On the Road to the Safe Transport of Goods and Passengers in Europe: Recommendations from the PIN

7th Road Safety PIN Report

Ellen Townsend, Policy Director

ETSC European Transport Safety Council 1993 - 2013

Introduction to ETSC

- The **European Transport Safety Council** (ETSC) is a non-governmental organisation promoting independent science-based approach to road safety
- Supported in our work by **46 member** organisations across Europe.
- Funded by our members, the European Commission and corporate sponsors
- Bringing together practitioners, researchers, policy-makers and parliamentarians from across the EU

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ETSC Activities

Monitoring EU transport safety policy

Road Safety **P**erformance **In**dex **(PIN)** - Ranking EU countries‘ performances

Road Safety **‘At’ Work and ‘To’ Work**

Drink Driving

SMART

Safe & Sober

Roads **to R**espect Infrastructure Safety

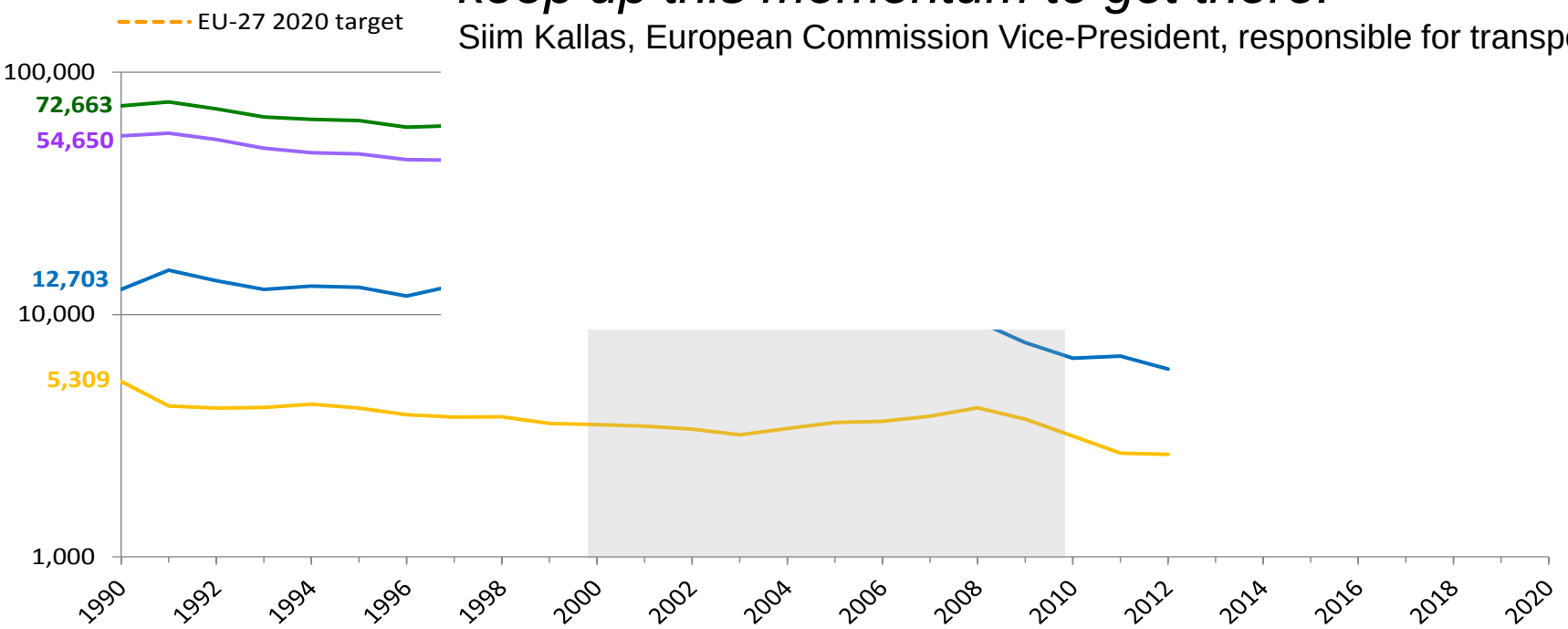
STudents **A**cting to **R**educe **S**peed

Bike Pal
Cycling Safety

Back on Track for 2020

"2012 was a landmark year for European road safety, with the lowest ever number of road deaths recorded. […] Still 75 people die on Europe's roads every day, so there is no room for complacency. We have ambitious goals to cut EU road deaths in half by 2020 and we need to keep up this momentum to get there."

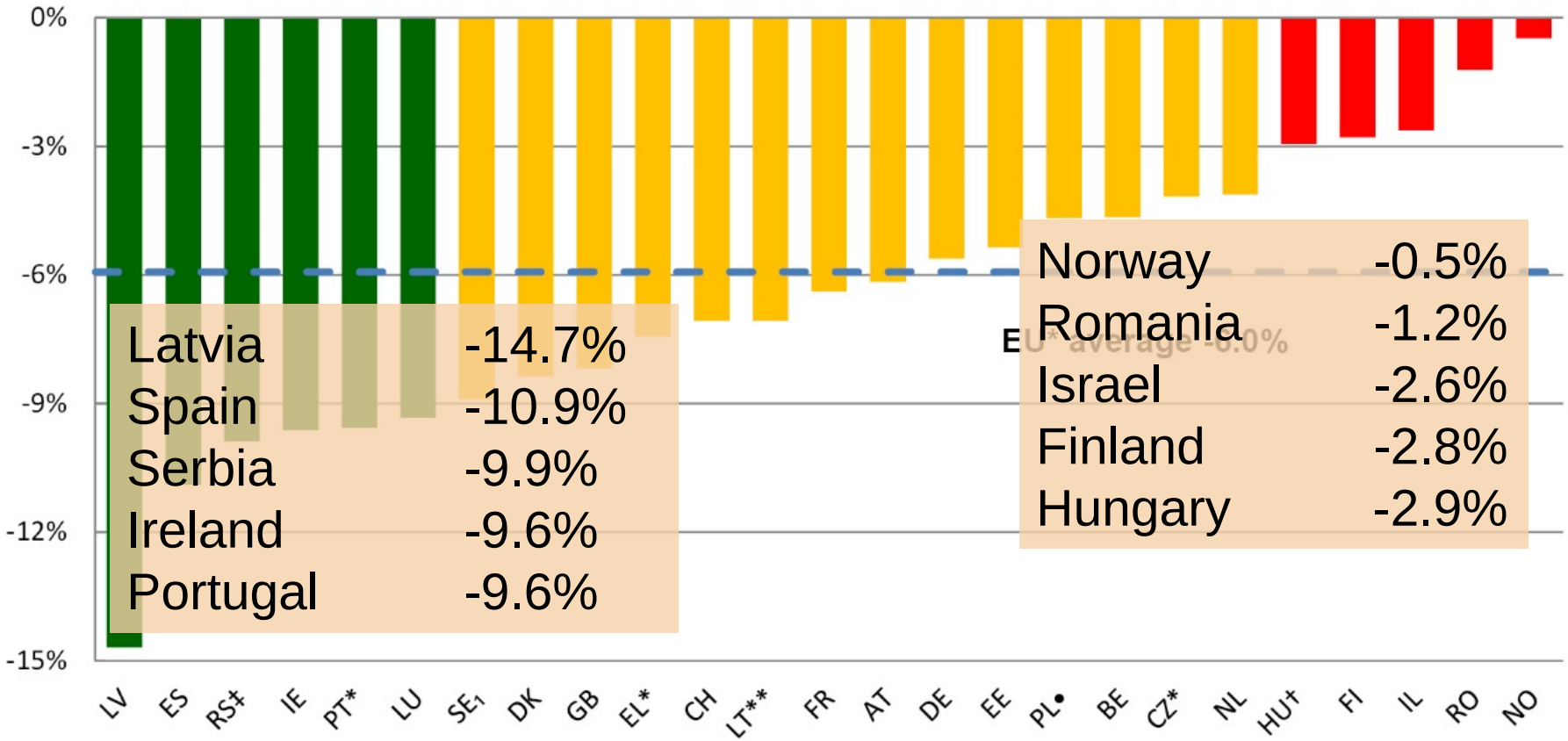
Siim Kallas, European Commission Vice-President, responsible for transport.



