



# European Road Safety Observatory

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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







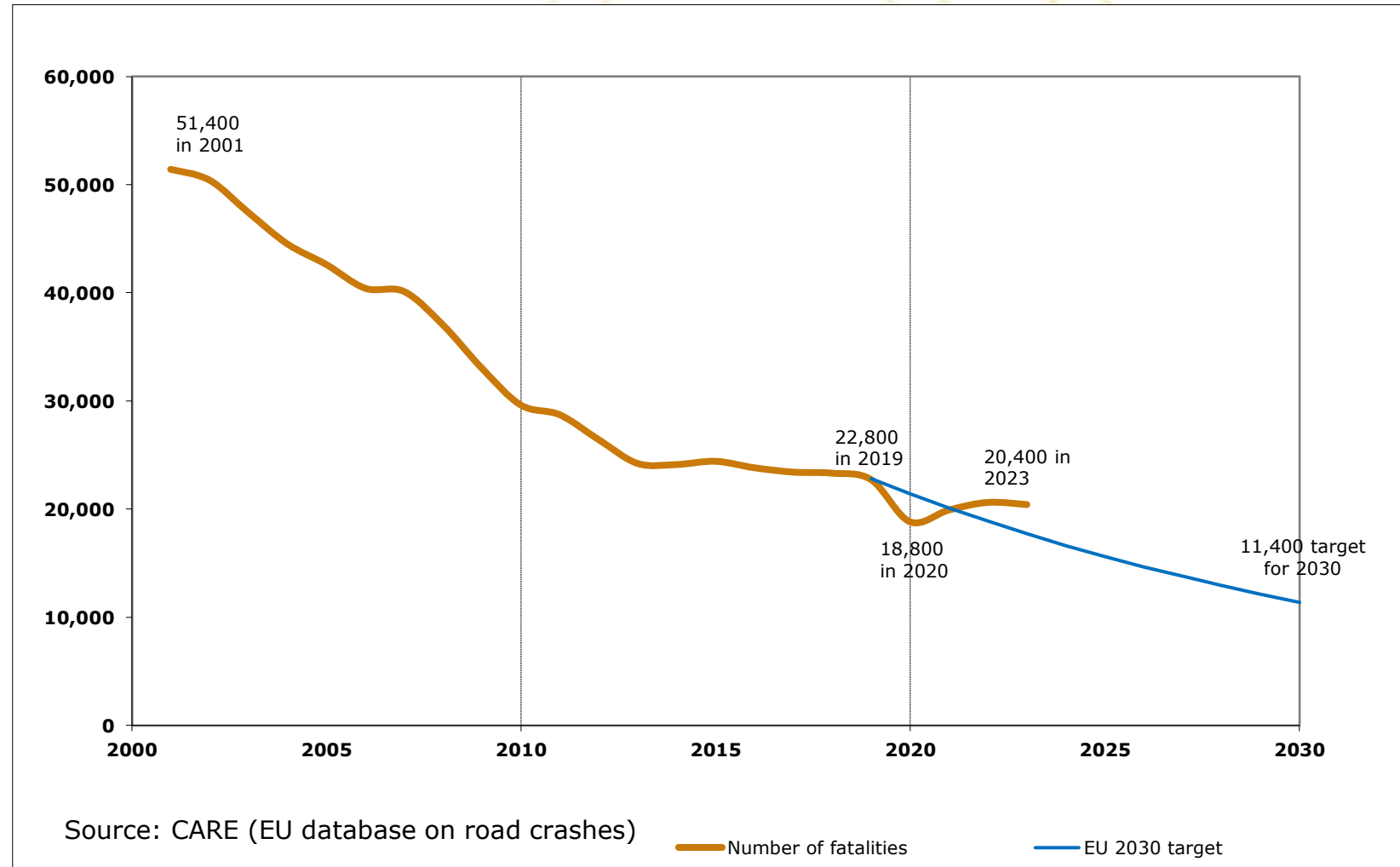
## ERSO – Data and Analyses

- **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)



