk as a result of increasing car-fleet polarisation and incompatibility”
• “Barriers and pathways for road safety policy intergation across Europe”
The Road Safety College

The first Programme 2006-2009: “Roads to Respect”

<table>
<thead>
<tr>
<th>4 Central Units of the Road Safety College</th>
<th>THE COURSE</th>
<th>THE CAMP</th>
<th>THE CONVENTION</th>
<th>THE COLLECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Brussels</td>
<td>European Country</td>
<td>WorldWideWeb</td>
<td>Brussels</td>
</tr>
<tr>
<td>Objectives</td>
<td>Building Expertise</td>
<td>Eliminating a “High Risk Site”</td>
<td>Improving Performance</td>
<td>Promoting Best Practice</td>
</tr>
<tr>
<td>Tools</td>
<td>Lectures and Seminars Online Training Course Campaign Handbook</td>
<td>Training Camp Campaigning Support Annual Conference</td>
<td>Data Bank Quarterly Updates Road Safety Blog, Chatroom</td>
<td>Permanent Exhibition Training Facilities Road Safety Library</td>
</tr>
</tbody>
</table>

Jörg Beckmann

European Transport Safety Council
Knowledge for Leadership –
Road Safety Performance INdex (PIN)

 Assessing road safety performance across the EU

• A new policy instrument to transform science into politics
• A new mechanism to assess and communicate the failures and successes of national road safety policies in Europe
• A new way of creating political leadership
• A new public private partnership (ETSC, Toyota, CPA)

“"The Road Safety Performance Index is an essential tool that we need to spur Member States to greater efforts. We cannot reach the 2010 target unless all EU countries enhance their efforts. Cross-country comparison will make them better understand where their potentials are and help them find the right way to exploit them.""

Stefan Tostmann, Head of the Road Safety Unit, European Commission

Jörg Beckmann

European Transport Safety Council
ETSC’s PIN Programme: Objectives

• To compare countries’ performances
• To create pressure on underperforming states
• To identify and promote Best Practice
• To prioritise and evaluate EU level action
• To create stronger political leadership

“Pinning them down on their promise…”
ETSC‘s PIN Programme: History

- Transport Safety Performance Indicators (2001)
- Road Accident Data in the Enlarged EU (2006)
- Enforcement in the EU. An Overview (2006)
ETSC’s Enforcement Programme

Enforcement
ETSC’s Newsletter on Transport

Editorial

Mid-term Review and Enforcement
The European target of a 50% cut in annual road fatalities may be achieved. Police enforcement of rules to avoid 14,000 fatalities by 2010. In-car enforcement technologies today.

Intelligent Speed Assistance - Myths and Reality
ETSC position on ISA

Jörg Beckmann
Deconstructing ISA Myths

- Simple, robust and reliable
- Speed maps are no problem
- EU differences are not an impediment
- Accident reductions outweigh costs
- Drivers remain drivers
- Drivers are in favour of ISA
- No real liability concerns
- The market wants regulation
- Part of systemic approach
- Good for the environment
ETSC’s Enforcement Compendium

Ranking countries in terms of their traffic law enforcement efforts…

<table>
<thead>
<tr>
<th>Country</th>
<th>Speeding</th>
<th>Drink driving</th>
<th>Seat use</th>
<th>belt</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Finland</td>
<td>++++</td>
<td>++++</td>
<td>+++</td>
<td></td>
</tr>
<tr>
<td>2. Germany</td>
<td>+++</td>
<td>+++</td>
<td>+++</td>
<td>++++</td>
</tr>
<tr>
<td>3. Netherlands</td>
<td>++++</td>
<td>+++</td>
<td>+++</td>
<td></td>
</tr>
<tr>
<td>4. Sweden</td>
<td>+++</td>
<td>+++</td>
<td>+++</td>
<td>++++</td>
</tr>
<tr>
<td>5. UK</td>
<td>+++</td>
<td>+++</td>
<td>+++</td>
<td>++++</td>
</tr>
<tr>
<td>6. Austria</td>
<td>+++</td>
<td>+++</td>
<td>+++</td>
<td></td>
</tr>
<tr>
<td>7. Belgium</td>
<td>+++</td>
<td>+++</td>
<td>+++</td>
<td></td>
</tr>
<tr>
<td>8. Denmark</td>
<td>+++</td>
<td>+++</td>
<td>+++</td>
<td></td>
</tr>
<tr>
<td>...</td>
<td>-</td>
<td>+++</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>22. Slovakia</td>
<td>-</td>
<td>+++</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>23. Spain</td>
<td>-</td>
<td>-</td>
<td>+++</td>
<td></td>
</tr>
<tr>
<td>24. Cyprus</td>
<td>-</td>
<td>+++</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>25. Poland</td>
<td>-</td>
<td>-</td>
<td>+++</td>
<td></td>
</tr>
</tbody>
</table>

- needs to do more  
+++ is improving  
+++++ is a champion
VOICE and Enforcement

Poland…

Finland…

… is a champion.