Deaths in collisions with goods and passenger vehicles

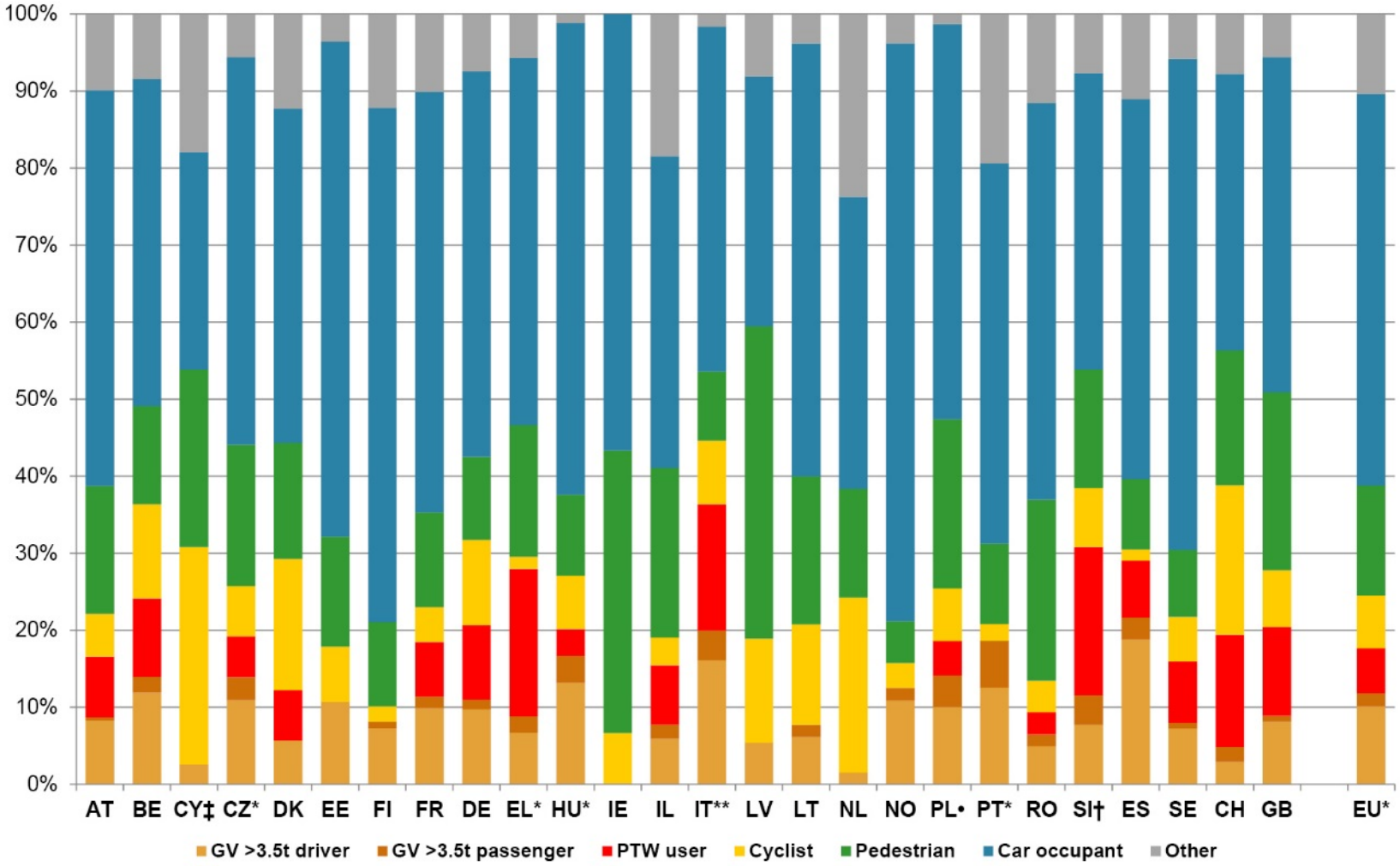
- Free movement of people and goods among the 4 fundamental freedoms in the EU
- Vehicles with larger mass than ‘other’ road users>higher mechanical momentum (mass*speed) so the collisions are more severe than normal

4,173 road deaths in collisions with HGVs



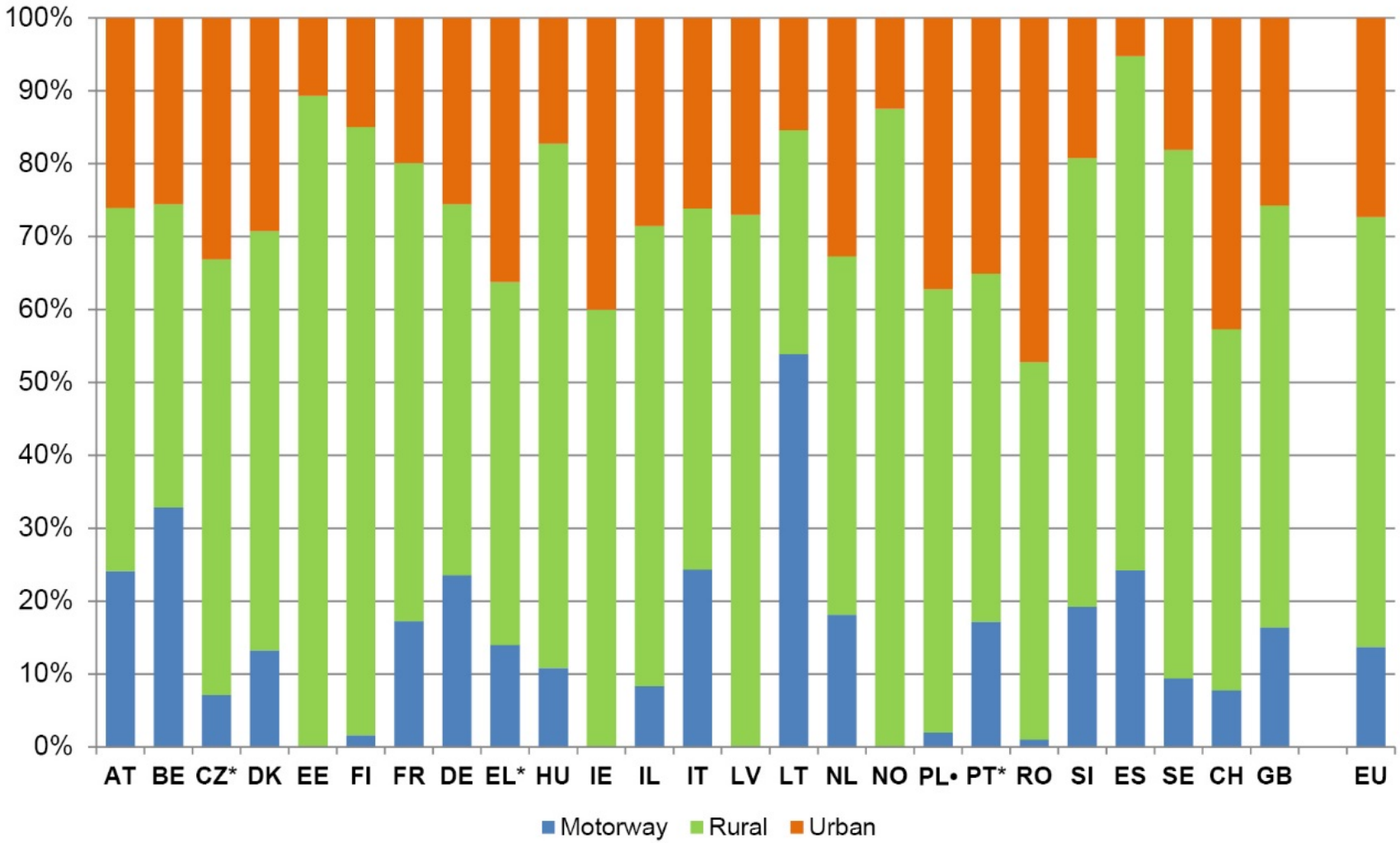
Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a goods vehicle with a maximum permitted weight larger than 3.5 tonnes.

