

European Traffic Law Days TRIER VIII  
Luxembourg, 18 October 2007

European Road Safety –  
The Viewpoint of ETSC

# Presentation Structure

- **Introduction to ETSC.**
- **Progress towards the EU target.**
- **Main causes of accidents.**
- **Making progress happen: raising compliance with road safety law.**



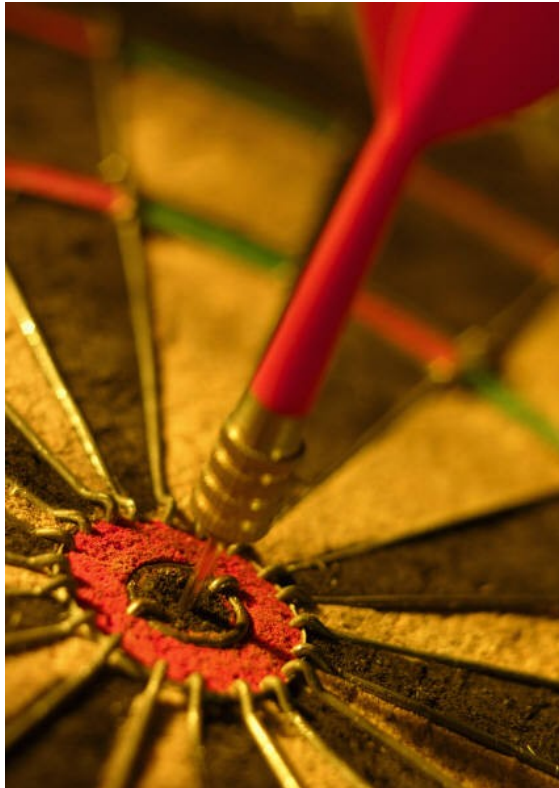
Promoting science-based transport safety policy across Europe

# Introduction to ETSC

## A science-based approach to road safety policy

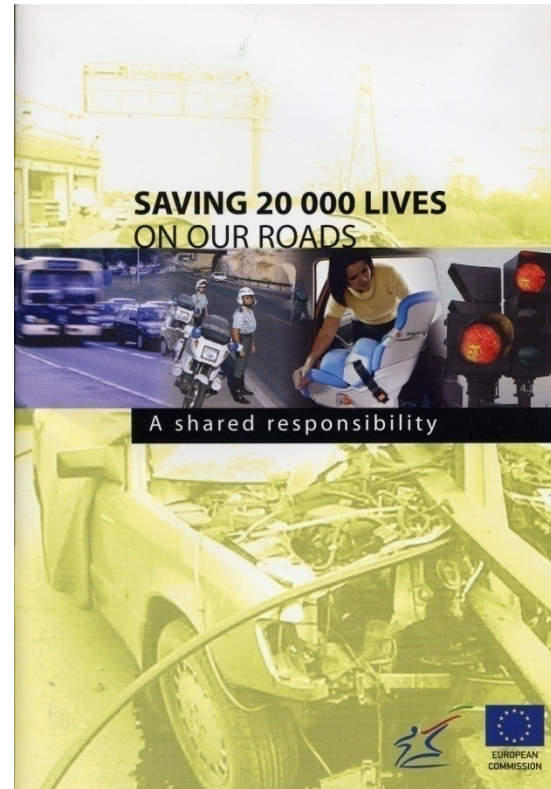
- 38 organisations from across Europe under one unique umbrella promoting science-based transport safety measures at EU level.
- More than 200 experts contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work.
- 11 Secretariat staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making.

