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OCTOBER 2017

THE 6TH IRTAD CONFERENCE

10-12 October 2017 - Marrakech - Morocco

Current and future challenges of the European Road Safety Observatory

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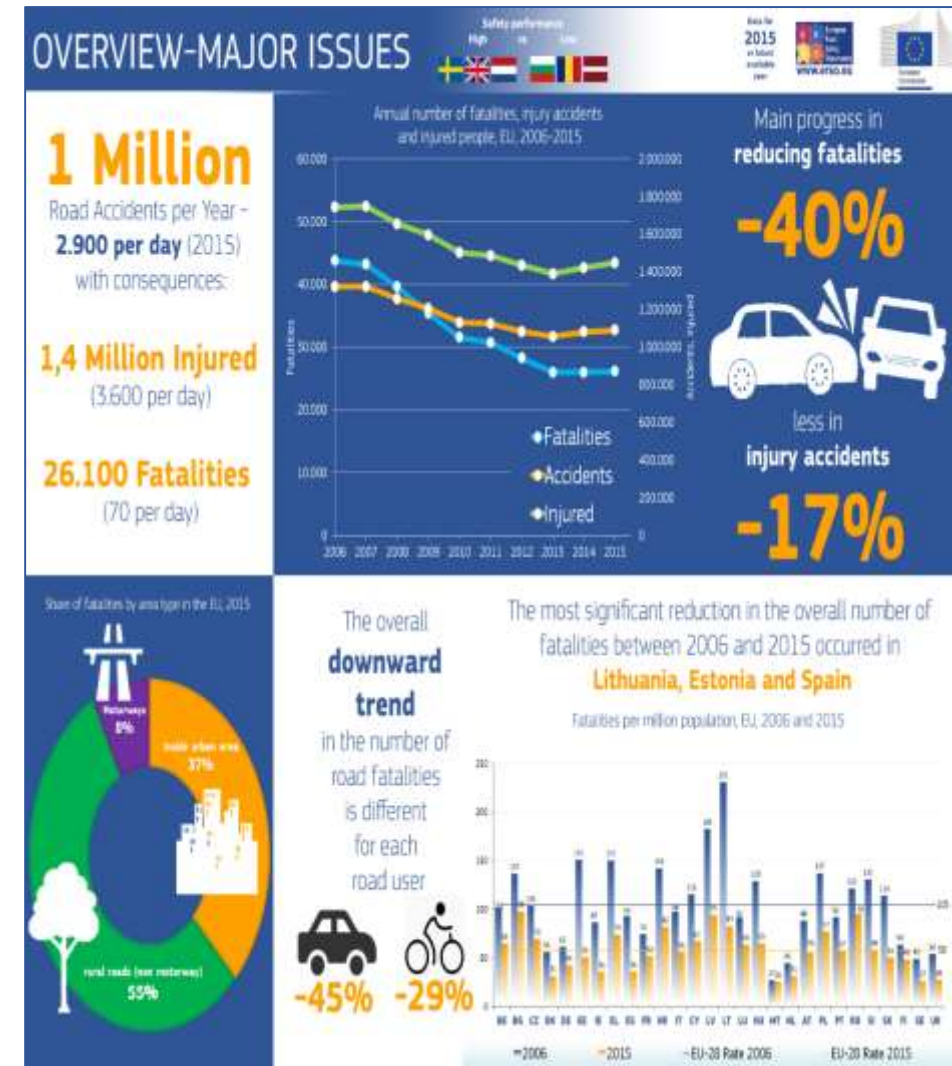
European Road Safety Observatory

- The **ERSO** is the information system of the European Commission with harmonised specialist information on road safety practices and policy in European countries.
- The framework of ERSO was developed within the **SafetyNet project** (2004-2008), in which 22 institutes from 17 countries cooperated.
- Its content was updated and expanded within the **DaCoTA project** (2010-2012), in which 17 institutes participated.
- Current **updates of the ERSO** (2015-2018) are carried out by NTUA, KFV and ERF for the EC DG-MOVE.



