

# Traffic Safety in the European Union

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# Presentation Outline

1. Road accidents in the EU
2. Road Safety Strategic Plans in the EU
3. EU Strategic Action Plan for Road Safety (2020-2030)
4. Next Steps

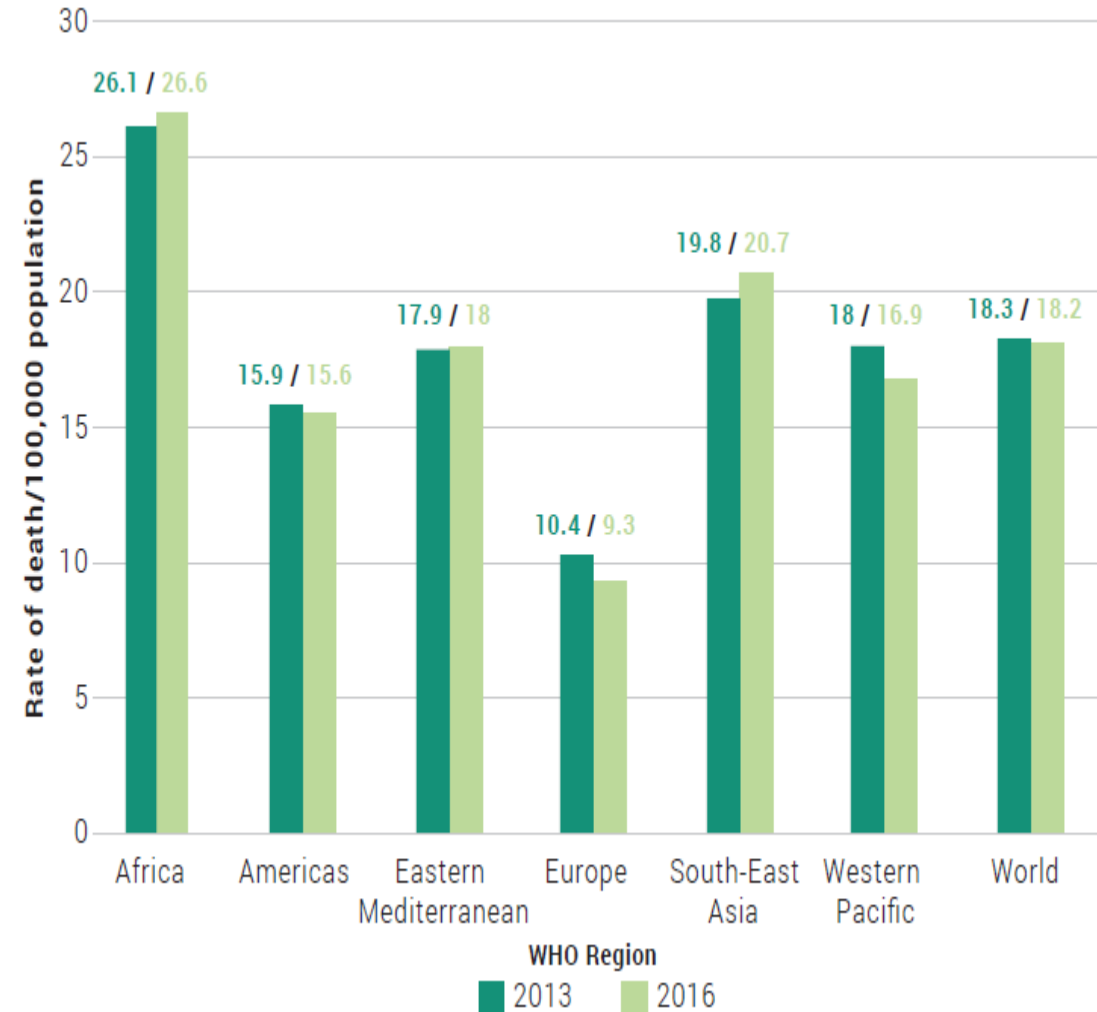


# Road Accidents in the EU



# Road Safety Worldwide

- 1.35 million fatalities in road accidents are recorded each year.
- Road accidents are the 8<sup>th</sup> leading cause of death for people of all ages.
- Progress has been made during the last years, but it is far from uniform across countries and regions.
- Europe presents the lowest traffic fatality rate per population globally, with 9,3 fatalities per 100.000 population (EU: 5,0).