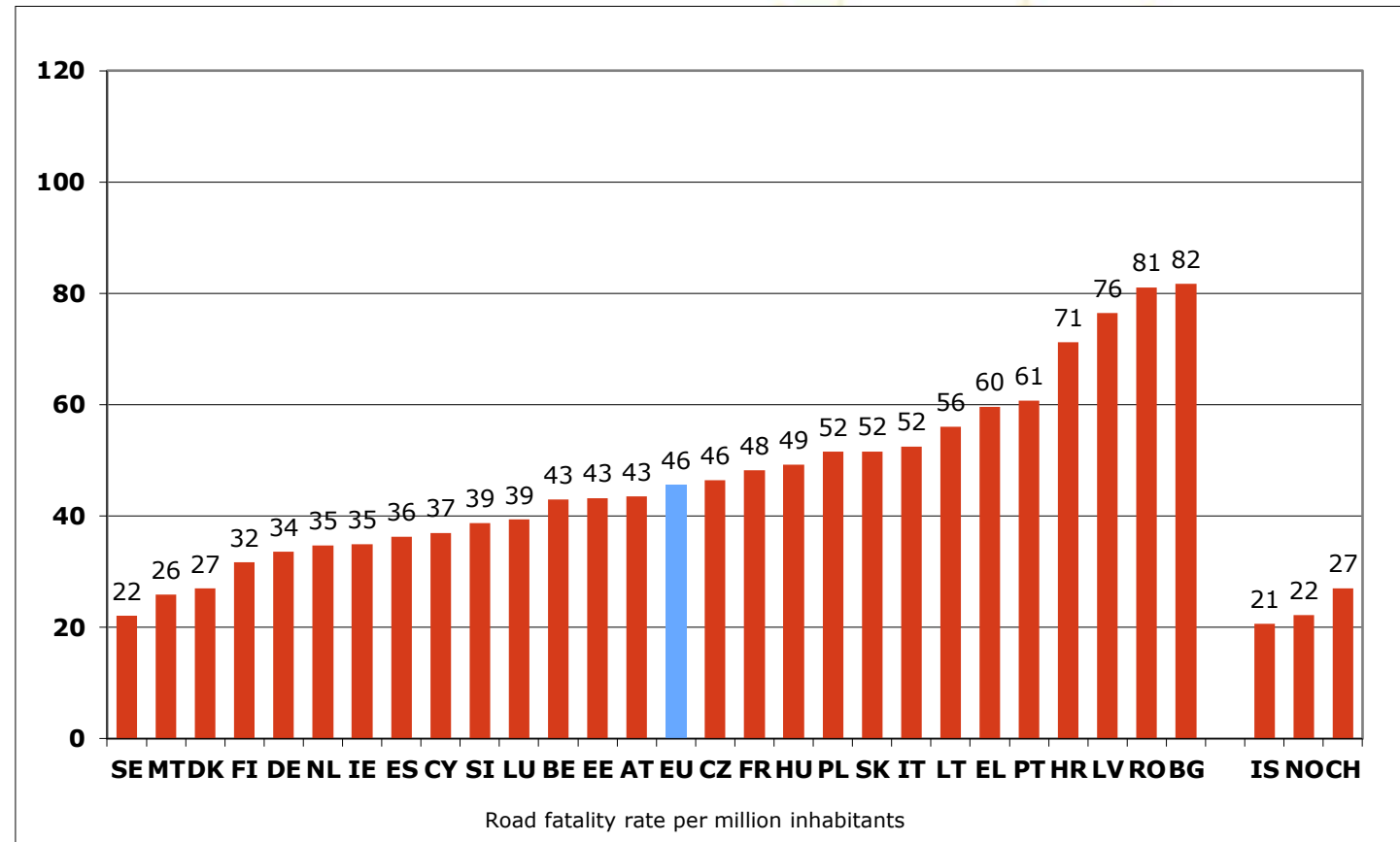
# Trend in the number of road deaths in EU