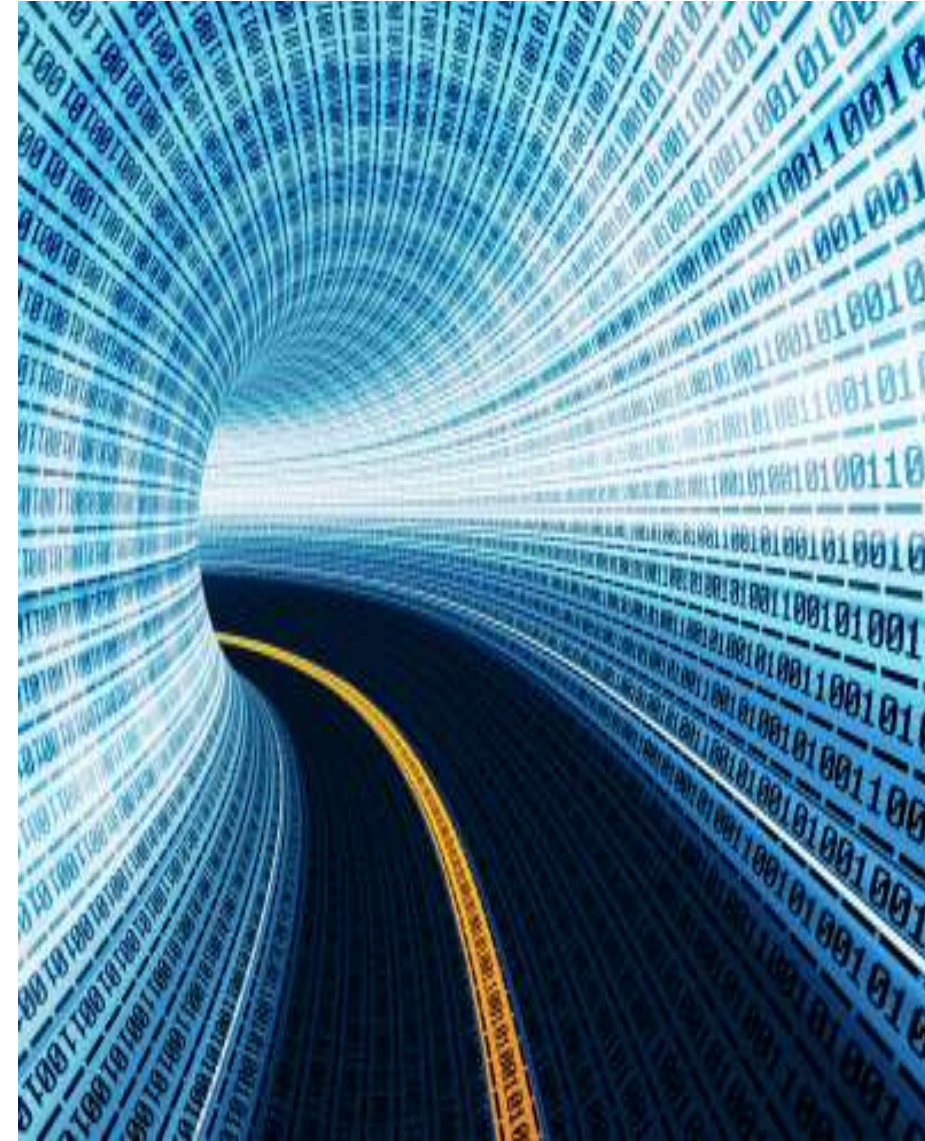
Road Safety in the EU

- In 2010, the EU set a target of **reducing road deaths by 50% by 2020**, compared to 2010 levels, followed an earlier target set in 2001 to halve road deaths by 2010, which was almost accomplished.
- In 2016, about **25.500** people were killed and **135.000** people were seriously injured in road accidents in the EU.
- In 2016, EU road fatalities **were reduced by 2%** after two years of stagnation and **by 19%** since 2010.
- On average about **8%** of road fatalities occurred on motorways, **37%** in urban areas and **55%** on rural roads.
- Car occupants accounted for **46%**, pedestrians for **21%** and motorcyclists for **14%** of road fatalities.
- **Speeding, drink or distracted driving and non-use of safety devices** are the leading causes of death and serious injury in Europe.



