



George Yannis, Professor NTUA

EU Road Safety Conference 2024 Dublin, 16 April 2024



# Outline

- 1. The European Road Safety Observatory (ERSO)
- 2. Key Road Safety Trends
- 3. Monitoring National Road Safety Strategies
- 4. Conclusions







- Established since 2004, containing a wealth of road safety data and knowledge
- Provides reliable and comparable data on road crashes, in-depth analysis and information on road safety practices and policies
- > An evidence base, essential to:
  - measure progress towards reducing road casualties,
  - identify and quantify road safety problems,
  - assist the assessment of measures effectiveness,
  - facilitate the exchange of experience

ERSO draws heavily on CARE database which includes a high level of disaggregation of data on all road crashes in EU and EFTA countries since the early 1990s







### **ERSO – Data and Analyses**

- Latest key figures: Press release/memo, Data Table, Collision Matrix
- Annual Statistical Report: Fatalities characteristics (2022), Decade Trends
- Safety Performance Indicators: Collection and harmonised reporting of 8 SPIs (speeding, seatbelts, helmet, alcohol, distraction, vehicle, infrastructure, post-crash care)
- Country Profiles: Highlights, Road Safety Outcomes, Safety Performance Indicators, Policy & Measures, Structure and Culture
- **Facts and Figures**: Latest data and analysis on a topic based on CARE database
- >Thematic Reports: Qualitative analysis and latest research on a topic
- **Serious Injuries**: Working to convert data into MAIS protocol
- Map library & Road Safety Atlas: Maps by themes and Years, using the DG Move Geographical Information System (GIS)





