

Road Safety Management: how arrangements in European countries compare

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ETSC – European Transport Safety Council

ETSC was founded in 1993 as a non-governmental organisation dedicated to reducing death and injury in transport in Europe

bringing together practitioners, researchers and parliamentarians from across Europe

to provide independent advice at the European level on transport safety matters

seeking to promote transport safety strongly and constructively with the European Parliament and European Commission and within the countries of Europe

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The PIN benchmarking programme

- **Benchmarking of countries' progress in road safety through performance indices can help national decision-makers by**
 - recognising achievement
 - identifying shortcomings
- **ETSC is supported by the Swedish Transport Administration, Norwegian Public Roads Administration, Volvo Group & Volvo Trucks and Toyota Motor Europe to carry out such benchmarking in the programme PIN – running since 2006**

A snapshot from mid-2012

- **Road Safety Management frameworks in the PIN countries as seen by PIN Panellists in early 2012***
 - * extended from Chapter 2 of the 6th PIN Report to include Serbia
- **Panellists were asked questions based on ETSC's 2006 Review: *A Methodological Approach to National Road Safety Policies***
 - and several questions which the then DaCoTA research team asked of government representatives

Road safety policy

Three phases have been identified for formulation and implementation of road safety policy:

- 1. Basics of road safety management**
- 2. From strategy to action**
- 3. Implementation and updating**

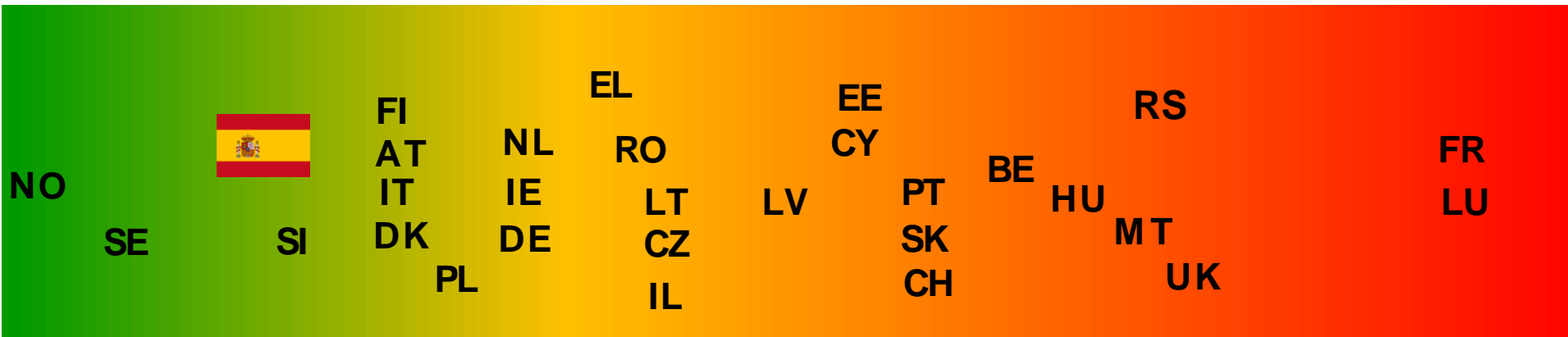
Questions to Panellists covered each phase in turn and answers were scored to derive a ranking for performance in each phase

1 Basics of road safety management

Questions were asked about the country's

- **vision** for road safety
- **targets** for
 - reduction in deaths
 - reduction in serious injuries
 - other quantitative indicators
- national road safety **programme or plan**
- government **leadership by example**

Ranking on the basics

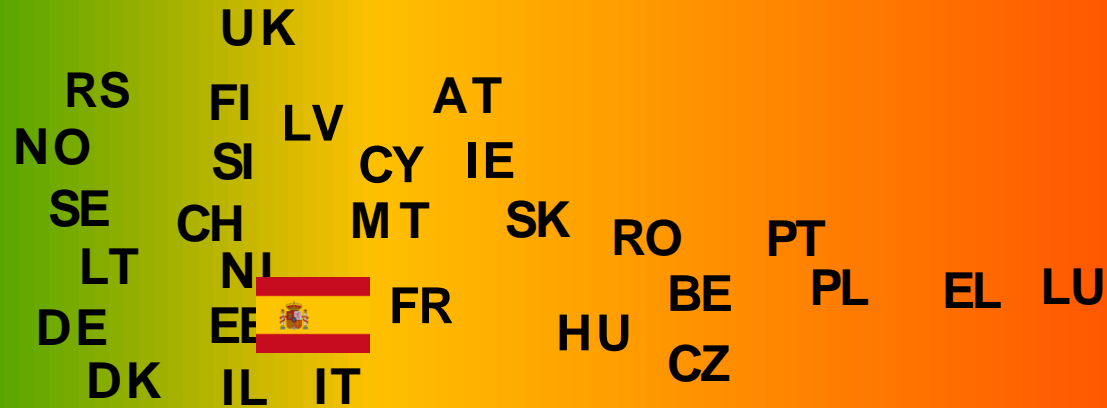


2 From strategy to action

Questions were asked about the country's

- **lead agency** and its coordinating role
- **budget** for road safety
- **accident and casualty data** – accessibility
- **research** – capability and influence on policy
- **measurement** of
 - road user behaviour
 - attitudes to road safety measures
 - attitudes to behaviour of other road users
- **training** – initial and in-service
- **exchange and sharing** of best practice