HGV deaths by road user



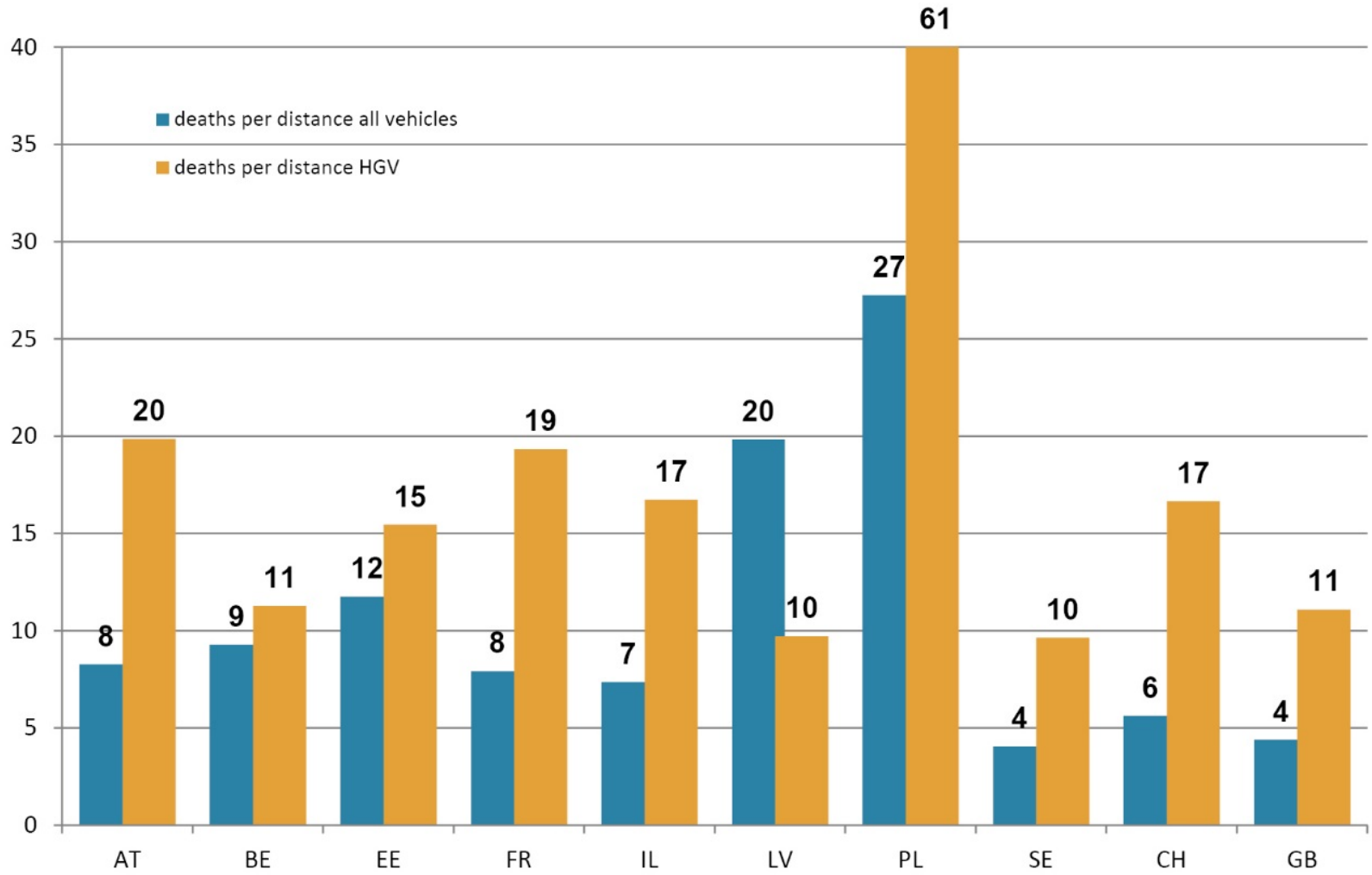
10% HGV drivers, 2% HGV passenger, 6% PTW, 7% cyclists, 14% pedestrian, 51% car occupants

HGV deaths by type of road



13% on motorways, 59% rural roads, 28% urban roads

HGV deaths by distance travelled



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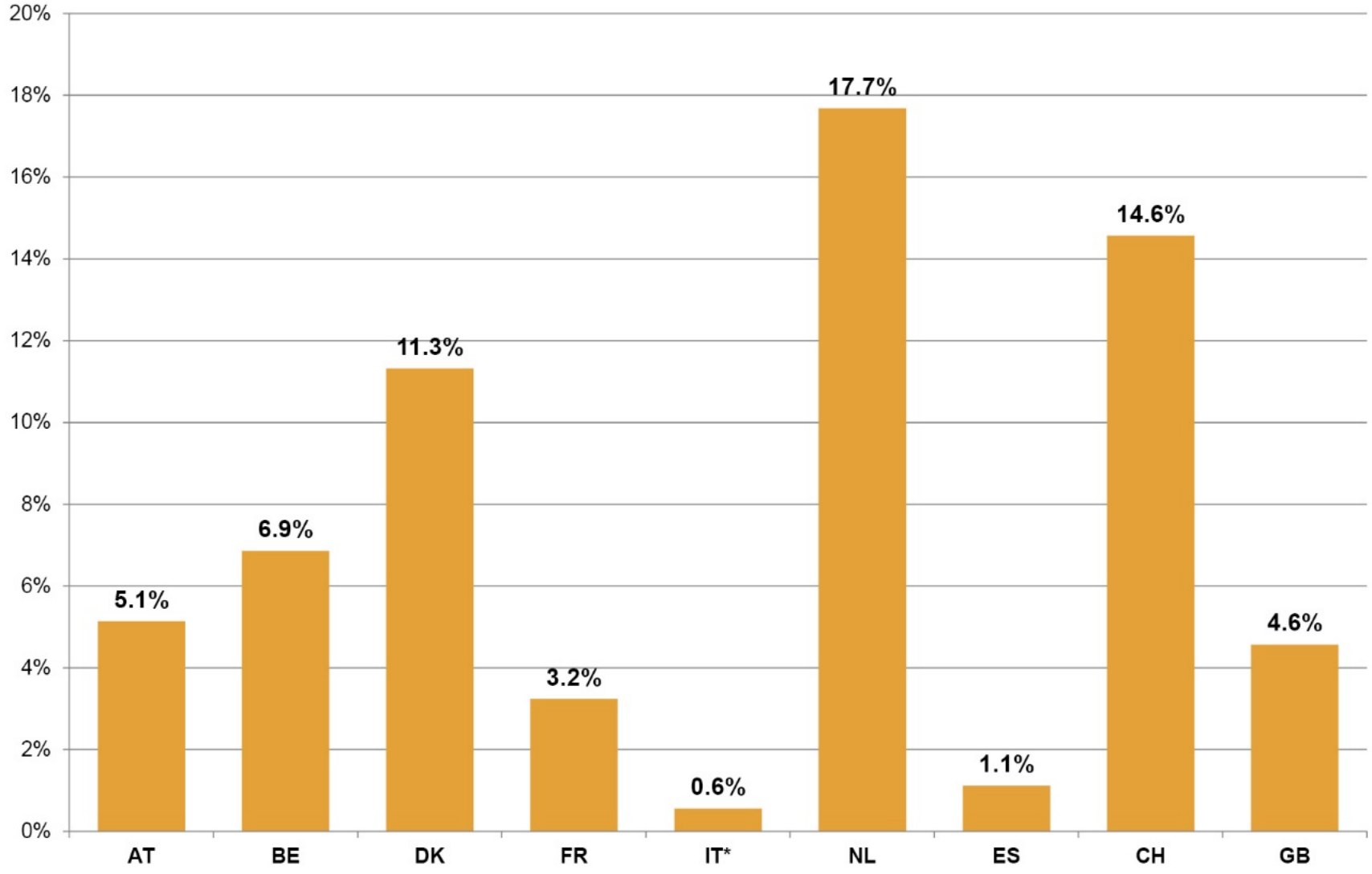
Percentage of HGV deaths involving a nearside turn



