

Support to the European Road Safety Observatory - ERSOnext

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The ERSOnext project

Partners

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- > Duration
 - 36 months (April 2023 March 2026)
- > Framework

The project is carried out for the European Commission - Directorate General for Transport & Mobility (DG Move)









Background

- ➤ The European Commission (EC) set a new 50% reduction target for road crash fatalities and for serious injuries for 2030.
- The European Road Safety Observatory (ERSO) is the information system of the EC on road safety practices and policy in European countries.
- ➤ National crash data are integrated into the European Commission (CARE) database



Objective

- Support to the ERSO with enhanced, updated and integrated road safety data and knowledge, following an integrated and holistic road safety approach.
- ➤ ERSO contents will be enhanced by new key outputs, namely the Road Safety Performance Indicators and the Monitoring of National Road Safety Strategies.
- ➤ ERSOnext output will address the Safe System

 Approach principles, as well as the key areas of the EU Road Safety Policy Framework 2021-2030.





Work Packages

- **>WP1**: Project Management (PM)
- ➤ WP2: Annual Statistical Reports (ASR)
- ➤ WP3: Road Safety Country Profiles (CP)
- **>WP4:** Facts and Figures (FF)
- ➤ WP5: Thematic Reports (TR)
- ➤ WP6: Infographics (IG)
- ➤ WP7: Road Safety Performance Indicators (RSPI)
- ➤ WP8: Monitoring National Road Safety Strategies (RSS)





Data and Information

- ➤ 3 Annual Statistical Reports
- ➤ 31 Country Profiles for EU and EFTA Countries
- ≥20 Facts and Figures:
 - Children
 - Young People
 - Seniors
 - Pedestrians
 - Cyclists
 - Powered two-wheelers
 - Light trucks
 - Buses & HGV
 - New forms of mobility

- Gender
- Car occupants
- Single vehicle crashes
- Urban areas
- Motorways
- Serious injuries
- Regional distribution of fatalities
- 4 Additional Topics



RethinkMobility



Knowledge

- ➤ 20 Thematic Reports:
 - Children
 - Novice drivers
 - Seniors
 - Pedestrians
 - Cyclists
 - Powered two-wheelers
 - Professional drivers
 - Personal mobility devices
 - Driver distraction

- Main factors causing fatal crashes
- Post impact care
- Health-related crash consequences
- Work-related road safety
- Enforcement
- Speed
- Alcohol and Drugs
- 4 Additional Topics
- > 14 Infographics (plus infovideos)
- ➤ 1 Report on Road Safety Performance Indicators
- ➤ 1 Report about the implementation of the road safety strategies in the EU countries







Integrated Communication Policy

- The ERSO contains a unique wealth of data and information, in a condensed and organized way.
- It constitutes the example Observatory for all Regional Road Safety Observatories globally.
- ➤ However, this wealth of data and information is accessible mostly in a passive way: everyone can consult and exploit it, as far as they can find it.
- ➤ Within the new era of ERSO, a more active and integrated communication policy is foreseen, with targeted periodic campaigns to a wide European and Global road safety audience.





Streets for Life

- The continuous and systematic monitoring of EU road safety performance allows for a better understanding of accident causalities within urban areas.
- ERSO publications will contribute to the proactive treatment of road safety problem by city authorities and policy makers in order to prevent urban casualties.
- ERSO's reliable data and information will promote the development of city strategies and actions to make cities safer for all road users.



Scientific and Social Impact

- ➤ ERSO is a powerful road safety information system with comparable information among European countries.
- ➤ Publication of road safety performance and delivering feedback on specific risk factors to targeted audiences may motivate population to adopt safer behaviour.
- ➤ ERSO will constitute the basis for monitoring and evaluating the road safety progress at national and EU level over the period 2021-2030.



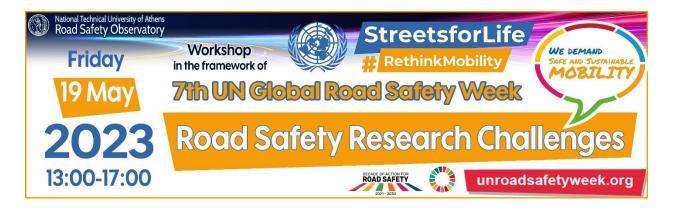
Future Challenges

- ➤ 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.
- ➤ Crash and KPI data in higher detail should be collected at EU level, so that more critical and hidden road safety properties are revealed and more appropriate solutions are identified
- The use of new technologies in data collection can be explored in the future, taking into account all the potential opportunities and challenges.









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