Ranking on strategy into action



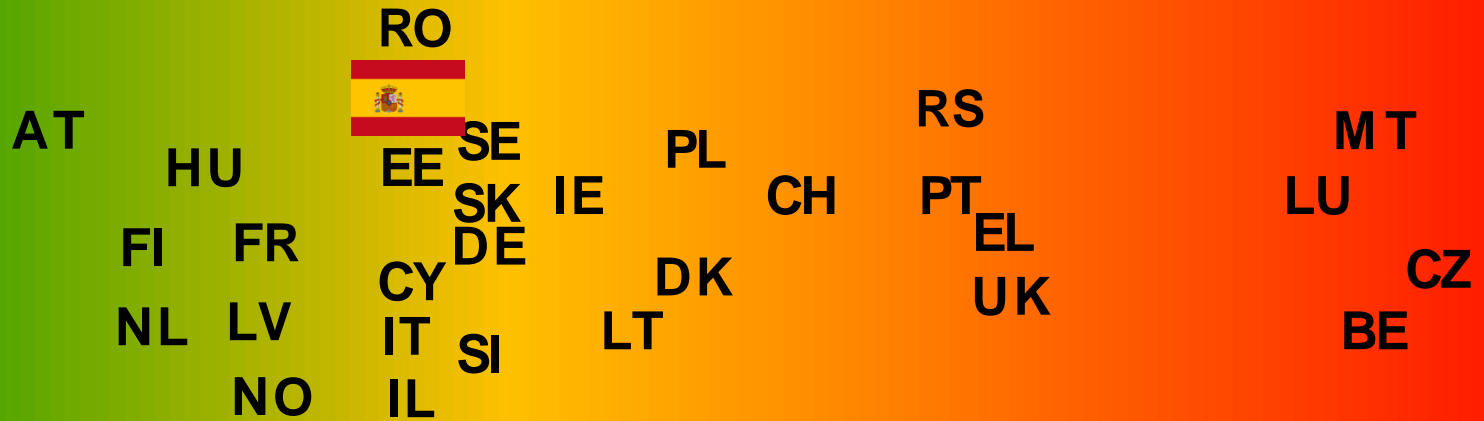
3 Implementation and updating

Questions were asked about the country's


- **enforcement** of road safety laws
- **infrastructure safety** – adoption of Directive and assessment of main roads
- **quantitative monitoring** of performance
- **publication** of results of monitoring
- **reporting** on measures implemented
- **evaluation** of effectiveness of measures

(A question about **emergency response** was asked but turned out to be ineffective)

Ranking on implementation and updating



Overview

	Phase 1	Phase 2	Phase 3		Phase 1	Phase 2	Phase 3
AT	Green	Yellow	Green	LT	Yellow	Green	Yellow
BE	Red	Red	Red	LU	Red	Red	Red
CY	Red	Yellow	Yellow	MT	Red	Yellow	Red
CZ	Yellow	Red	Red	NL	Yellow	Green	Green
DK	Green	Green	Yellow	NO	Green	Green	Green
EE	Red	Green	Yellow	PL	Yellow	Red	Yellow
FI	Green	Green	Green	PT	Red	Red	Red
FR	Red	Yellow	Green	RO	Yellow	Yellow	Yellow
DE	Yellow	Green	Yellow	RS	Red	Green	Red
EL	Yellow	Red	Red	SK	Red	Yellow	Yellow
HU	Red	Yellow	Green	SI	Green	Green	Yellow
IE	Yellow	Yellow	Yellow		Green	Yellow	Yellow
IL	Yellow	Green	Yellow	SE	Green	Green	Yellow
IT	Green	Yellow	Yellow	CH	Yellow	Green	Yellow
LV	Yellow	Yellow	Green	UK	Red	Green	Red

Commentary

- **The Overview chart suggests that**
 - **the PIN questions and marking were quite tough**
 - **even so there is scope for greatly improved procedures in many countries**
- **But in every country many elements of good road safety policy are in place**
 - **and many countries are working on further steps to make roads safer for all**

Some pointers to further progress

- The **EU target to halve road deaths by 2020** compared with 2010 is in place
- The **EC Policy Orientations**, though falling short of an action programme, do point strongly in the right direction
- The European Parliament has called for these to be **backed up by action**
- The EC has gone beyond them by adopting **a vision to move close to zero road deaths in the EU by 2050**

Some pointers to further progress

- **A common definition for serious injury** has been agreed
- **ERSO – the European Road Safety Observatory** has been established
- **The UN Decade of Action for Road Safety, the World Health Organisation and the World Bank** are encouraging progress globally – and that includes progress in Europe
- **The ISO international standard 39001** for road safety management has been set and organisations are adopting it

A challenge to the PIN countries

**But the fact remains that
(alongside the role of the EU itself
which is envisaged as a growing one)
much of the action lies with individual
countries nationally and more locally**

**So ETSC offers the PIN programme's
tough assessment of current road safety
management as**

**a challenge to every single country
to do still better !**

Thank you for your attention