# The EU target and strategy



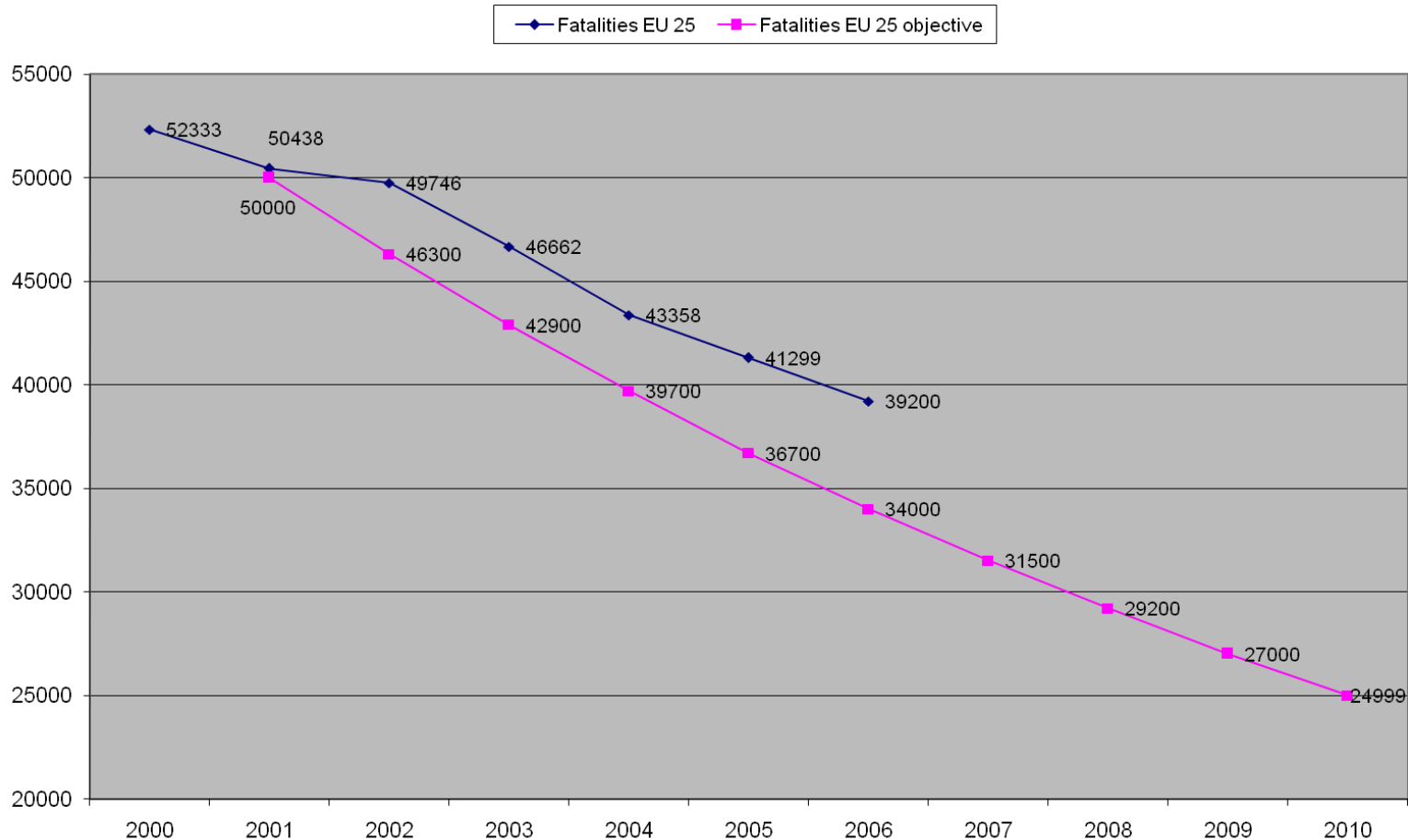
## White Paper

Cutting road deaths  
by 50% to 25,000 by 2010



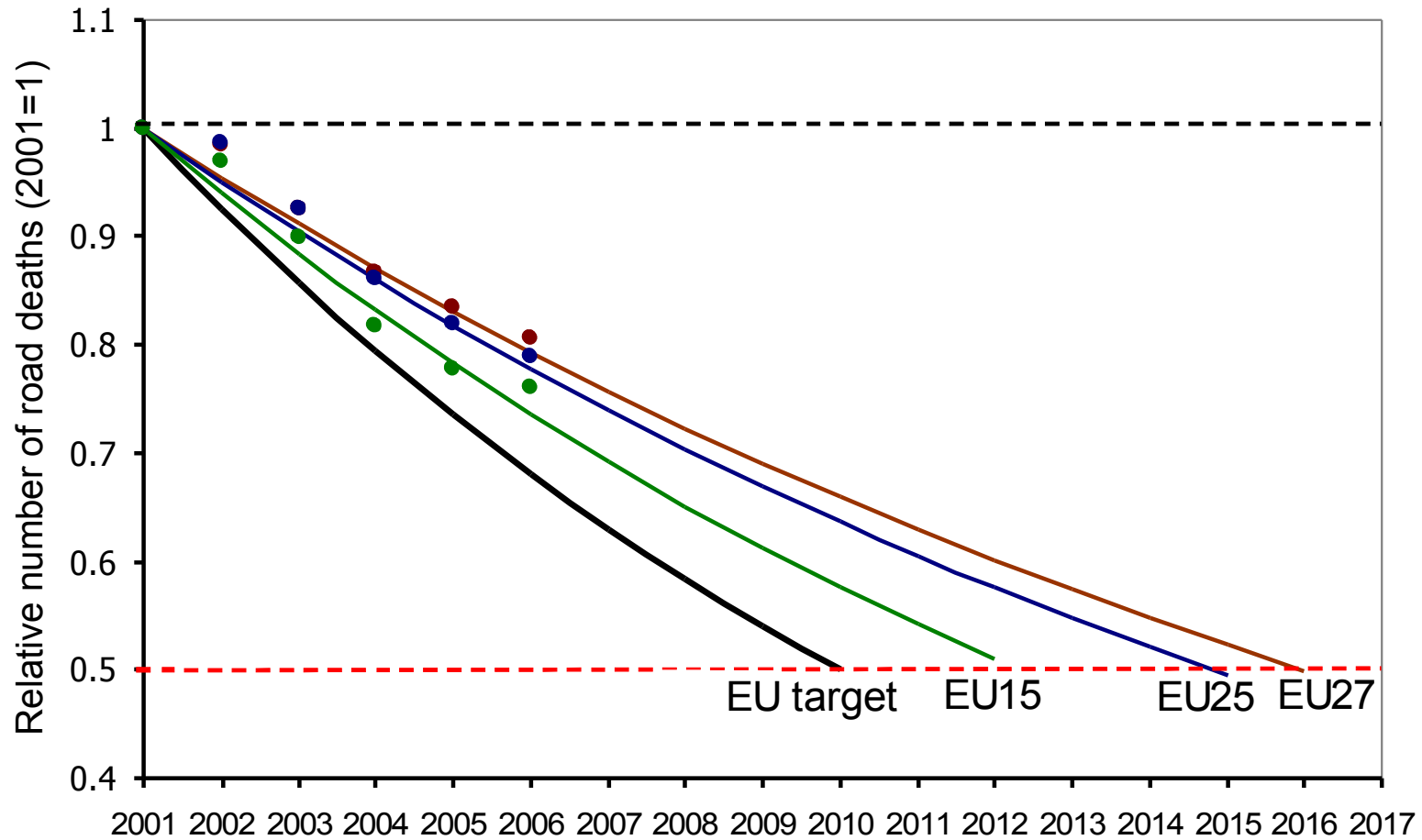
3rd Road Safety Action  
Programme  
Vehicle Safety,  
Infrastructure, Behaviour