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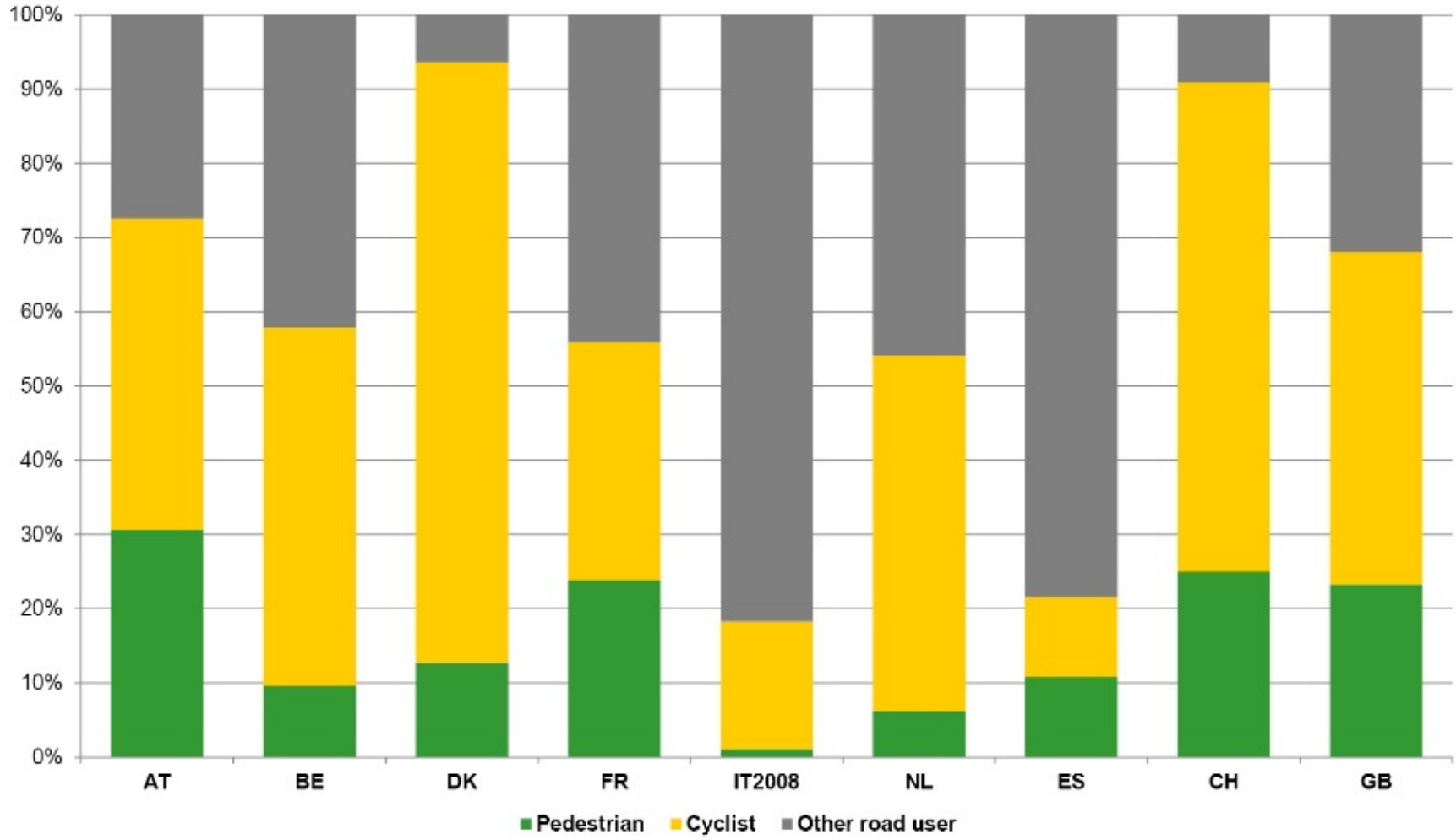
Killed or seriously injured in nearside turn collision



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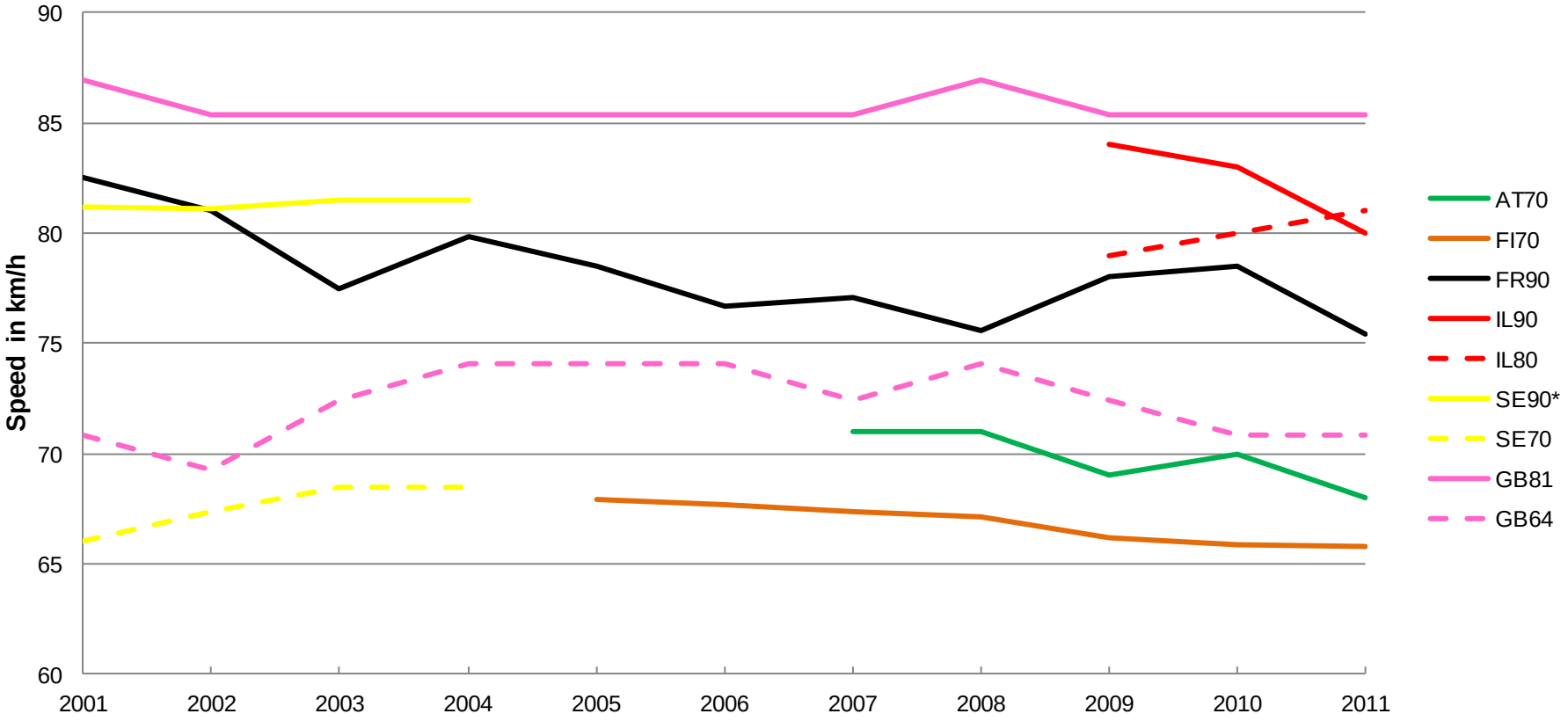
HGV mean speed on rural roads