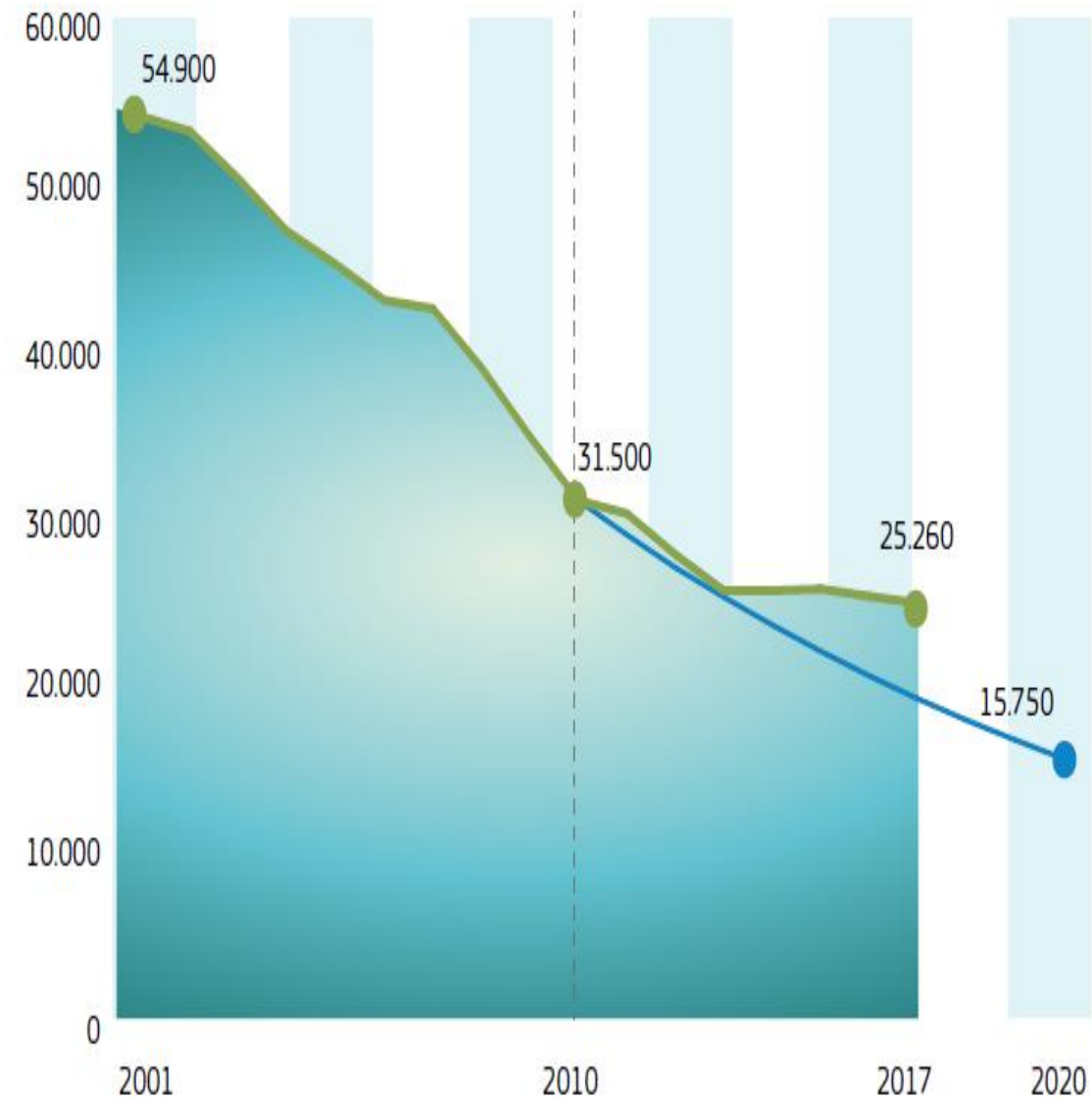


Source: WHO, 2018



# Road Fatality Trend in the EU

- EU has made **significant progress** in road safety during the last two decades.
- However, the progress rate has lately **slowed down**.
- After two years of stagnation (2014 and 2015), the **number of road fatalities was reduced** by 2% in 2016 and by another 2% in 2017.
- **More efforts are required** in order to meet the target of halving road fatalities between 2010 and 2020.