The role of the ERSO

- Data collection and analysis are essential for the **road safety management** process.
- Within the development of ERSO, **road safety related data and knowledge at European level** (28 EU and 4 EFTA countries) were gathered and made available to road safety professionals and decision makers.
- **Data** included in ERSO (macroscopic and in-depth) concern:
 - Road accidents
 - Risk exposure
 - Safety performance indicators
 - Under-reporting of accidents
 - Country characteristics
 - Social costs
 - Traffic laws and measures
 - Accident causation data
 - Accident injury data
- The **knowledge** section contains several reports on important road safety issues, as well as the road safety country profiles.

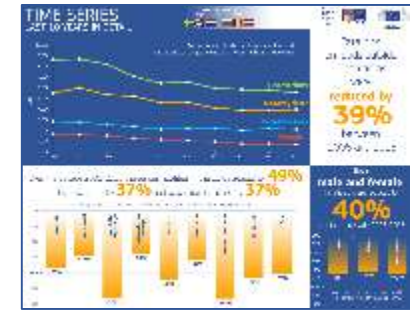


Methodological challenges

- Definition of **common protocols** for data collection
- **Availability** of data
- Systematic **collection** of data and information
- **Analysing** data
- **Presentation** of the results responding to user's needs
- **Continuity** in making all results publicly available

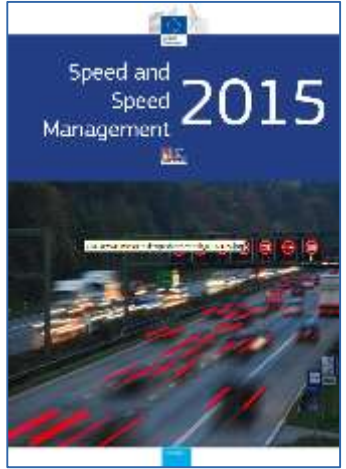


- The Annual Accident Reports (AAR)
 - Overview – major issues
 - Time series – last 10 years in detail
 - Fatalities of last year (People involved, Modes of transport, Accident characteristics, Periods of time, Type of area/road, Weather conditions etc.)
- 17 Traffic Safety Basic Facts (BFS)
 - Main Figures
 - Children
 - Young people
 - Youngsters
 - Elderly (aged >64)
 - Pedestrians
 - Cyclists
 - Motorcycles & Mopeds
 - Car Occupants
 - HGVs & Buses
 - Motorways
 - Junctions
 - Urban Areas
 - Roads outside urban areas
 - Seasonality
 - Single Vehicle Accidents
 - Gender
- Road Safety Country Overviews
 - Structure and Culture
 - Programmes and Measures
 - Road Safety Performance Indicators
 - Road Safety Outcomes
 - Social Cost
 - Synthesis



