The European Road Safety Action Plan

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NTUA Road Safety Observatory

- The NTUA Road Safety Observatory (www.nrso.ntua.gr) is a Center of Research and Innovation Excellence in Road Safety, with global recognition [ranked: 2nd in Europe and 6th worldwide (AAP 2018)]

- A team of 25+ scientists, with internationally recognized Professors, Post Doctoral Researchers, PhD Candidates & Transportation Engineers

- An international reference website – information system with state-of-the-art road safety data and knowledge with:
  - more than 3,000 visits per month
  - tens of tweets and social media posts annually
  - more than 100 electronic newsletters since 2004

- An excellent research activity:
  - More than 100 Diploma Theses & 5 PhD Theses
  - More than 100 research projects, mostly through highly competitive procedures
  - More than 500 scientific publications (> 200 in journals), widely cited worldwide
  - More than 100 scientific committees
  - International collaborations: European Commission, UN/ECE, OECD/ITF, WHO, World Bank, EIB, CEDR, FEHRL, ERF, IRF, UITP, ETSC, WCTR, TRB, decades of universities and Research Centers

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Road Safety Statistics
Road Safety Worldwide

- **1,35 million people are killed** in road accidents worldwide.

- Road accidents constitute the 8th **cause of death** and the first cause of death among people aged 5-29 years old.

- **Europe** presents the lowest traffic fatality rate per population globally.

- **Africa** has the worst road safety performance (up to 10 times more fatalities per population compared to the best performing European countries).

- The percentage of **VRUs’ fatalities** in road accidents worldwide is especially high (54%).
In 2018, almost **25,100 fatalities in road accidents** were recorded in the EU.

The target of halving road accident fatalities between 2010 and 2020 is **unlikely to be achieved**.

Great **discrepancies in road safety performance** exist among the 28 EU countries.

More **coordinated efforts** are required at all levels in order to achieve the targets set.
European Road Safety Action Plan (2020-2030)
European Road Safety Policy (1986-2020)

- The first steps (1986-1993)
  Year of European Road Safety 1986, the Gerondeau Report

  Qualitative objectives and setting of specific priorities

- The Second Action Plan on Road Safety (1997-2001)
  Target: reduction of fatalities by at least 18,000 up to 2010

- The Third Action Plan on Road Safety (2003-2010)
  Target: reduction of fatalities by 50% in 2010, monitoring progress

- Action Plan on Road Safety (2011-2020)
  Target: reduction of fatalities by 50% in 2020, actions and strategic targets
EU Strategic Action Plan for Road Safety (2020-2030)

- In May 2018, the European Commission adopted its EU Strategic Action Plan for Road Safety for the 2021-2030 period.

- The EU Strategic Action Plan was published as part of the 3rd mobility package, which also includes a revision of the directive on road infrastructure safety management and a strategy for connected and automated mobility.
EU Strategic Action Plan for Road Safety (2020-2030)

Eight pillars of actions:

- 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
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**
- a list of **KPIs** to be connected to target outcomes
- 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.
Stronger Financial Support

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

**Key Actions**

- encourage the use of EU financial support from the European Structural and Investment Funds for **road safety upgrades of infrastructure**
- 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
Safe Roads and Roadsides

Revision of the Road Infrastructure Safety Management Directive

- introducing a network-wide road assessment
- more transparency and follow-up of road safety management procedures
- extending the scope of the Directive beyond the trans-European transport network (TEN-T) to cover all motorways and primary roads
- setting general performance requirements for road markings and road signs to make it easier to roll out cooperative, connected and automated mobility systems
- mandatory to systematically take VRUs into account in all road safety management procedures

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Safe Vehicles

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

**Key Actions**

➢ assess whether **retrofitting the existing fleet with ADAS** is feasible and cost-effective

➢ consider **national incentives to fast-track proven technologies** (e.g. procurement, safe travel policies, tax and insurance incentives)
Safe Road Use

Key Actions

- improve the effectiveness of the directive on cross-border enforcement of traffic offences.
- examine a possible legislative initiative on the mutual recognition of driving disqualifications
- make seatbelt reminders mandatory for all seats
- enable the functioning of Intelligent Speed Assistance, including the availability of speed limits in a digital format.
- strengthen the EU recommendation on permitted blood alcohol content.
Fast and Effective Emergency Response

Key Actions

- 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
Future-proofing Road Safety

Key Actions

- 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
The EU's Global Role: Exporting Road Safety

Key Actions

➢ 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

➢ evaluate how to strengthen the coordination of traffic rules (UN Geneva and Vienna Conventions), so that traffic rules can be adapted to cooperative, connected and autonomous mobility in a harmonised way

➢ cooperate with international financing initiatives, such as the UN Road Safety Trust Fund
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) and further expanded within the DaCoTA project (2010-2012).

- Within the ERSO, road safety related data and knowledge at European level are gathered and made available to road safety professionals and decision makers, contributing 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

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