Source: EC, 2018

# OVERVIEW-MAJOR ISSUES



Data for  
**2016**  
or latest  
available  
year

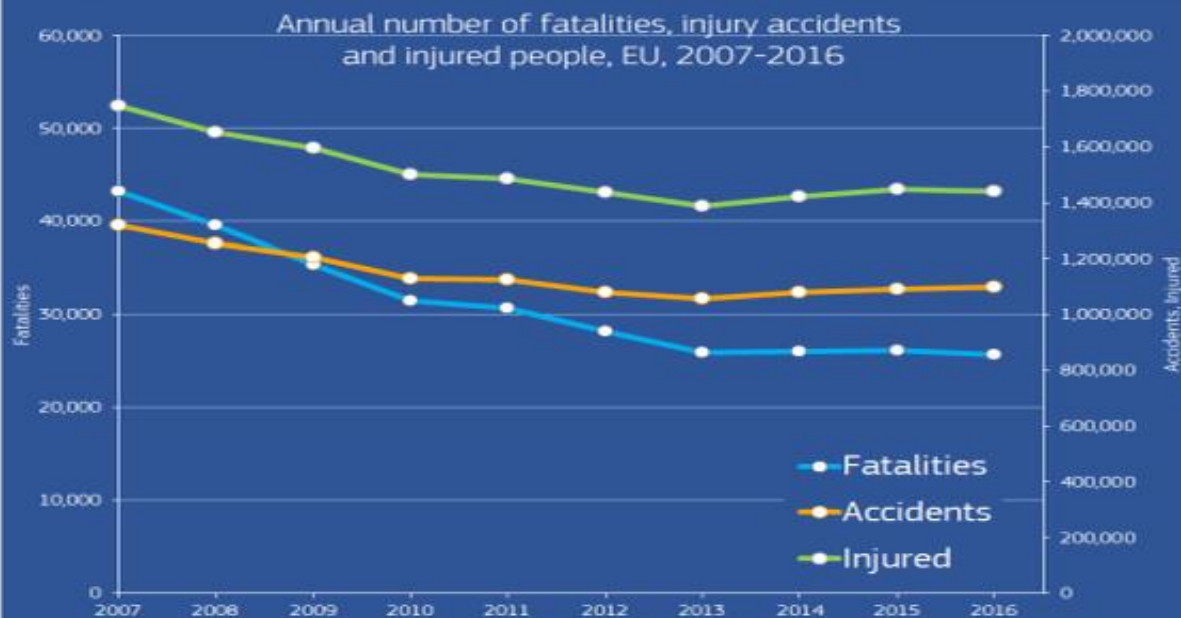


## 1 Million

Road Accidents per Year –  
**3.000 per day** (2016)  
with consequences:

