

ETSC Work and Priorities for the Next Decade

Iberian workshop on Road Safety

Autoridade Nacional de Segurança Rodoviária,

Lisbon, 2 July 2019

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Executive Director



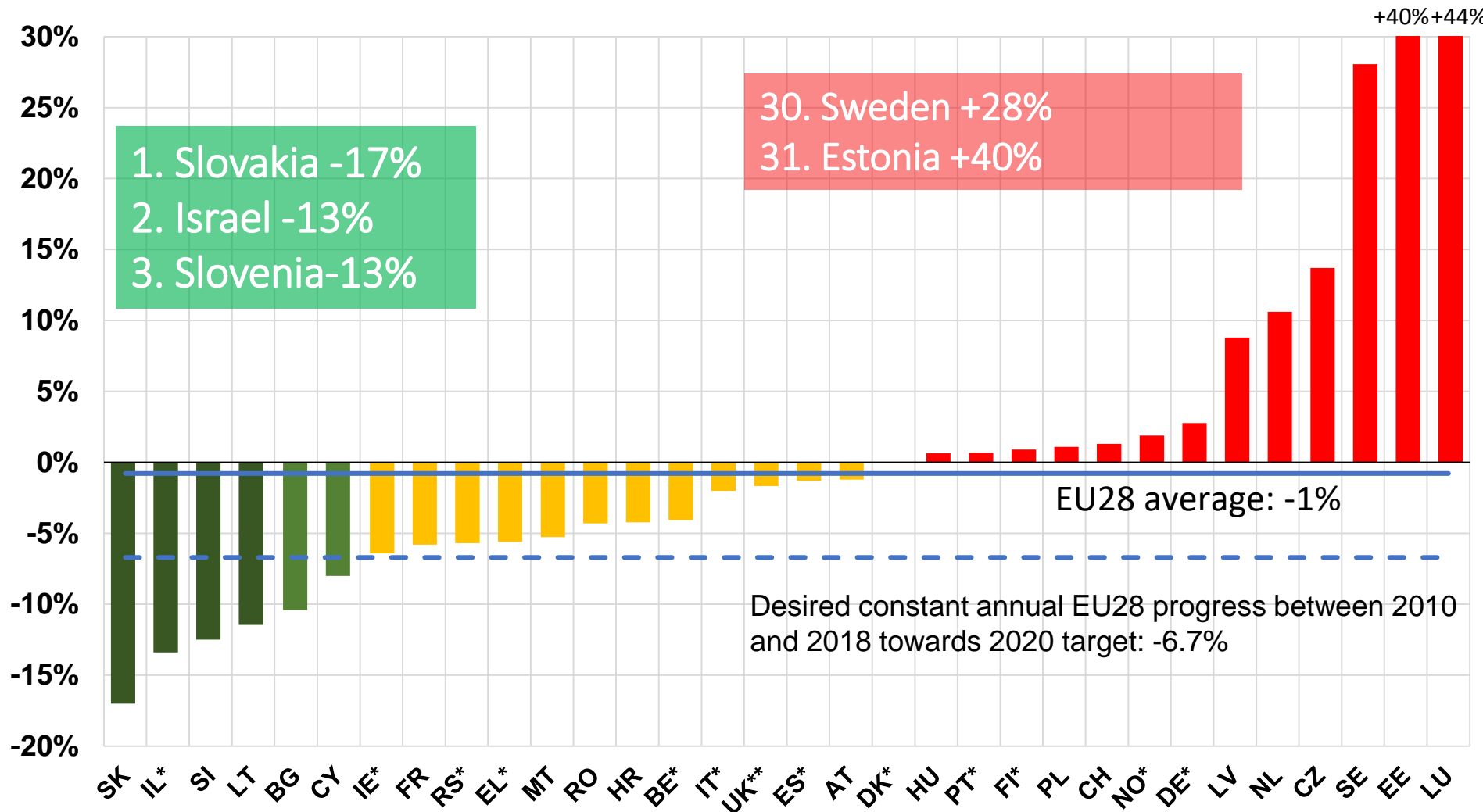
ETSC

- ✓ A science based approach to road safety
- ✓ Secretariat in Brussels
- ✓ 57 member organisations from across Europe
- ✓ More than 200 experts contributing to ETSC's work
- ✓ Policy and projects work
- ✓ The European Commission, Member Organisations, Member States and corporate sponsors are funding our work