# EU progress 2001-2006



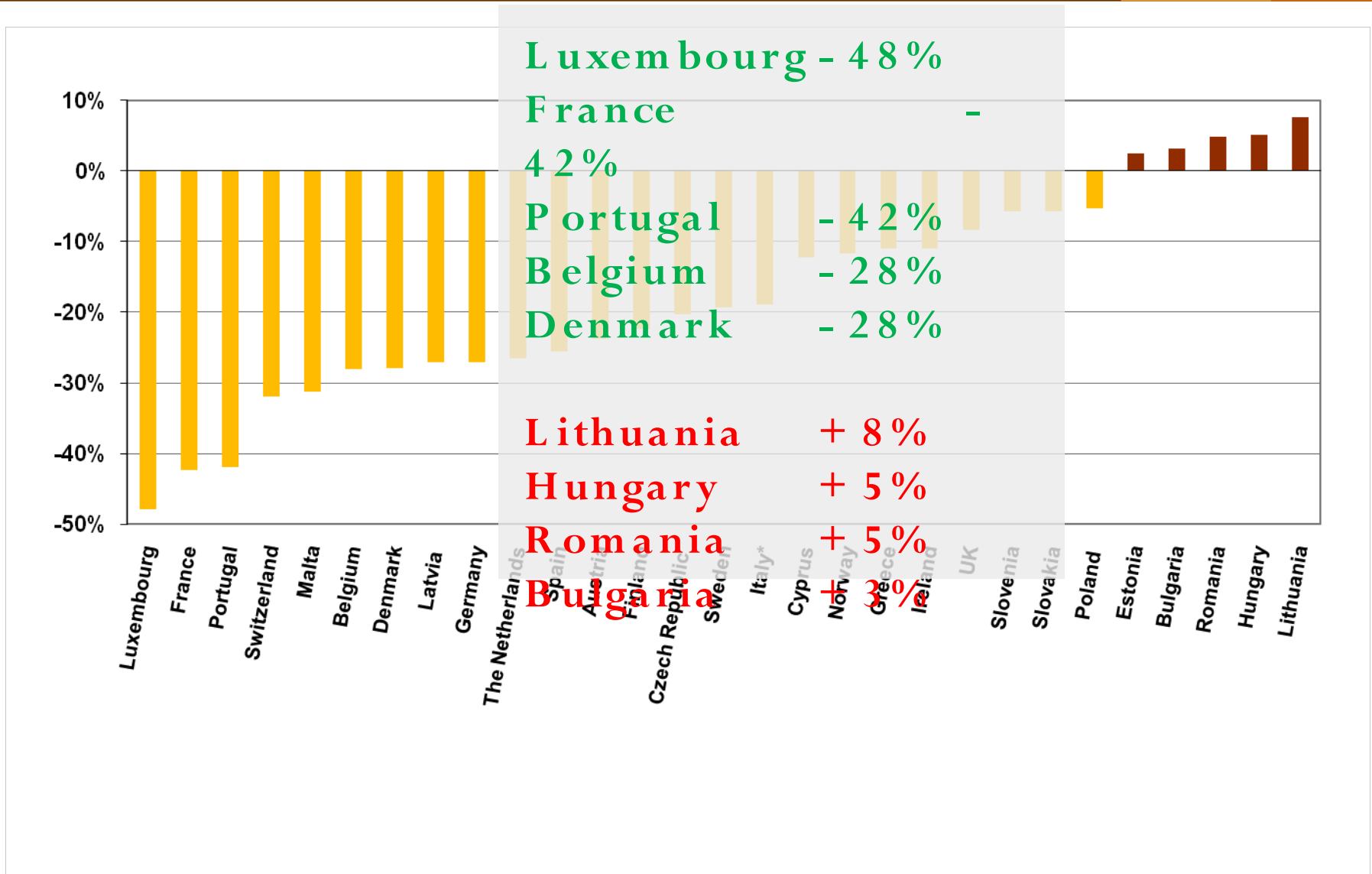
Insufficient progress: only 22% and not 32%