**1,4 Million Injured**  
(3.600 per day)

**25.600 Fatalities**  
(70 per day)



Main progress in  
**reducing fatalities**

## -41%



less in  
**injury accidents**

## -17%

Share of Fatalities by area type in the EU, 2016



The overall  
**downward trend**

in the number of  
road fatalities  
is different  
for each  
road user

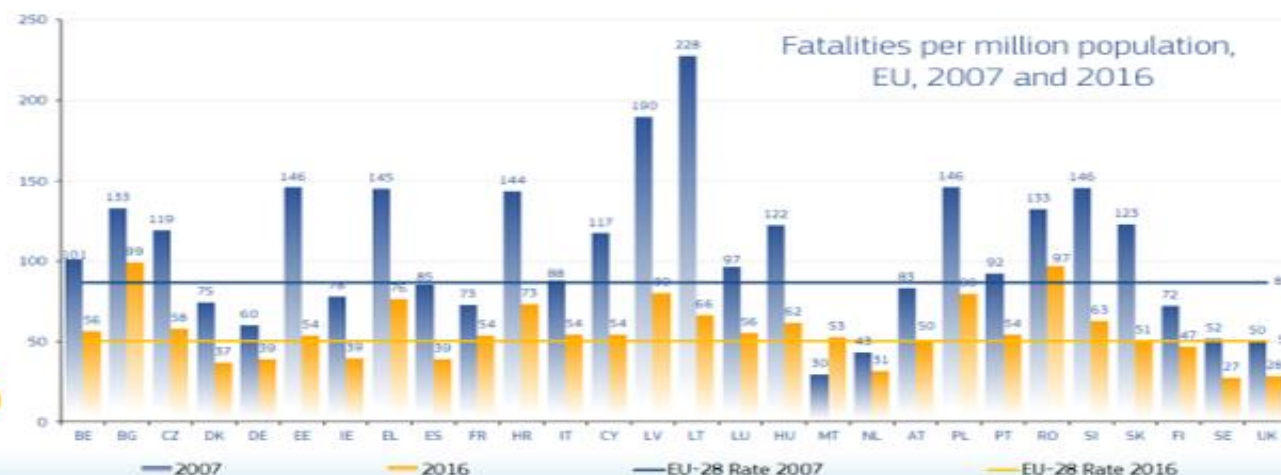


**-44%**



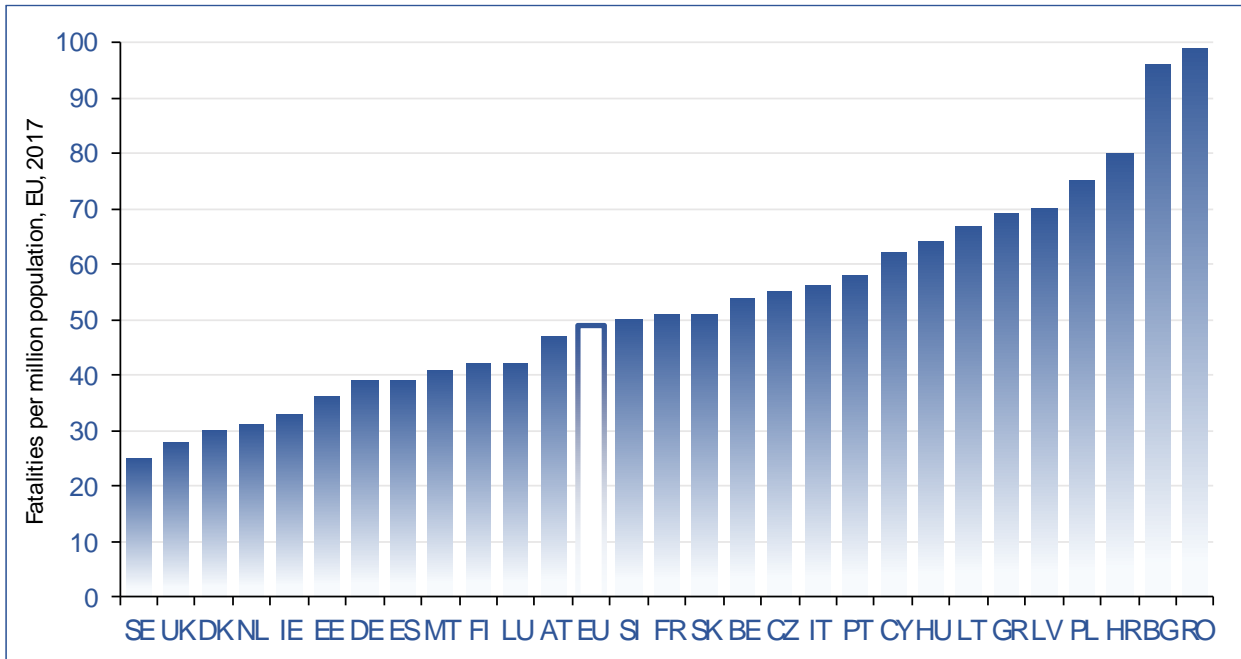
**-27%**

The most significant reduction in the overall number of fatalities between 2007 and 2016 occurred in  
**Lithuania, Estonia and Latvia**



# Fatality rates per population in the EU

- Accident fatality rates show both a **north-south divide** and an **east-west divide** across Europe.
- In the EU, fatality rates per million population range from **25** in Sweden to **99** in Romania.