## **Promoting Safe Mobility**

Support of the Commission's efforts to **promote safe mobility** across the EU

### Drink and Driving October 2023

### Distraction January 2024

### Road Safety in the EU March 2024



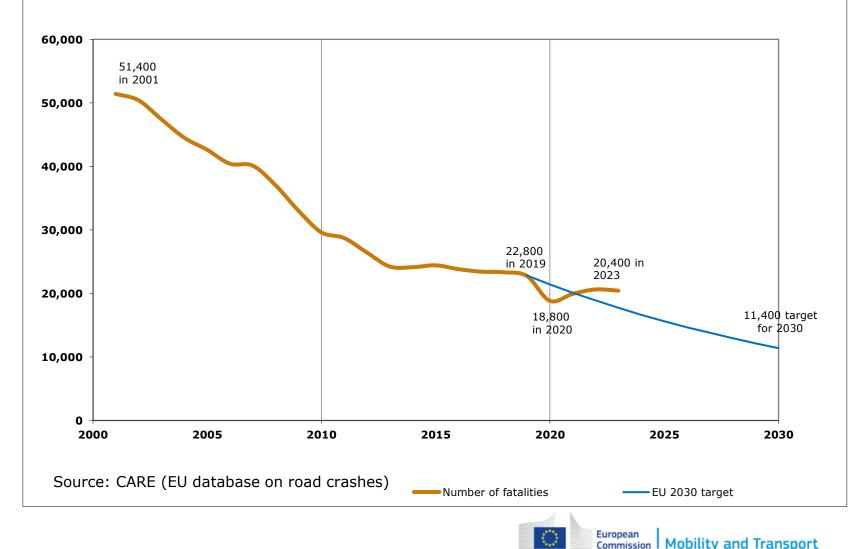




European Road Safety Observatory

# Trend in the number of road deaths in EU

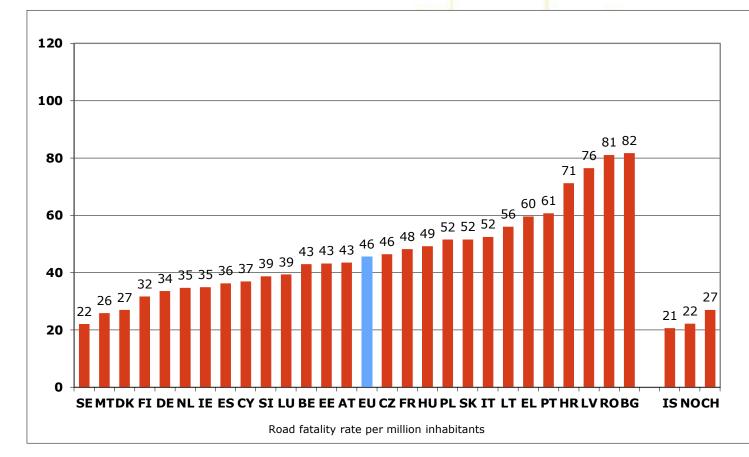
- Around 20,400 people were killed in road crashes in the EU last year, a small 1% decrease on 2022
- Despite some progress since the baseline year of 2019, few Member States are on track to meet the EU and UN target of halving the number of road deaths by 2030





# Preliminary number of road deaths per million population, 2023

- The safest roads found in Sweden (22 deaths per one million inhabitants) and Denmark (27/million)
- Bulgaria (82/million) and Romania (81/million) reported the highest fatality rates in 2023
- The EU average was 46 road deaths per million inhabitants





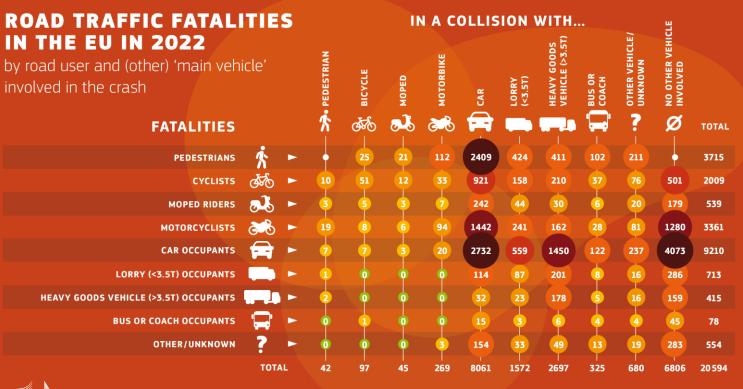


## **Collision matrix (all roads)**

#### Distribution of fatalities:

Car occupants 45% Users of PTWs 19% Pedestrians 18% Cyclists 10% Other 8%

- Serious concern: 2,000 cyclists fatalities in 2022 (the only road users not to see a significant drop over the last decade)
- 40% (6,806/16,879) of all road fatalities (excluding pedestrians) occurred on single vehicle crashes (speeding/distraction)



Mobility and Transport

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more raffic units. For the majority of fatal crashes, only one other vehicle involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As result, the figures in each column likely understimate the number of cases a particular vehicle was involved in a crash. Source: EU CARE database on road crashes Data refer to the year 2022 except for IE (2019), LV and SE (2020), EL and MT (2021)





### **Collision matrix (urban roads)**

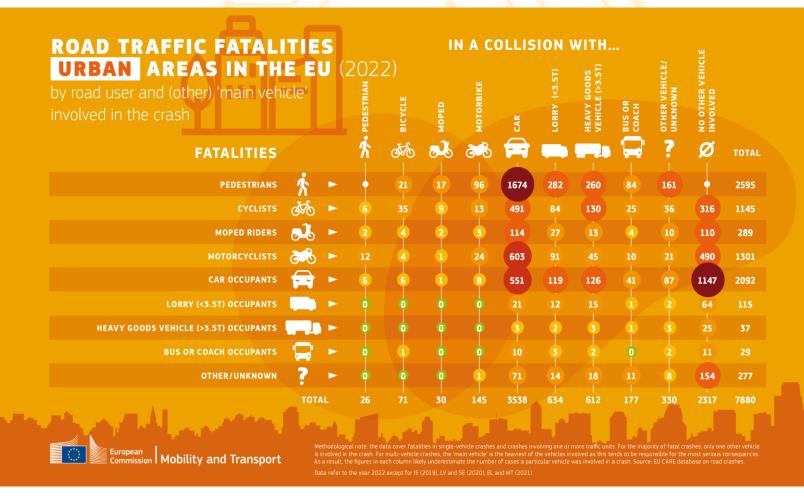
### >Vulnerable Road Users

(pedestrians, cyclists and PTWs) represent almost **70%** of total fatalities within urban areas