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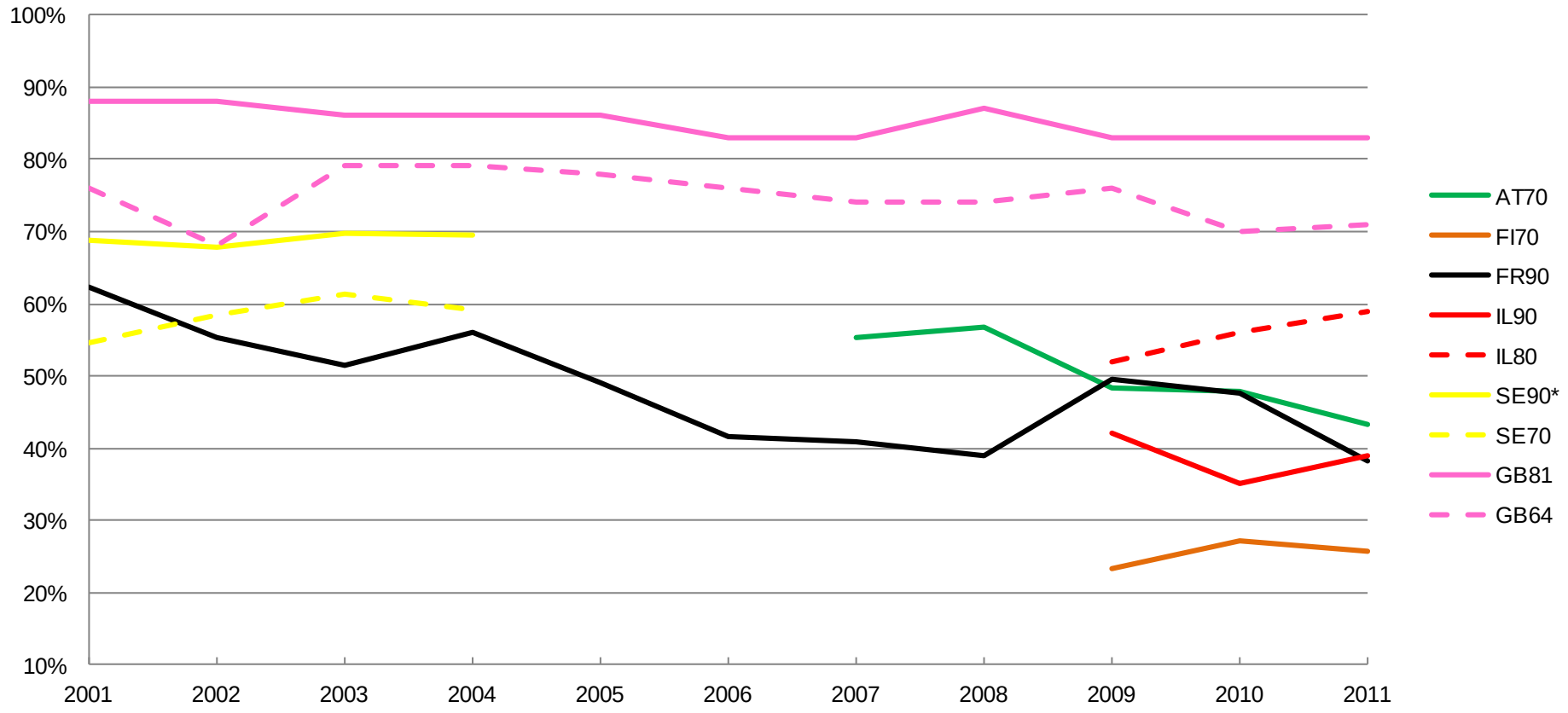
HGVs exceeding speed limit on rural roads



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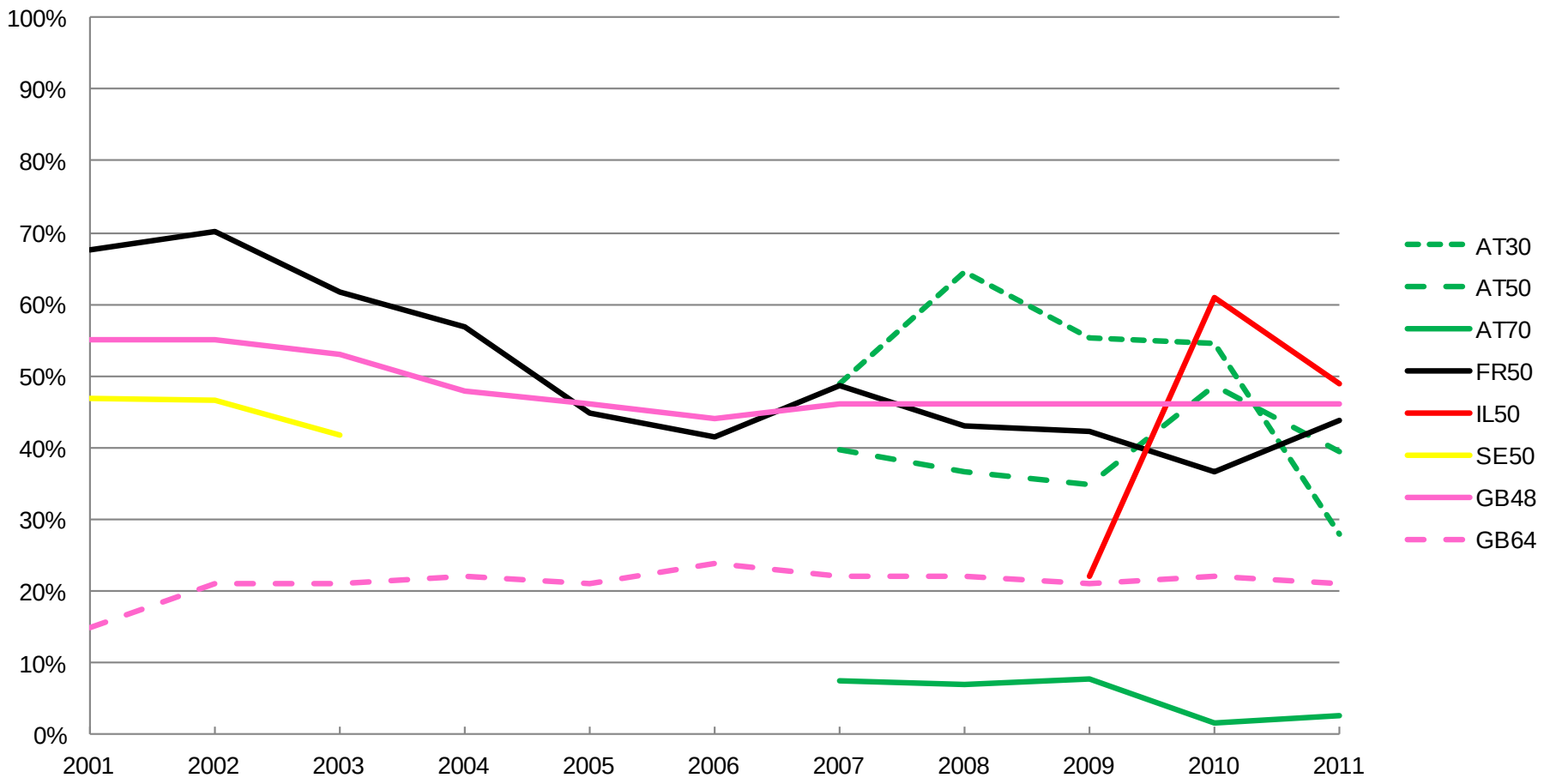
HGVs exceeding speed limit on urban roads