# Different urban road safety patterns in EU regions

## Road Fatalities 2017 (source: CARE)

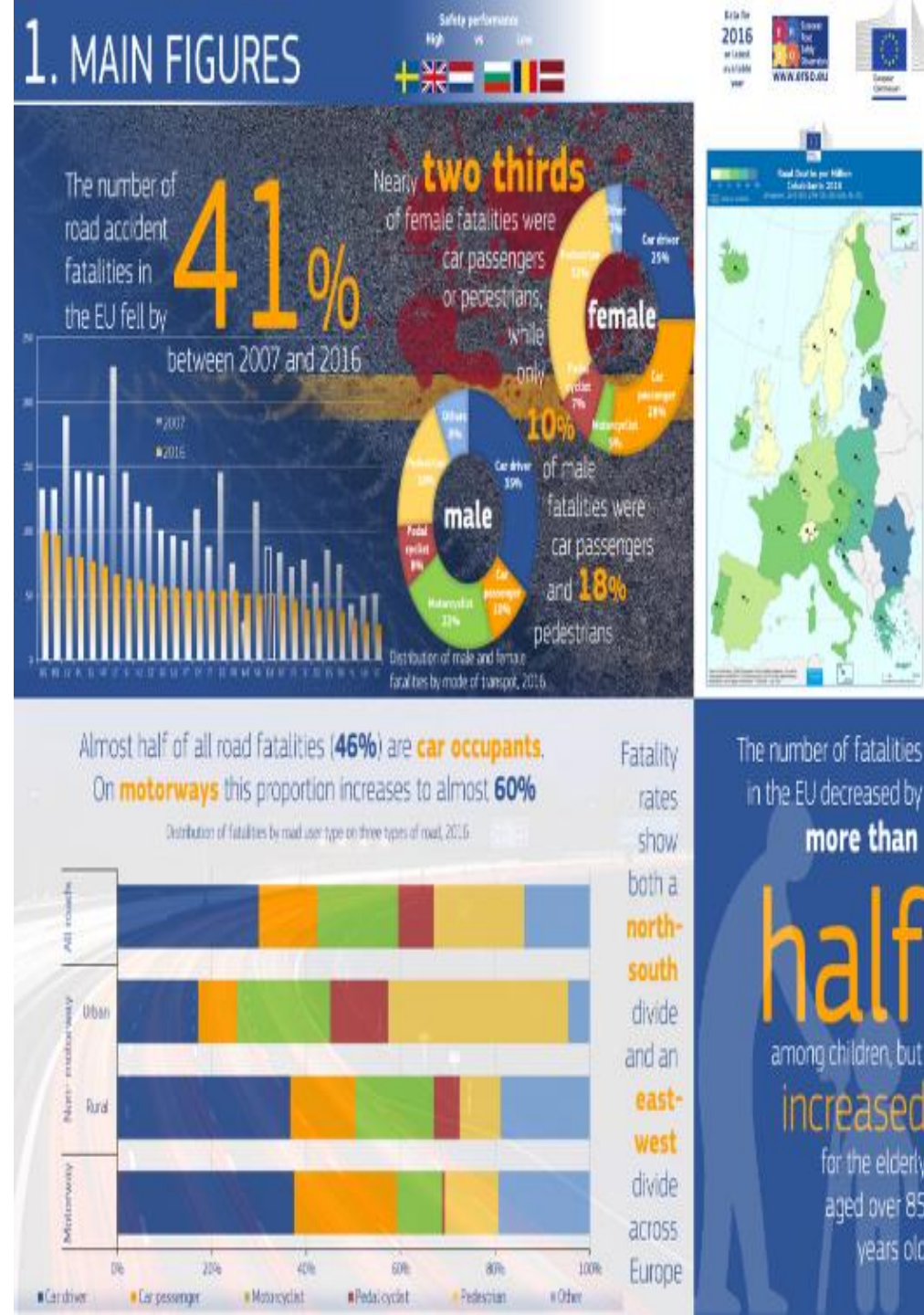
Power Two Wheelers	Urban	Total	%
North-Western Countries	667	3.344	20%
Southern Countries	822	2.693	31%
Eastern Countries	274	3.404	8%
Cyclists	Urban	Total	%
North-Western Countries	531	3.344	16%
Southern Countries	196	2.693	7%
Eastern Countries	388	3.404	11%
Pedestrians	Urban	Total	%
North-Western Countries	1.182	3.344	35%
Southern Countries	920	2.693	34%
Eastern Countries	1.561	3.404	46%





# European Road Safety Observatory, EC

- The **ERSO** is the information system of the European Commission with harmonised specialist information on **road safety practices and policy** in European countries. ERSO and CARE database are managed by the European Commission – DG Move – Road Safety Unit,
  - Cooperation with **Eurostat** (EC Statistical Office)
  - Assisted by the Road Accident Statistics National Experts Group (**CARE Experts Group**)
- Methodology
  - Definition of **common protocols** for data collection
  - Availability, systematic collection and analyses of **data and information**
  - **Presentation of the results** responding to users' needs
  - **Continuity** in making all results publicly available





