EU Strategic Action Plan on Road Safety

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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%).
Road Safety in the European Union

- 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
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)
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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.
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**
The European Road Safety Observatory (ERSO) gathers harmonised specialist information on road safety practices and policy in European countries. Evidenced-based approaches lie at the heart of the most successful road safety policies – backed up by accident and other road safety data. ERSO collects a range of information types. These include a series of data protocols and collection methodologies, national and in-depth accident data, exposure data and safety performance indicators.

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