…needs to do more
The VOICE Award

Average EuroNCAP score: 12.6%
0.8 stars

VOICE worst car

Average EuroNCAP score: 50%
2.5 stars

VOICE best car
The PIN Panel and Steering Group

- High level experts in the **PIN Panel** from 25 countries
- **PIN Steering Committee** with leading experts

- Richard Allsop, ETSC
- Claes Tingvall, SRA
- Fred Wegman, SWOV
- Urban Karlström, VTI
- Pete Thomas, Loughborough Univ.
- Stefan Tostman, DG TREN
- Stephen Stacey, Toyota
- Jörg Beckmann, ETSC
- Franziska Achterberg, ETSC
To guarantee widest possible impact…

• Communicating results to the **media**
• The **PIN Talks** - presenting the Index to national decision-makers
• Discussing results in **national and international conferences**
• Presenting results to the **Transport Ministers’ informal meetings on road safety** (Verona conferences,..)
• Involve **European Parliamentarians**
• …
EU frontrunners in road safety collect…

- **Crash data** (e.g. traffic fatalities, injuries)
- **Performance indicators** = data on factors contributing to casualties (e.g. prevalence of drink driving)

Why both?

- To **prioritise action** (e.g. enforcement)
- To **measure effectiveness** (e.g. record rise or drop in drink driving)
Proposed set of indicators

Road users
- Driving speeds (e.g. compliance with speed limits)
- Drink driving (e.g. proportion of alcohol related fatalities)
- Safety restraints (e.g. usage rates)

Vehicles
- Crashworthiness (e.g. proportion of EuroNCAP five star models)
- Conspicuity

Roads
- Crashworthiness (e.g. EuroRAP star rating)
Figure 3 Speeding offences per population (in %)
Speeding - France

Checks
• Installation and rapid expansion of speed camera network, increase in fines

Offences
• Sharp increase in detected offences

Compliance
• Major drop in cars exceeding legal limits

Table 2. Vehicles speeding by more than 10 km/h in France. Source: National Interministerial Observatory for Road Safety

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>35.4%</td>
<td>34.2%</td>
<td>26.3%</td>
<td>21.9%</td>
</tr>
<tr>
<td>Lorries</td>
<td>27.2%</td>
<td>31.5%</td>
<td>23.8%</td>
<td>18.0%</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>46.8%</td>
<td>56.5%</td>
<td>42.7%</td>
<td>40.9%</td>
</tr>
</tbody>
</table>
Observatoire national interministériel de sécurité routière

COMMUNIQUÉ DE PRESSE

17 octobre 2005

Observatoire des vitesses - 2ème quadrimestre 2005

Au cours de l’été 2005, les vitesses ont baissé à nouveau, sauf pour les motos …
Quantitative assessment of the main factors of the 21% decrease in 2003. *National Interministerial Observatory for Road Safety*
Checks
• Highest number of drink driving checks in the EU

Offences
• Fairly low number of drink driving offences

Compliance
• Higher than EU average

Liikenneturva, 2004
Drink driving indicator

Proportion of drunk drivers in the traffic flow (in %)

Finland

Estonia
## Seat belt use

Table 2 Seat belt wearing in the EU. Data are for 2004 unless otherwise specified.

<table>
<thead>
<tr>
<th>Country</th>
<th>Wearing rate, front seats (%)</th>
<th>Wearing rate, rear seats (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>77</td>
<td>56 (adults)</td>
</tr>
<tr>
<td>Belgium</td>
<td>66</td>
<td>not available</td>
</tr>
<tr>
<td>Cyprus</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>75 (driver)</td>
<td>n/a</td>
</tr>
<tr>
<td>Denmark</td>
<td>84</td>
<td>63</td>
</tr>
<tr>
<td>Estonia</td>
<td>75</td>
<td>21</td>
</tr>
<tr>
<td>Finland</td>
<td>89</td>
<td>80</td>
</tr>
<tr>
<td>France</td>
<td>97</td>
<td>68</td>
</tr>
<tr>
<td>Germany</td>
<td>94 (driver)</td>
<td>90 (adults)</td>
</tr>
<tr>
<td>Ireland</td>
<td>85% (2003)</td>
<td>46% (adults, 2003)</td>
</tr>
<tr>
<td>Italy</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Latvia</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Lithuania</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Luxembourg</td>
<td>88 (driver)</td>
<td>72</td>
</tr>
</tbody>
</table>
Quarterly **PIN Flashes** starting June 2005
First **PIN Report** (2005 data) expected in November

- Speed
- Drink driving
- Seat belt use
- ...
June 7th: PIN Launch

Pinning them down on their promise
Launch of the EU road safety Performance INdex (PIN)

Wednesday 7th of June 2006, 11 a.m. - 2 p.m.
Scotland House, Rond Point Schuman 6, 1040 Brussels

Welcome: Prof. Richard Allsop (ETSC Board of Directors)
Speakers: Jörg Beckmann (ETSC), Prof. Claes Tingvall (Swedish Road Administration),
Stephen Stacey (Toyota Motor Europe), Franziska Achterberg (ETSC), Urban Karlström
(VTI), Fred Wegman (SWOV) and Stefan Tostmann (European Commission)
Chair: MEP Ewa Hedkvist Petersen

Jörg Beckmann