Urban road user fatalities occur overwhelmingly when a crash involves cars & lorries

45% (2,317/5,185) of urban road fatalities (excluding pedestrians) occurred on single vehicle crashes (speeding/distraction)

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# **Road Safety: Focus on Distraction**



- Holding & using your phone while driving makes you about 2.5 times more likely to crash.
- Young drivers are more likely than older drivers to use a mobile phone while driving.

#### **Possible countermeasures**

- Better enforcement of bans on holding and using a phone while driving
- New vehicle technology
- Driver education
- Awareness-raising campaigns

Car drivers are involved in distracting activities for about half of driving time



#RoadSafety

Source: European Road Safety Observatory, Thematic report: Distraction, 2023

# **Road Safety: Focus on Drink-Driving**



The relative crash risk compared to sober drivers increases with the increase in blood alcohol content:

at 0.5 g/L	at 1.0 g/L	at 1.5
1.4 times	5 times	<b>20</b> ti

#### g/L mes

#### **Possible Countermeasures**

- Regulation and police enforcement
- Vehicle technology
- Offering alternative means of transport
- Campaigns, rehabilitation, safety culture

25% of all road deaths in the EU are alcohol-related







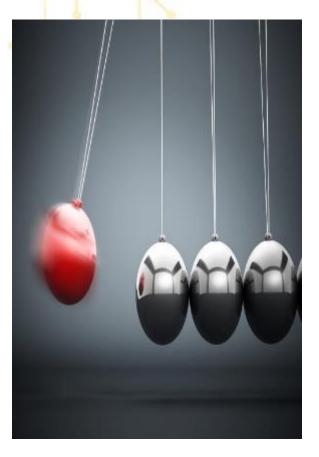
Source: European Road Safety Observatory, Thematic report: Alcohol and drugs, 2023

### Monitoring Road Safety Strategies a Tool for National Authorities

Within ERSO, a Road Safety Strategies Monitoring Tool is developed to **motivate and assist EU**, **National Authorities**, Industry and the road users by:

- Supporting policies, programmes and measures (be better organized)
- Exchanging best practice (learning from each other)
- Benchmarking performances (be motivated)

The Tool is **gradually populated** with the necessary data and information, in close cooperation with the National Authorities





## A three-step approach

### **A. Road Safety Performance**

A1. Road Crash Fatalities & Serious InjuriesA2. Safety Performance Indicators

### **B. Monitoring Strategy Implementation**

B1. Road Safety Management
B2. Safe Road User Behaviour
B3. Safe Speeds
B4. Safe Roads
B5. Safe Vehicles

B6. Post Crash Care

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### **C. Effectiveness Evaluation**

Analyses linking strategy implementation (B) to safety performance (A), using scientific expertise



# **Conclusions - ERSO**

European Road Safety

The European Road Safety Observatory (ERSO) wealth of data and knowledge is the result of multi-annual efforts of the European Commission and the EU Member States with strong engagement of people, resources and budgets

ERSO supports evidence-based decisions since 2004, which are leading to better road safety culture and continuously less crashes in Europe

ERSO is the leading Road Safety Observatory worldwide inspiring the development of all regional observatories





# **Conclusions – Road Safety Progress**

- Despite some progress since the baseline year of 2019, few Member States are on track to meet the EU and UN target of halving the number of road deaths by 2030
- Emphasis should be placed on enhancing the safety of Vulnerable Road Users (pedestrians, cyclists, Powered Two Wheelers)

There is need for more systematic
 implementation of National Road Safety Strategies
 – exploiting also the ERSO data, analyses and tools









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