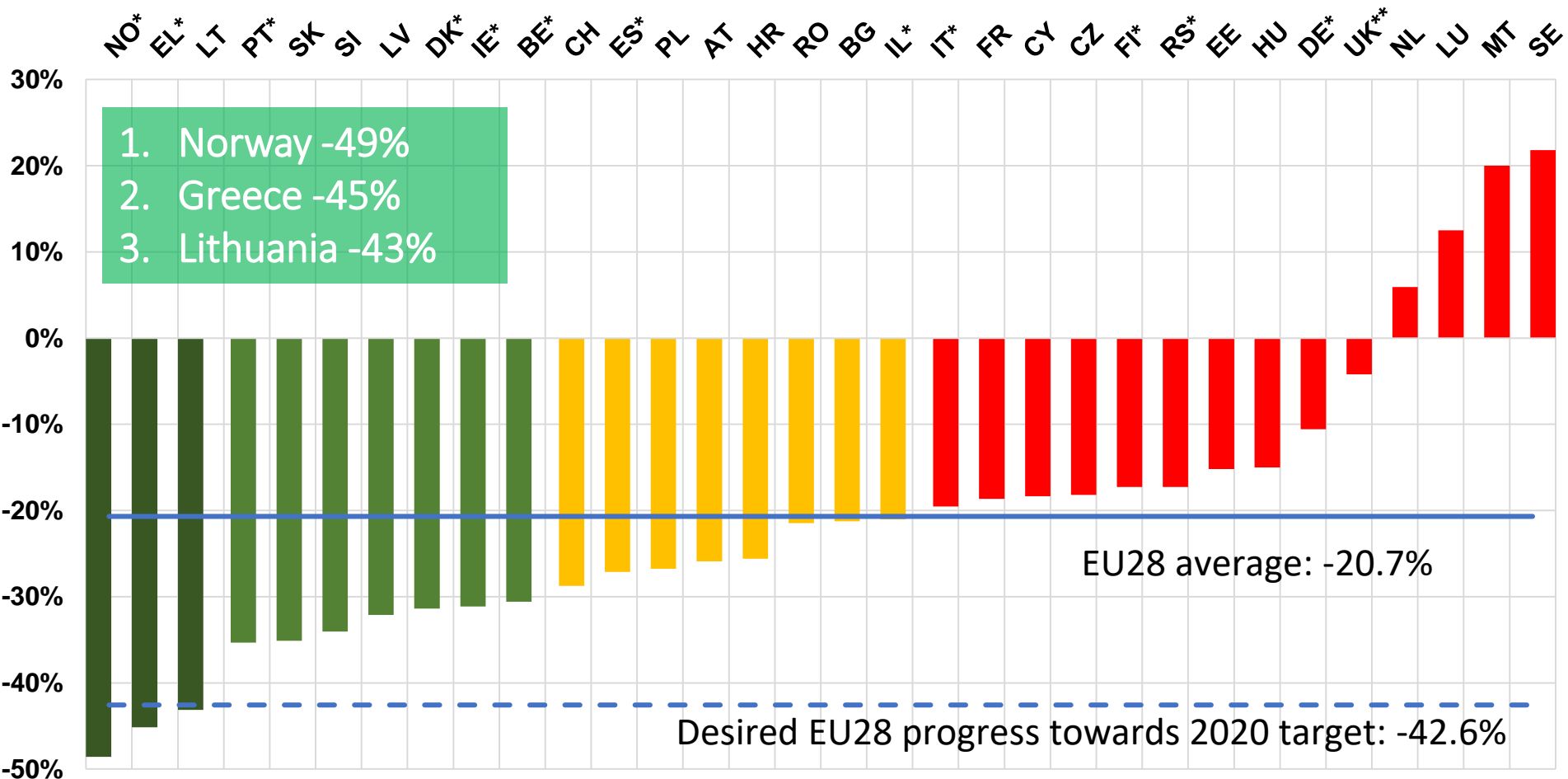
25,047

people died in road
traffic in the EU in 2018

RELATIVE CHANGE (%) IN ROAD DEATHS 2017-2018



RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2018

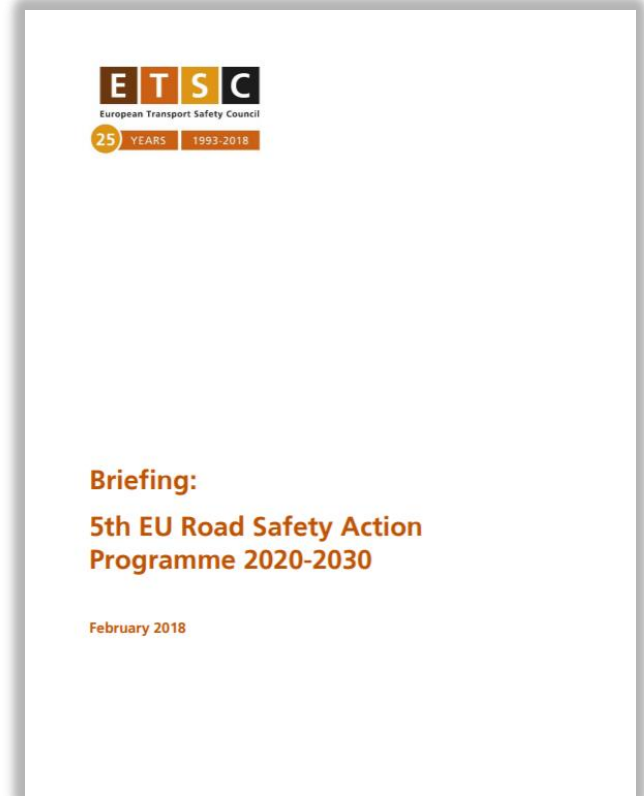


135,000

seriously injured in road traffic in
the EU in 2014 according to
MAIS3+ definition