- 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





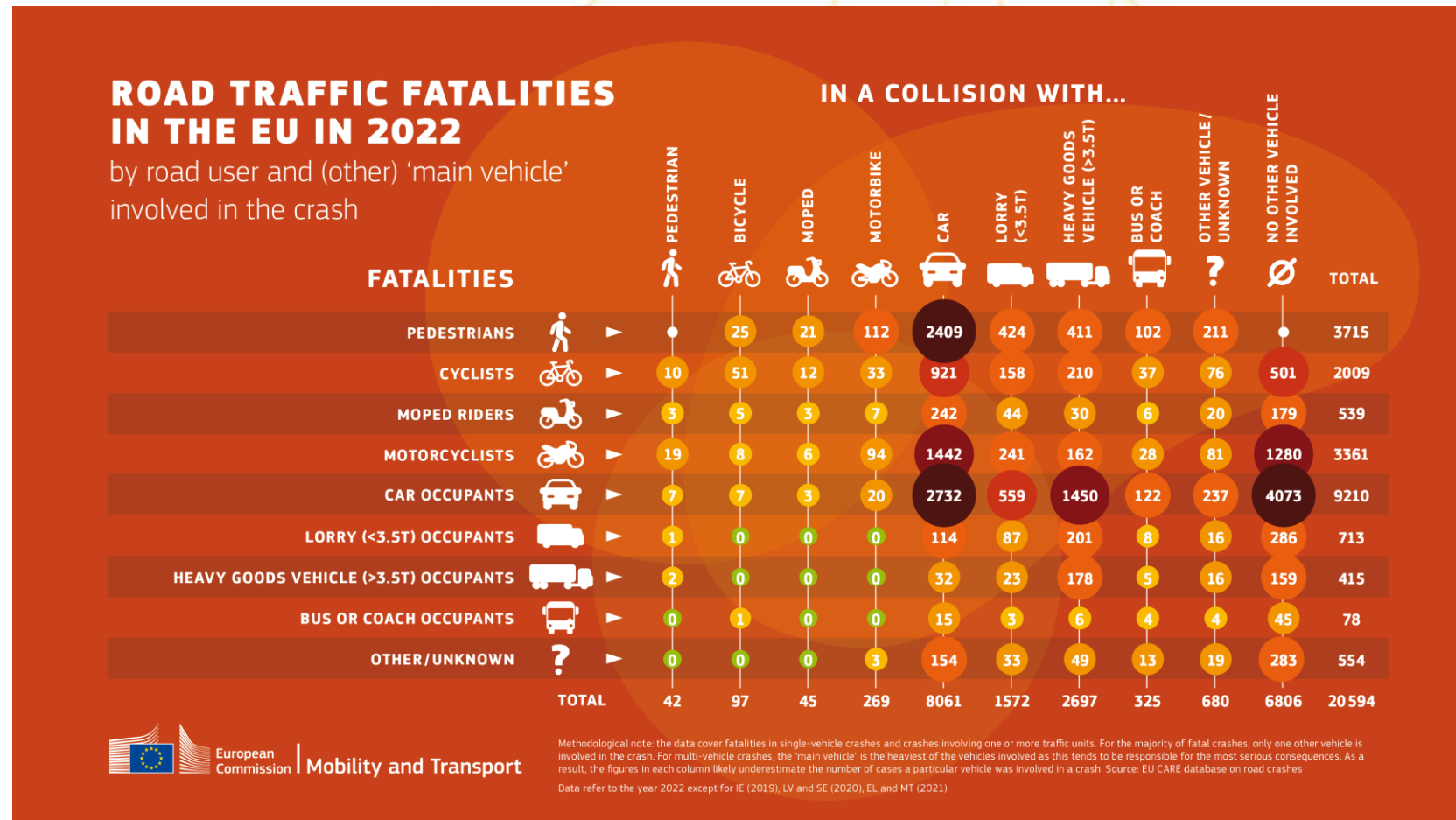
# Collision matrix (all roads)

➤ **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)