# Estimation EU progress



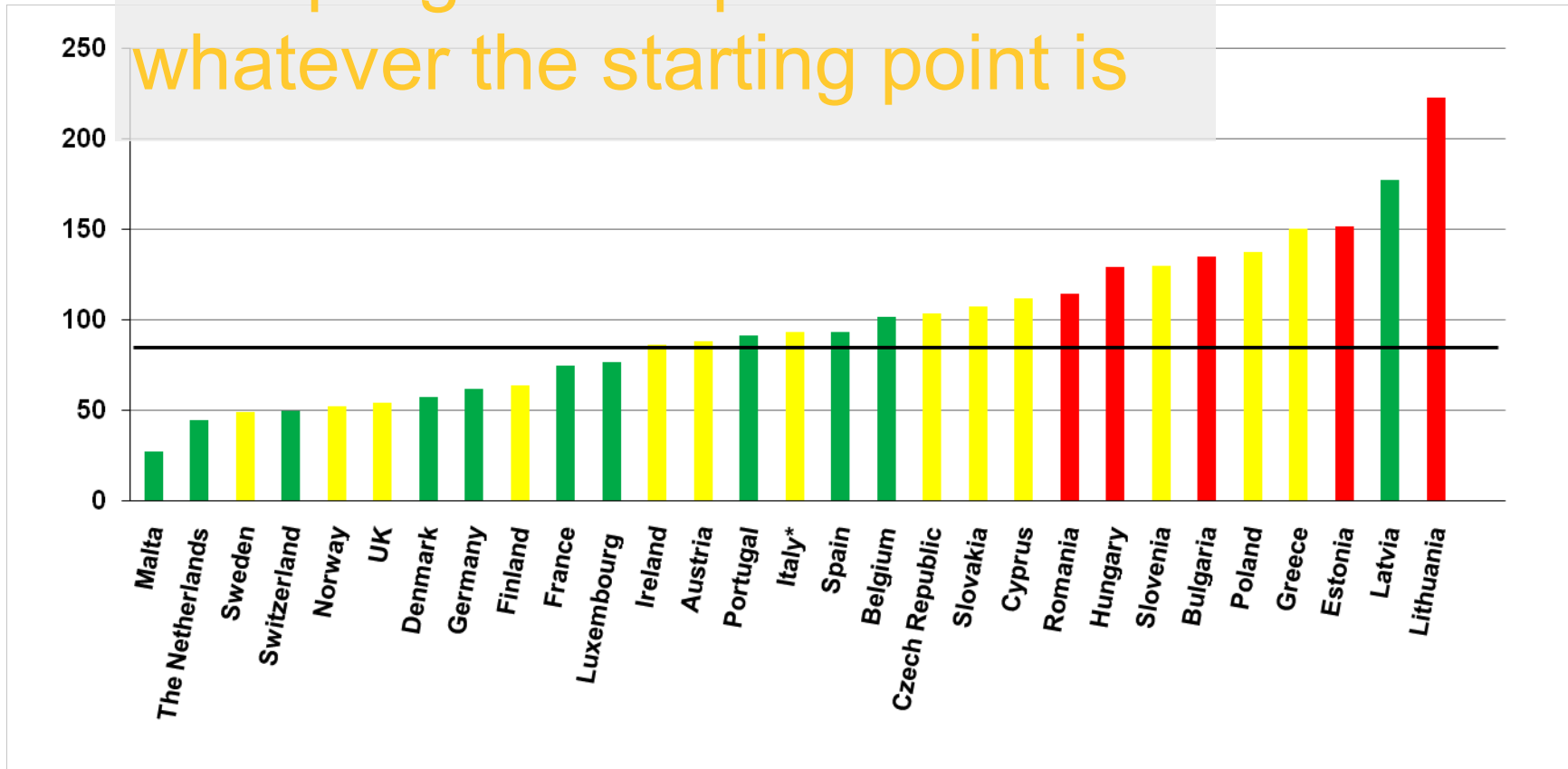
The EU needs further efforts!