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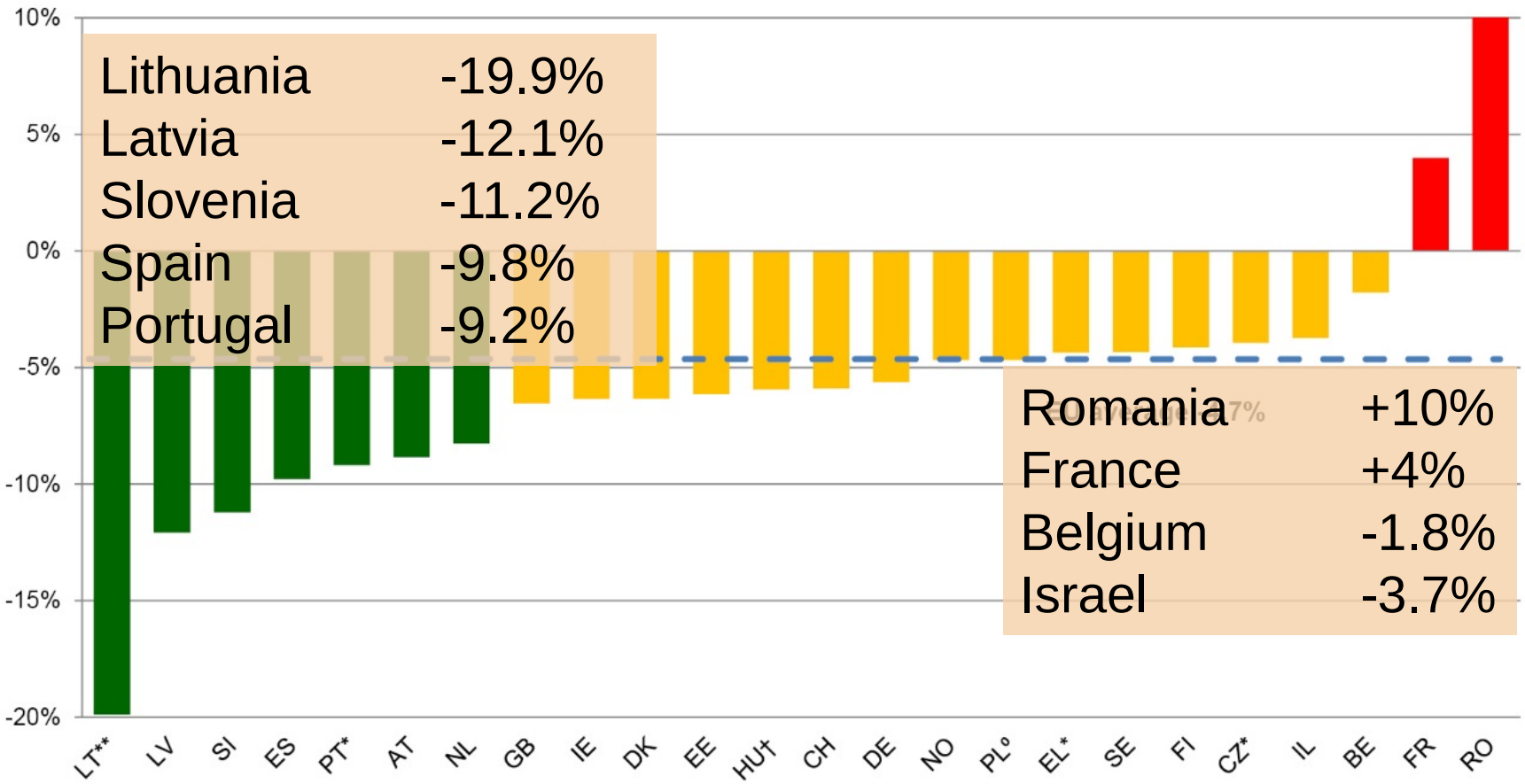
3,919 road deaths in collisions with LGVs



Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a goods vehicle with a maximum permitted weight below 3.5 tonnes.

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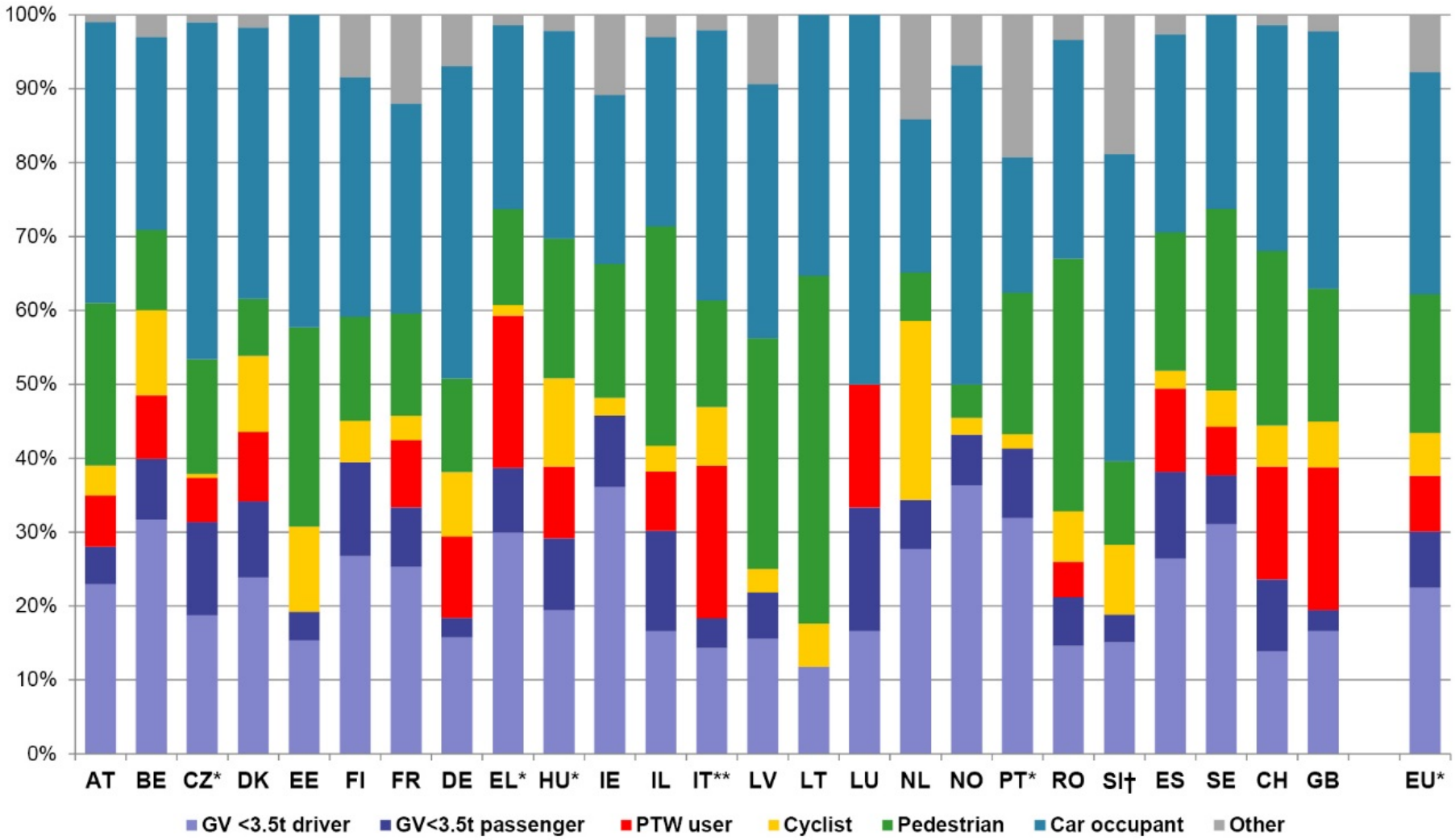
LGV road deaths by road user



22% LGV drivers, 8% LGV passengers, 8% PTWs, 6% cyclists, 19% pedestrians, 30% car occupants