# Road Safety Strategic Plans in the EU





# The first steps (1986-1993)

- 1986: the **first common efforts** were made to deal with Road Safety problems at European level
- 1991: the Gerondeau report was drawn up and was the basis for the **first Road Safety Action Plan**. Moreover, a high-level group of experts was set up.
- 1992: The **White Paper** on the development of the common transport policy in the EU was drawn up.  
European Road Safety policy is limited by the "**principle of subsidiarity**", according to which action will be taken at European level only for road safety problems that can not be solved at local or national level.



# The First Action Plan on Road Safety (1993-1996)

- An approach to road safety based on qualitative objectives and the setting of **specific priorities** is introduced.
- The process of **harmonization with legislative instruments and the implementation of common research programs** remain the main types of action covering the three main factors of road accidents: driver behavior, road infrastructure and vehicles.
- Particular emphasis is given on active and passive vehicle safety, road user education, actions on drivers' behavior (speed limitation, drink-driving, etc.).





# The Second Action Plan on Road Safety (1997-2001)

- A long-term **quantitative target** was set: the progressively reduction of fatalities by at least 18.000 up to 2010.
- The Plan was proposed to be implemented at Community level and consists of the following **three pillars of action**:
  - Collection and dissemination of information and good practices.
  - Effective implementation of measures for the prevention of accidents.
  - Strengthening the means aiming to reduce the consequences of accidents.



# The Third Action Plan on Road Safety (2003-2010)

- Target: **reduction of fatalities by 50%** in 2010 compared to the respective number in 2000.
- The need of **monitoring the road safety progress** by establishing performance indicators and the preparation of a mid-term review was highlighted.
- The road safety measures proposed in the third Action Plan were included in seven **pillars of action**:
  - Encourage road users to improve their behavior.
  - Exploitation of technological progress for the improvement of vehicle safety.
  - Encourage the improvement of road infrastructure.
  - Safety of commercial transport of goods and passengers.
  - Rescue and care of injured people in road accidents.
  - Collection, analysis and dissemination of accident data.





# Action Plan on Road Safety (2011-2020)

- Target: **reduction of fatalities by 50%** in 2020 compared to the respective number in 2010.
- **3 actions** are included:
  - Establishment of a framework for cooperation based on **good practices** in the Member States.
  - Development of a strategy on **serious injuries** and first aid provision to address the need to reduce the number of road accident injuries.
  - Improvement of safety of **vulnerable road users** and especially of motorcyclists.
- **7 strategic targets** are included:
  - Improvement of road users' education and training
  - Increase of traffic law enforcement
  - Safer road infrastructure
  - Safer vehicles
  - Promotion of the use of technology for the improvement of road safety
  - Improvement of first aid and post-crash care services
  - Protection of vulnerable road users





# EU Strategic Action Plan for Road Safety (2020-2030)





# EU Strategic Action Plan for Road Safety (2020-2030)

- On May 2018, the EC adopted its **EU Strategic Action Plan for Road Safety** with an outline of actions planned for the 2021-2030 period.
- The EU Strategic Action Plan was published as part of the **3rd mobility package**, including also a revision of the directive on road infrastructure safety management and a strategy for connected and automated mobility.
- **Actions within eight pillars** are to be set out into a specific target time frame:
  - Enhanced road safety governance
  - Stronger financial support for road safety
  - Safe roads and roadsides
  - Safe vehicles
  - Safe road use
  - Fast and effective emergency response
  - Future-proofing road safety
  - The EU's global role: exporting road safety



# 1. Enhanced Road Safety Governance

- The EU road safety policy framework 2021-2030 is based on the **Safe System approach**.
- The coordinated action of all sectors and for all road users under an **enhanced governance structure** is required.

## Key Actions on governance:

- a list of **KPIs** to be connected to target outcomes
- an enhanced mandate of the **High Level Group on Road Safety** to include strategic advice and frequent feedback
- the new role of **European Road Safety Coordinator**, to coordinate road safety efforts with Member States and spread good practice.