# Progress 2001-2006



# Road deaths per population 2006

Fast progress is possible  
whatever the starting point is



Green = fast progress  
Yellow = some progress

Red = no progress



# Key contributor: Enforcing the law

- Raising compliance has been the key in many of the “fast progress countries”.
- Main causes of traffic death in the EU: **Speeding, Drink Driving, non seat belt use.**
- 14,000 lives and 680,000 injuries could be saved annually through better enforcement in these areas!



Traffic Law  
Enforcement  
across the EU  
An Overview

# Speed enforcement 1

- **Speeding is the single most important cause of road death and injury in Europe.**
- **Increased speed enforcement could prevent 6,000 deaths and 180,000 injuries annually (E U15).**
- **Speed enforcement levels vary greatly across E U.**



# Speed enforcement 2

- Well-designed speed enforcement schemes can reduce speeds (France, the Netherlands, UK ).
- Cameras save lives:
  - France: Improved speed management accounts for 75% of the massive overall reduction in road deaths (2002 – 2005 ).
  - UK : -50% road deaths on camera sites



# Drink Driving enforcement 1

- **EU: Drink Driving causes at least 10,000 road deaths (25%).**
- **Increased Drink Driving enforcement: 4,000 lives could be saved annually.**
- **Enforcement levels vary across the EU: Highest level of checks in countries that run random breath tests.**
- **Drink driving in traffic flow: Finland 0.15%, Estonia 1.2%, the Netherlands 1.5%, EU app. 2-3% of drivers.**



# Drink Driving enforcement 2

## **Austria:**

- **Introduction of roadside alcohol tests 2005.**
- **-20% Drink Driving deaths (2005-2006).**

## **Switzerland:**

- **Introduction of 0.5 BAC limit and random breath testing in 2005.**
- **-25% fatal Drink Driving accidents (2005-2006).**