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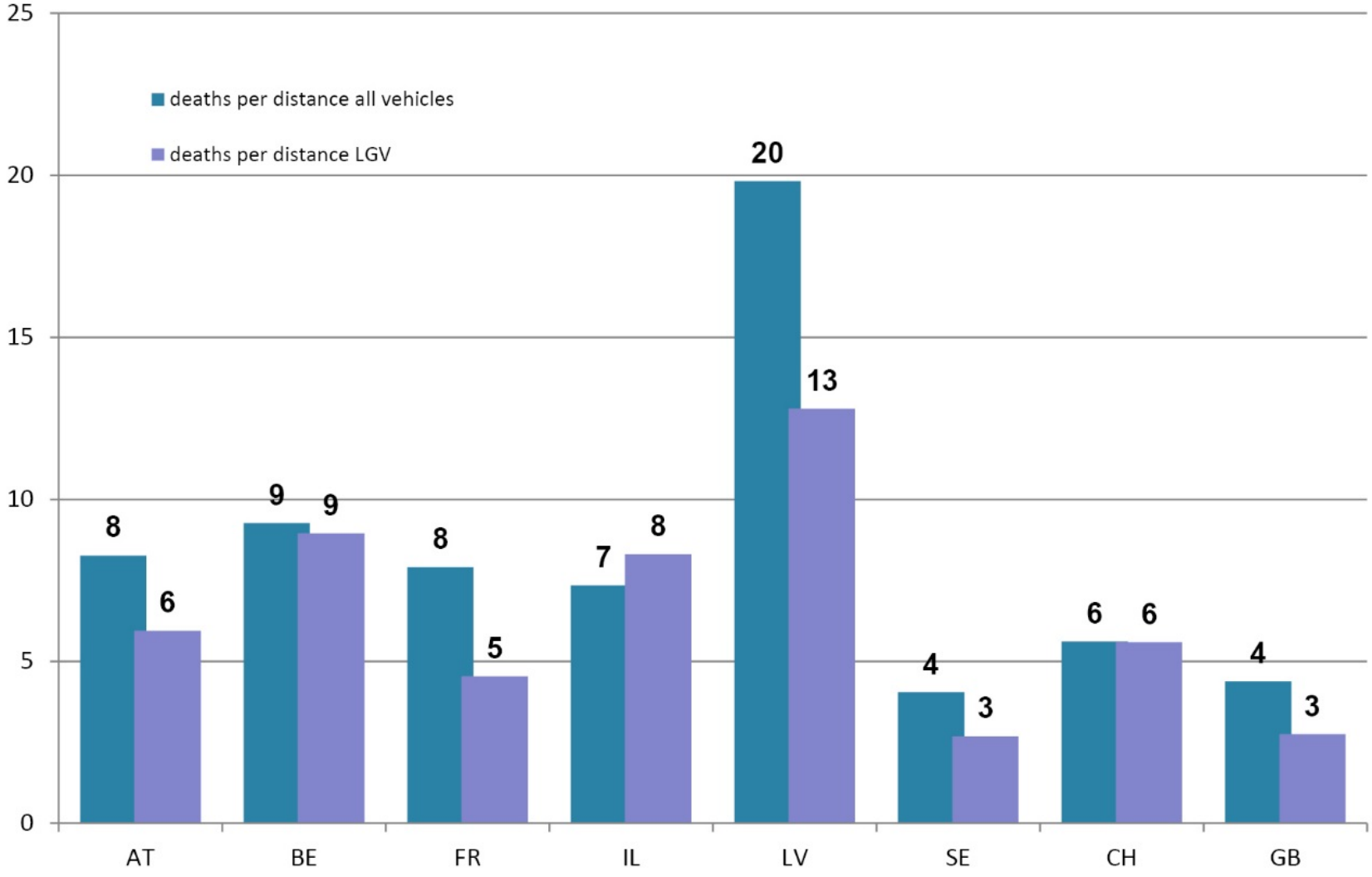
LGV deaths by distance travelled



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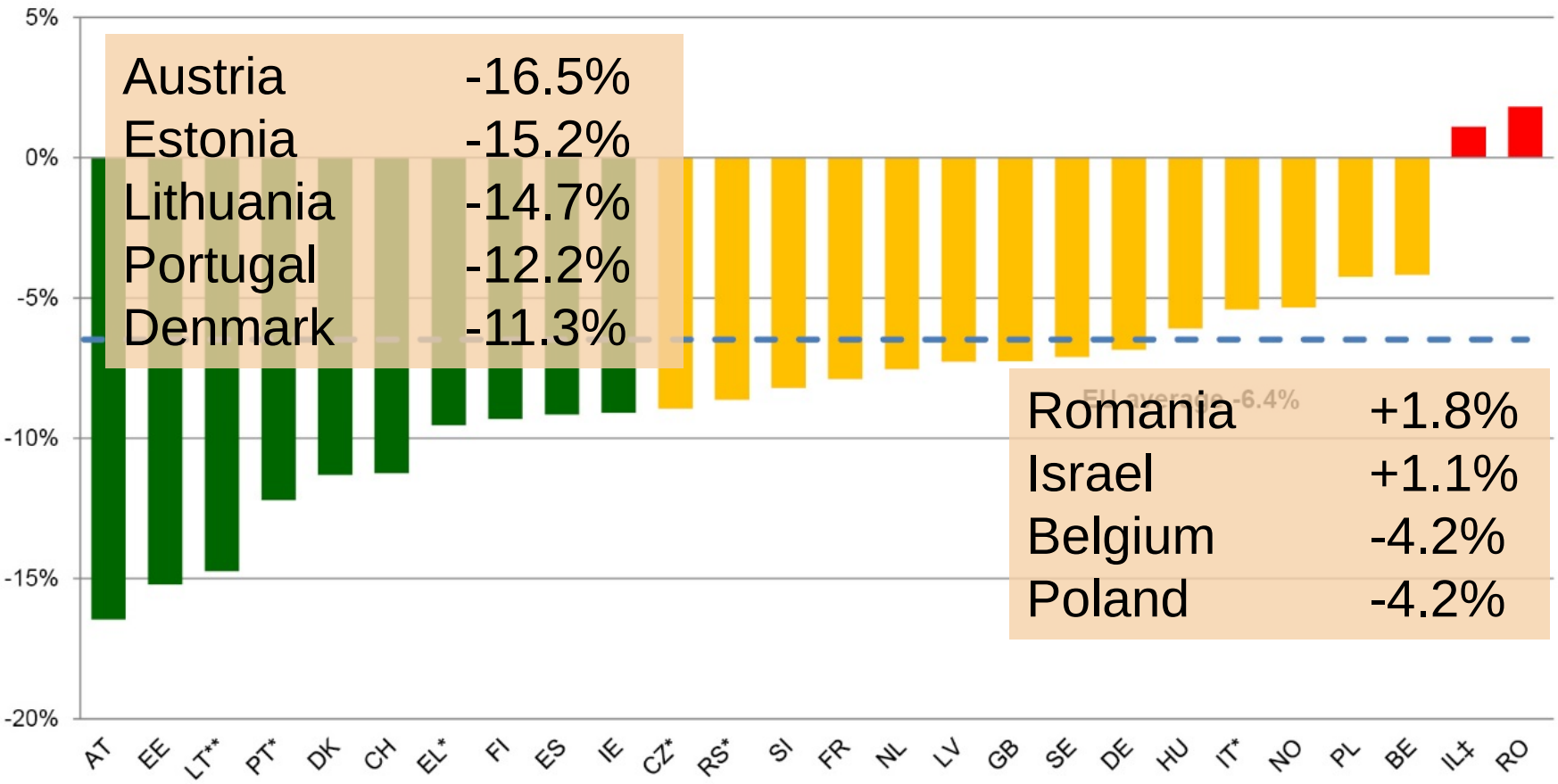
722 road deaths in collisions with buses or coaches



Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a bus, coach or trolley.