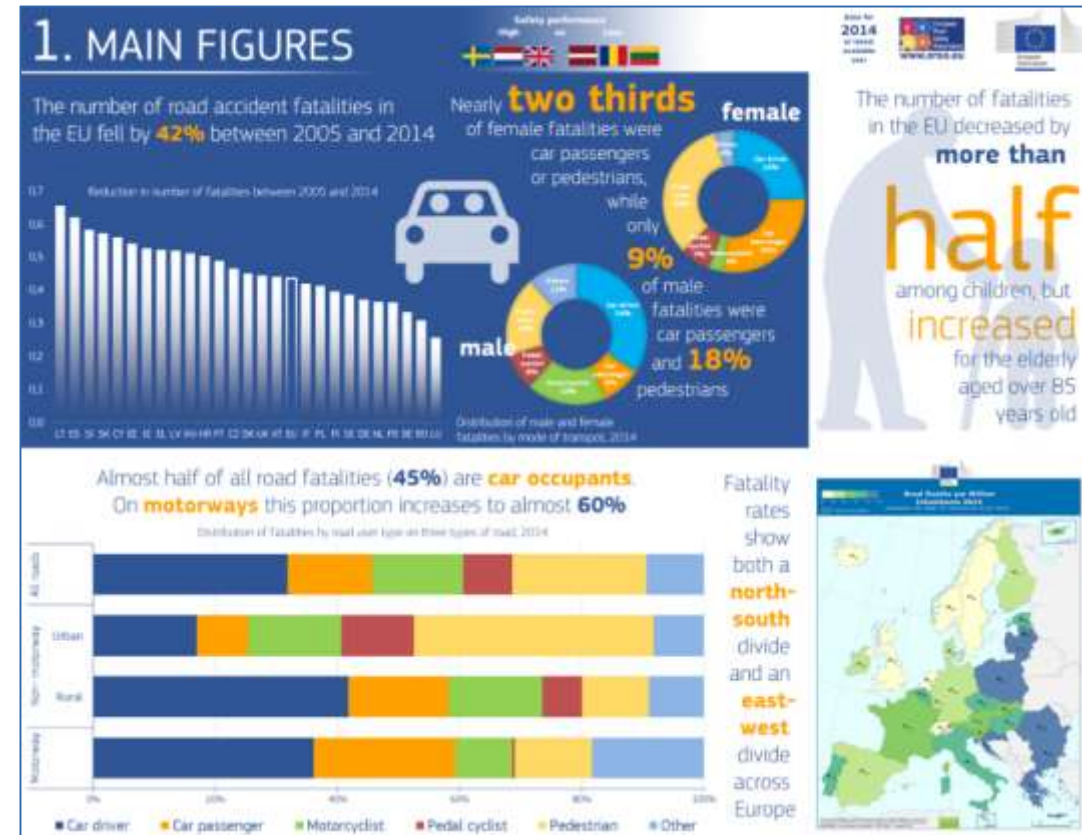
ERSO Knowledge

- 22 Traffic Safety Syntheses
 - Pedestrians and Cyclists
 - Work-related Road Safety
 - Speed & Speed Management
 - Cell Phone Use while Driving
 - Fatigue
 - Power Two Wheelers
 - Novice Drivers
 - Older Drivers
 - Serious injuries
 - Driver Distraction
 - Children
 - Alcohol
 - eSafety
 - Post Impact Care
 - Roads
 - Speed Enforcement
 - Vehicle Safety
 - Cost-Benefit Analysis
 - Integration of road safety in other policy areas
 - Quantitative Targets
 - Road Safety Management
 - Safety Ratings