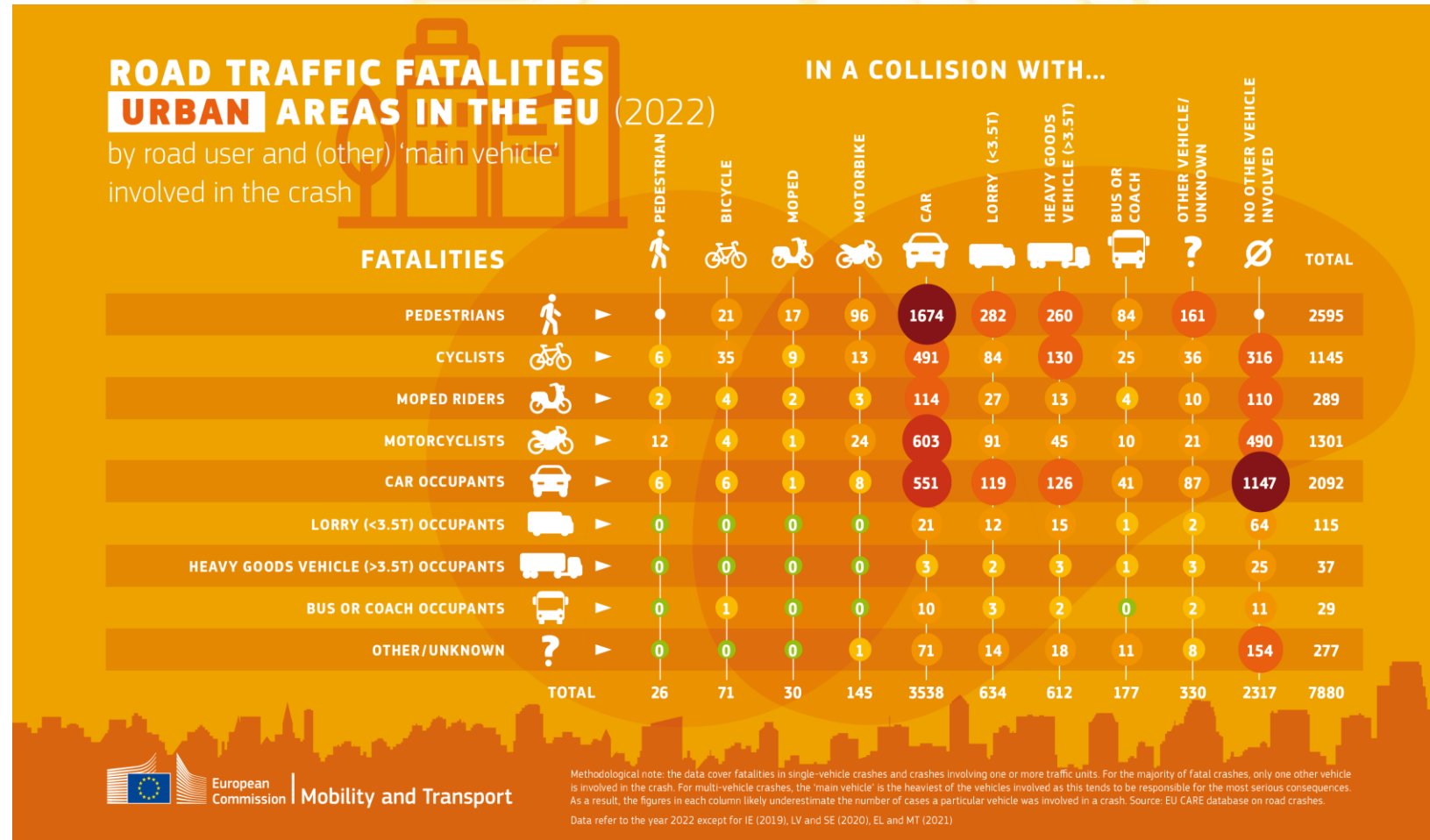
➤ **40%** (6,806/16,879) of all road fatalities (excluding pedestrians) occurred on **single vehicle crashes** (speeding/distraction)





# 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)



# Road Safety: Focus on Distraction

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



- 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

# Road Safety: Focus on Drink-Driving

**25%**

of all road deaths  
in the EU  
are alcohol-related



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

at 0.5 g/L  
**1.4** times

at 1.0 g/L  
**5** times

at 1.5 g/L  
**20** times



## Possible Countermeasures

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

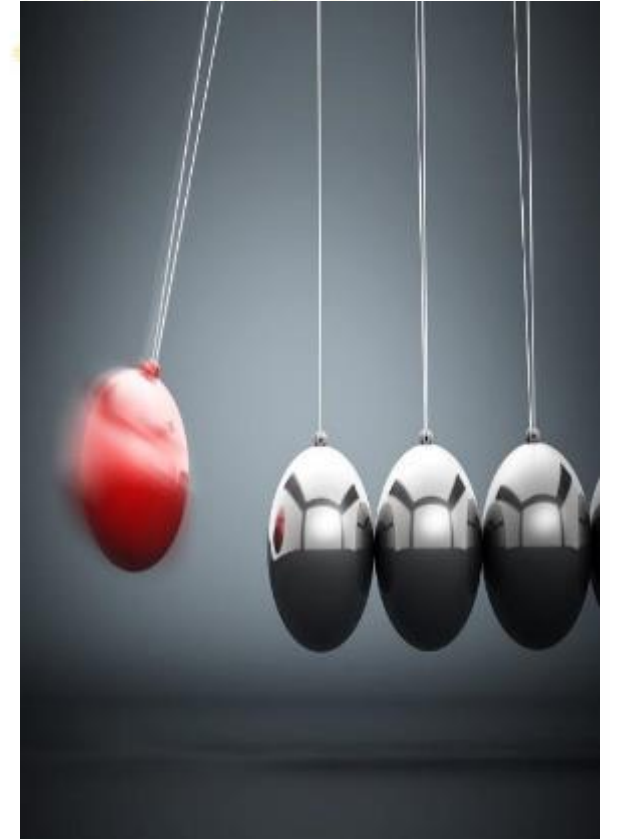


# Monitoring Road Safety Strategies a Tool for National Authorities

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 Injuries
- A2. 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

## C. Effectiveness Evaluation

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





## 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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