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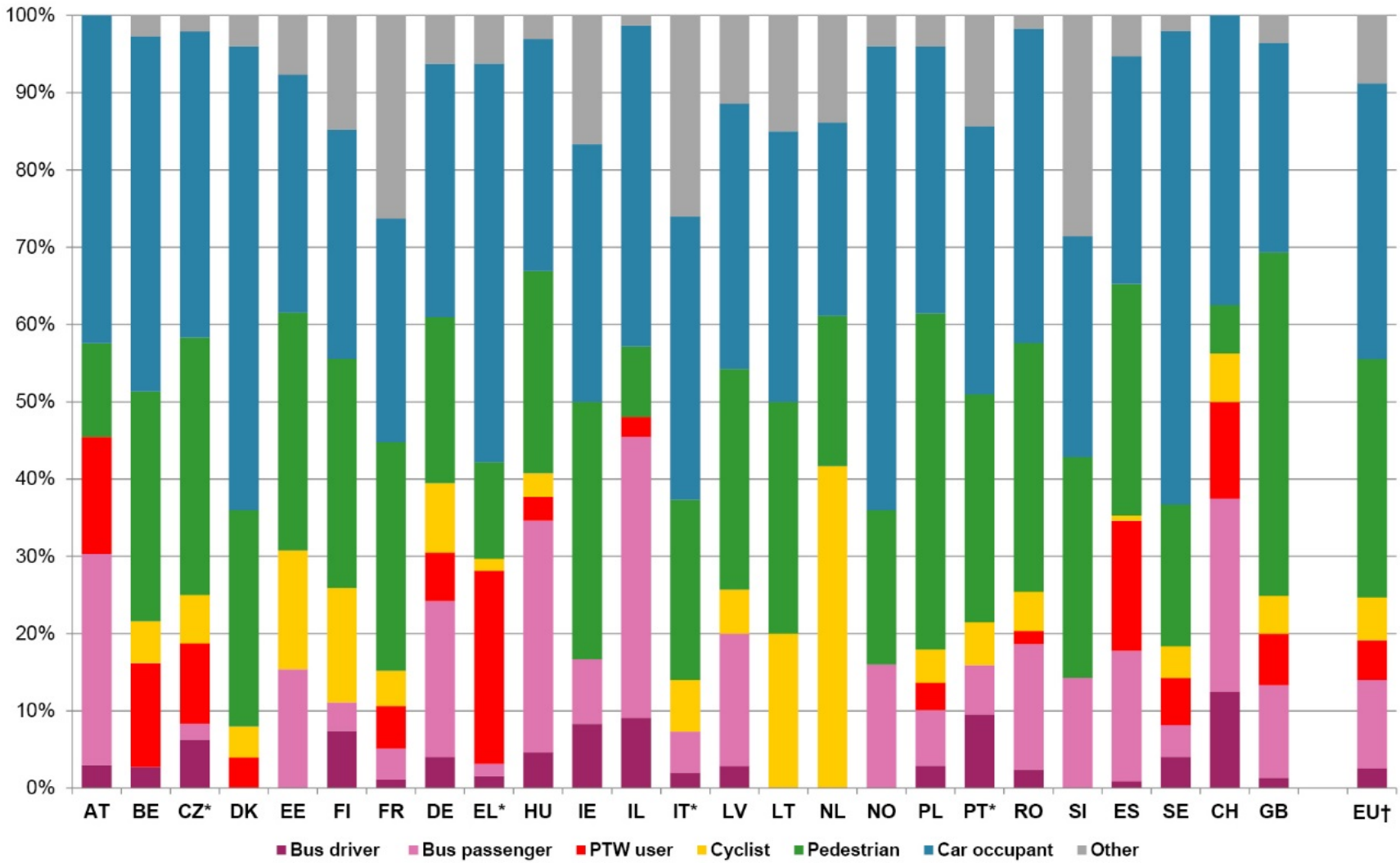
Bus/coach road deaths by road user



3% bus drivers, 11% bus passengers, 5% PTWs, 6% cyclists, 31% pedestrians, 36% car occupants

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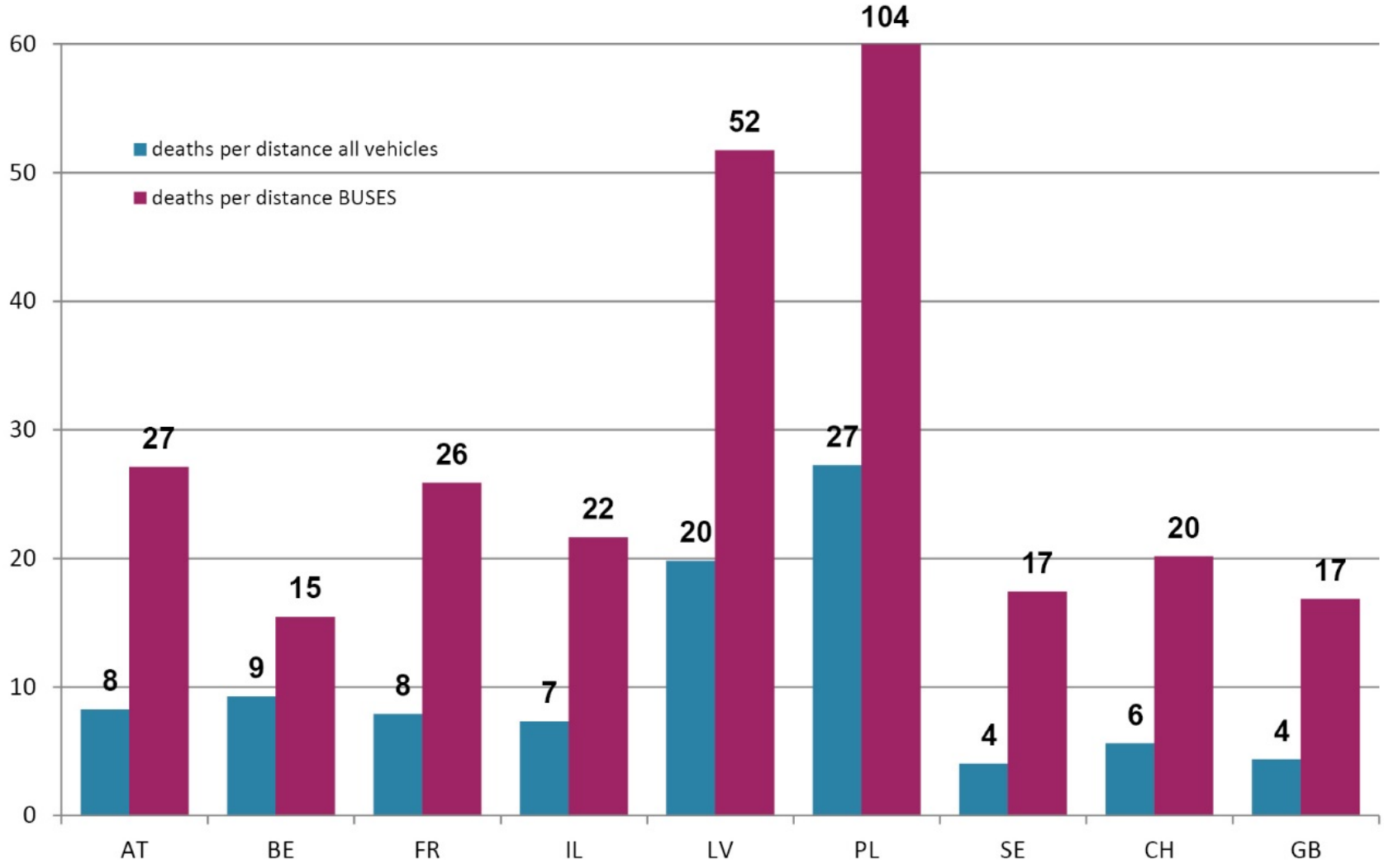
Bus/coach deaths by distance travelled



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ETSC Recommendations to the EU (1)

- The three main killers on the roads (speed, alcohol, seatbelts)
  - Encourage Member States implement best practices in enforcement, with particular reference on goods vehicles and buses;
  - Contribute to the development of harmonised standards for Intelligent Speed Assistance (ISA) towards eventual universal fitment, including to goods vehicles and buses;
  - Monitor implementation of the professional driver training Directive and provide support to Member States to train drivers on road safety, speed management in particular;
  - Adopt legislation mandating alcohol interlocks for professional drivers;
  - Ensure that all new goods vehicles and buses have enhanced seatbelt reminders as standard equipment for all occupants, through type-approval legislation.

ETSC Recommendations to the EU (2)

- Fatigue and implementation of driving and resting hours legislation:
  - Make Lane Departure Warning Systems and Advanced Emergency Braking Systems mandatory for goods and passengers vehicles through type approval legislation;
  - Work towards achieving a harmonised approach to tachograph checks and driving time rules;
  - Make safe and secure rest facilities a long-term commitment, including annual objectives and provide funding for achieving them

ETSC Recommendations to Member States

- The three main killers on the roads (speed, alcohol, seatbelts):
  - Enforce compliance with speed limits through *i.a.* installation of safety cameras;
  - Adopt zero tolerance of drink driving for professional drivers and raise enforcement levels;
  - Adopt legislation mandating the use of alcohol interlocks for professional drivers
  - Increase enforcement of seatbelt wearing;
- Fatigue and implementation of driving and resting hours legislation:
  - Provide safe parking and resting spaces on routes with goods vehicles and bus traffic;
  - Provide adequate resources for enforcement of tachograph and drive time rules;
  - Implement severe, dissuasive and deterrent sanctions for fraud;
  - Establish a risk monitoring system to include tachographs as well as other areas of risk

Thank you for your attention

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