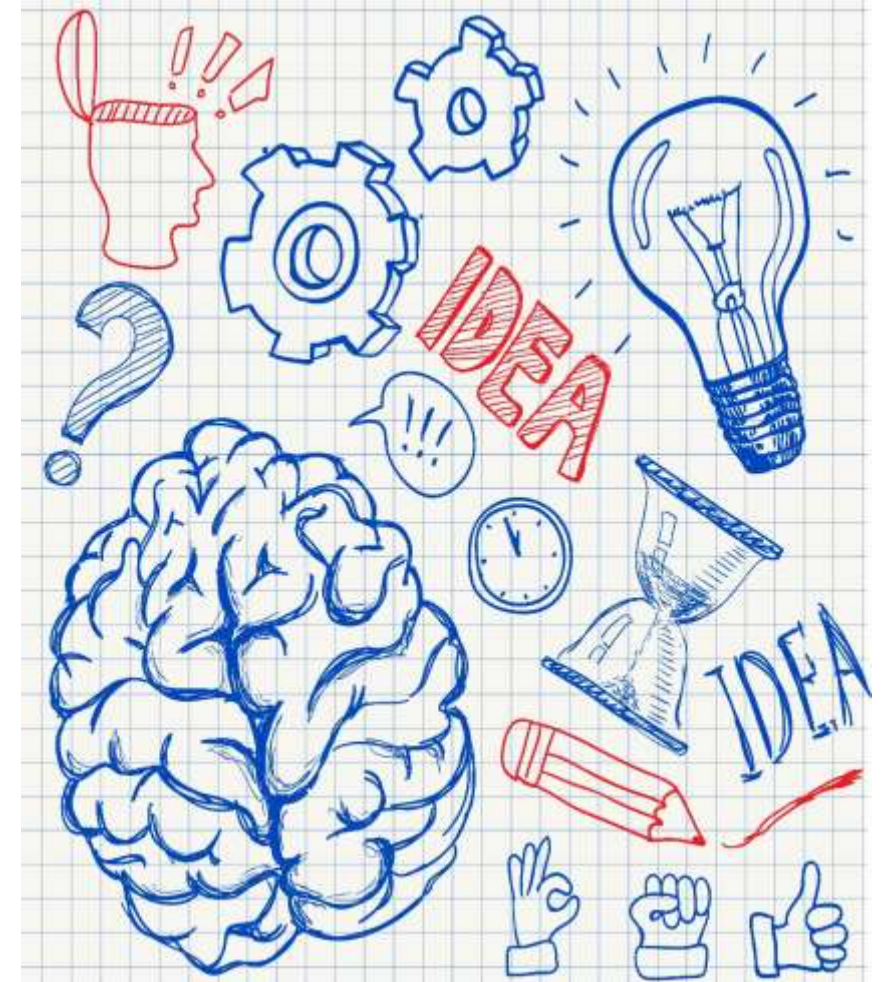
ERSO added value

- ERSO is a powerful road safety information system with **comparable information** among European countries.
- ERSO results can contribute significantly to:
 - **monitoring** road safety trends
 - **understanding** underlying road safety risk factors in combination with a more detailed analysis
 - **benchmarking** road safety performances
 - identification of **best practices**



Need for more data and knowledge in Europe

- Effective road safety management systems need to be based on **evidence**.
- **Road accident and casualty data** are insufficient for monitoring and understanding road safety.
- **Additional data** need to be co-examined:
 - risk exposure data
 - safety performance indicators (SPI)
 - economic and health indicators
 - road safety rules and regulations



- More surveys for **exposure, performance indicators, driver behaviour**
- Establish a common methodology in order to estimate the **real number of serious (and slight) road injuries** under the same definitions.
- More **large scale experiments** (in-depth accident investigation, naturalistic driving, driving simulator)
- More research and analyses to **support policy making**



- **MAIS3+** has to be adopted by all European countries for defining injury severity and data be collected under this definition.
- Establish a frequent Pan-European survey **linking police and hospital data**, using a common methodology and definitions, in order to estimate the real number of serious (and slight) road injuries.
- Establish a Pan-European **in-depth accident investigation** network (e.g. based on the DaCoTA recommendations).
- **Comparable injury data** at disaggregate level for detailed analyses focusing on specific road user types (e.g. VRUs), area types (e.g. cities) etc.



- Development of the appropriate **sampling and methodological framework** for data sampling and surveys.
- **Types of sources:**
 - Questionnaires to national representatives (NR), governmental or independent experts;
 - Roadside observational surveys on representative sections of the road network;
 - Questionnaire surveys on representative samples of road users.
- Development of the **Exposure and Road Safety Performance Indicators Databases** with a powerful communication interface.
- Carry out **targeted analyses** to support evidence based decision making.



Conclusions

- High need to enrich ERSO with **more data and indicators** mainly concerning:
 - Exposure data
 - Road Safety Performance Indicators
 - Serious injuries (MAIS 3+)with data to be collected systematically by a uniform methodology.
- ERSO should guide European decision makers to **collect and exploit systematically** high quality road safety data in order to better support local, regional and national policies, programmes and measures.



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