# Key Performance Indicators

Indicative **list of KPIs** that should be collected and monitored at EU level at next steps:

- Speeding
- Driving under the influence of alcohol and/or drugs
- Seat-belt and child restraint systems use
- Helmet use
- Driver distraction
- Vehicle fleet performance
- Infrastructure performance
- Post-crash care



## 2. Stronger Financial Support for Road Safety

- Provide **stability and coherence in funding solutions** for infrastructure upgrades and other road safety actions.

### Key Actions on enabling and funding:

- encourage the use of EU financial support from the European Structural and Investment Funds for **road safety upgrades of infrastructure**.
- streamline and strengthen funding support for road safety actions in the next **Multiannual Financial Framework**.
- investigate how to provide **stability in funding support** for road safety actions (e.g. joint cross-border road traffic enforcement operations).
- investigate possibilities to financially **support capacity building** at Member State level (e.g. KPIs measurement methodology).





# 3. Safe Roads and Roadsides

- Revision of the Road Infrastructure Safety Management Directive is proposed to mandate **more transparency and network-wide risk mapping** and extend its scope to all primary roads.

## Key Actions for safe roads and roadsides:

- carry out preparatory work and establish an expert group in order to elaborate a framework for a **better road classification** in line with the Safe System approach.
- facilitate **exchange of experience** on Safe System methodologies between practitioners.



# 4. Safe Vehicles

- Revision of the Vehicle General Safety Regulation and the Pedestrian Safety Regulation is proposed in order to make some **important safety features mandatory** (e.g. Intelligent Speed Assistance, Autonomous Emergency Braking etc.).

## Key Actions for safe vehicles:

- assess whether **retrofitting the existing fleet with ADAS** is feasible and cost-effective.
- encourage Member States to **consider national incentives to fast-track proven technologies** by a range of means including procurement, safe travel policies, tax and insurance incentives.





# 5. Safe Road Use

- Proposal for a **revised General Safety and Pedestrian Safety Regulation**, covering some features that promise high safety gains.

## Key Actions for safe road use:

- assess options to improve the effectiveness of the **directive on cross-border enforcement** of traffic offences.
- launch a study into the feasibility of a possible legislative initiative on the **mutual recognition of driving disqualifications**.
- transpose UNECE regulation making **seatbelt reminders mandatory for all seats**.
- enable necessary conditions for the functioning of overridable **Intelligent Speed Assistance**, including regarding the availability of speed limits in a digital format.
- assess how to strengthen the EU recommendation on permitted **blood alcohol content**.



## 6. Fast and Effective Emergency Response

- The effects of the roll-out of eCall should be closely monitored.

### Key Actions on emergency response

- assess the effect of eCall and evaluate the possible extension to other categories of vehicles.
- facilitate closer contacts between road safety authorities and the health sector to assess further practical and research needs.





# 7. Future-proofing Road Safety

- **Connectivity and automation** have tremendous road safety potential in the long run, but their risks need to be addressed.
- The **collaborative economy and some environmental measures** offer opportunities for mutual benefits, when combined with road safety measures.
- The specific needs of **vulnerable road users** and of different user groups have to be taken into account.

## Key Actions on emerging challenges

- adopt specifications on **cooperative intelligent transport systems**
- launch a process towards developing a code of conduct for the **safe transition to the higher levels of automation**, by taking road safety considerations into account
- set up a **Safe City challenge** or award





# 8. The EU's Global Role: Exporting Road Safety

- The Commission's road safety focus beyond the EU is on its immediate neighbours, particularly on countries of the **Western Balkans and of the Eastern Partnership**.
- Lately, cooperation with **African and Asian** countries is initiated.

## Key Actions for improving road safety outside the EU:

- further develop road safety cooperation with the EU's neighbours, in particular the Western Balkans and the Eastern Partnership by sharing best practice and supporting capacity building





# Next Steps at EU level

- A **new policy framework** has been established in the EU for the next decade focusing on:
  - closer cooperation between all road safety actors,
  - better monitoring,
  - targeted funding.
- The transparency of procedures concerning **infrastructure safety management** has to be ensured and members should work towards an equal level of infrastructure safety.
- The latest **technological developments on vehicle safety** should be used to avoid accidents and protect pedestrians and cyclists.
- A safe transition to **connected and autonomous mobility** should be guaranteed, which offer potential in reducing driver errors, but also create new challenges.





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