ETSC PRIORITIES FOR 2020-2030

- ✓ Targets, timetable and leadership
- ✓ Reduction of serious road traffic injuries
- ✓ Management by objectives
- ✓ Traffic law enforcement
- ✓ Vulnerable road user safety
- ✓ Vehicle safety and automation



Implementation of new Law

- ✓ EU Legislation on Vehicle Safety and Road Infrastructure Safety
- ✓ New EU Strategy 2020-2030

European strategies

Road safety: European Commission sets out next steps towards “Vision Zero” including key performance indicators

19/06/2019



You Retweeted
Violeta Bulc @Bulc_EU · May 17
#RoadSafety needs a fresh approach. Our new measures for #MobilityEU aim to:

- Halve the number of deaths & serious injuries by 2030
- Make a number of new vehicle safety technologies mandatory
- Improve rules on infrastructure safety management

europa.eu/lwf96qN

Category	2010	2030 (Expected)
FATALITIES	49,000	24,500
SERIOUS INJURIES	38,900	19,450
ROAD DEATHS	7,300	3,650

Global average: 49 FATALITIES per million in 2010, 24.5 in 2030.

Expected impact (2020-2030): 24,500 lives saved, 19,450 serious injuries avoided, 3,650 road deaths avoided.

Measures include: Intelligent speed assistance, lane departure and emergency braking, direct vision requirements, pedestrian/cyclist detection, and reinforced provision for vulnerable road users.

You, European Commission, EU Transport and 2 others

5 34 38

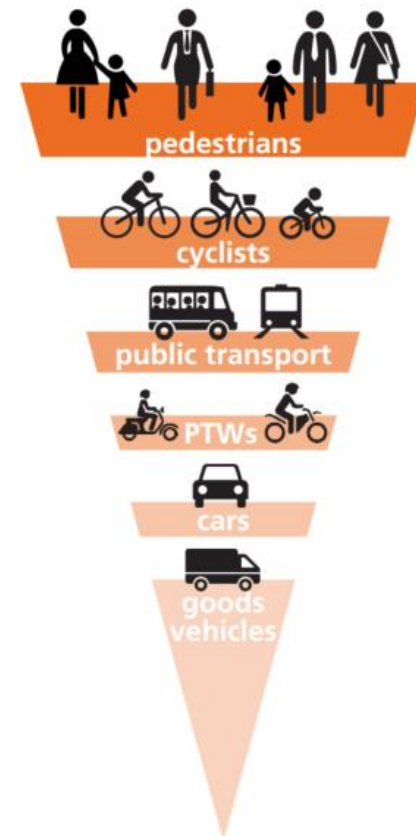
MANAGEMENT BY OBJECTIVES – KEY PERFORMANCE INDICATORS

- ✓ Since 2006 ETSC has been working on measuring EU Member State road safety performance and KPIs
- ✓ ETSC welcomes the EC's plan to start collecting information on KPIs
- ✓ Indicators set in line with Safe System Approach
- ✓ Indicators measure influence of safety interventions



SERIOUS ROAD TRAFFIC INJURIES

- ✓ Large proportion in urban areas
- ✓ VRUs are especially affected
- ✓ Dedicated funds for VRU infrastructure
- ✓ 30 km/h zones
- ✓ High standards of emergency-response services
- ✓ Collaboration between transport and health authorities at EU and national level



TRAFFIC LAW ENFORCEMENT

- ✓ EU funds and best practice to enable enforcement of main killers: speed, alcohol/drug driving, non use of seat belts, distraction and fatigue
- ✓ Revise Cross Border Enforcement Directive to overcome bottlenecks

AUTOMATED VEHICLES: POTENTIAL SAFETY BENEFITS

- ✓ Reaching Vision Zero in 2050?
- ✓ Less chance for human error?
- ✓ High risk group support?



AUTOMATED VEHICLES: REGULATION

- ✓ Tested and approved to common standards
- ✓ Urgent need for a new, harmonised regulatory framework



AUTOMATED VEHICLES: CHALLENGES

- ✓ New collision types?
- ✓ Interaction: automated vs. non-automated
- ✓ Interaction: vulnerable road users; road infrastructure
- ✓ Driver engagement and re-engagement

NEW CHALLENGES

✓ E-Scooters safety

- Data needed
- Research
- Legislation



THANK YOU FOR YOUR ATTENTION

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