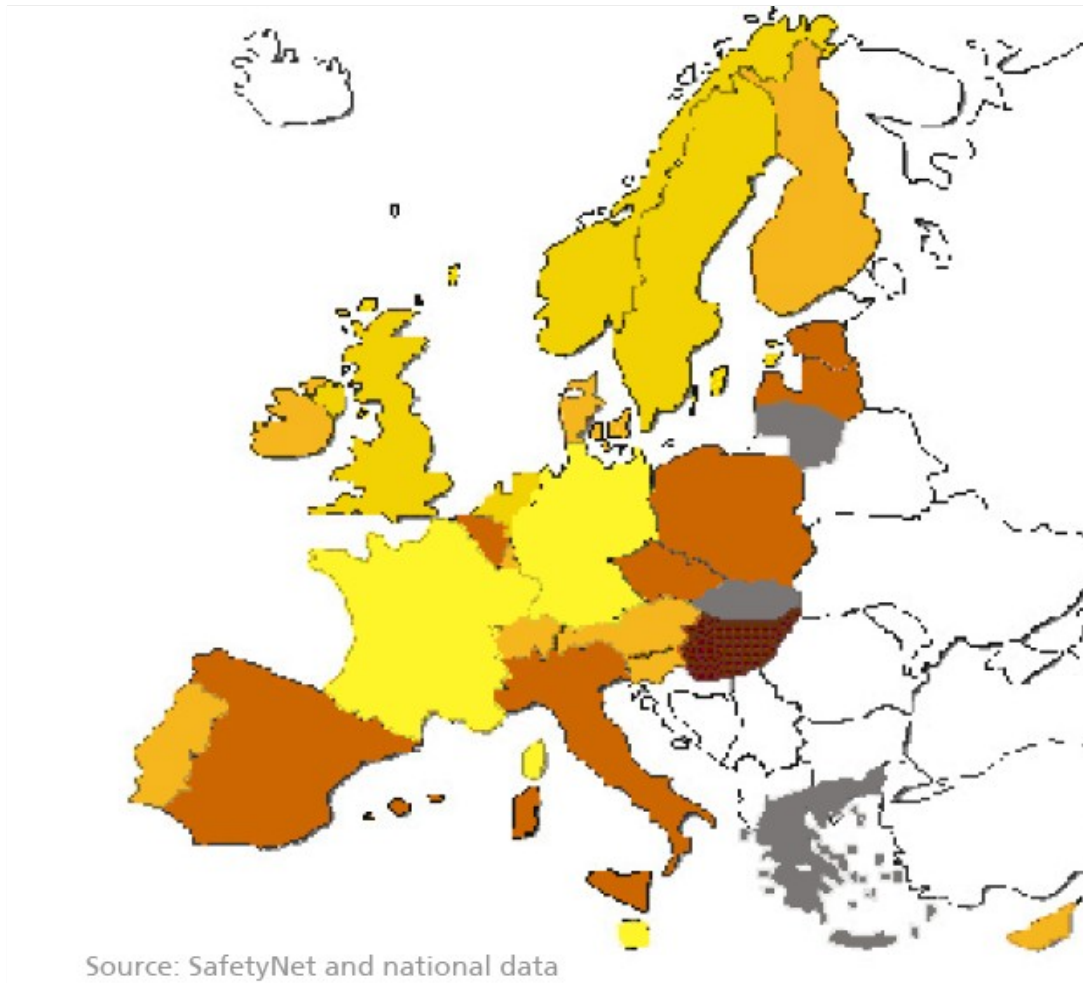


# Seat belt enforcement 1

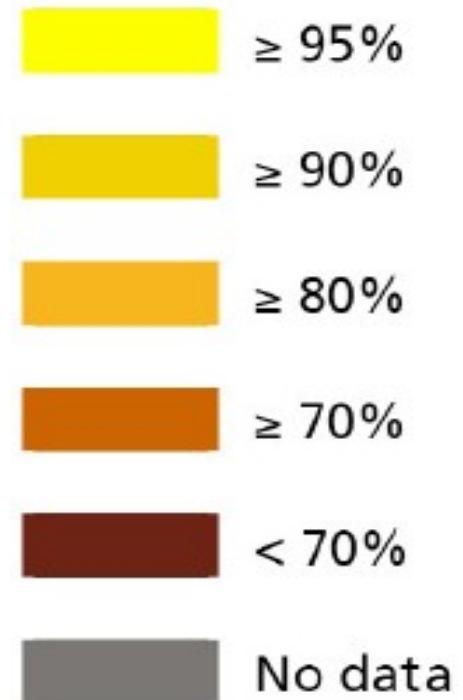
- The seat belt is the most important passive safety feature in the car.
- Using a seat belt reduces the risk of dying in a crash by about 50%.
- 4,000 lives could be saved (E U 15).



# Seat belt enforcement 2



Front seats of cars,  
2005



# ETSC proposes

## Speeding:

- Set up automated enforcement methods to complement traditional police enforcement.
- Collect speeding rates for different road types.

## Drink Driving:

- Introduce random breath testing and roadside breath test devices.

## Seat belt use:

- More effort must be put into raising seat belt wearing.
- Seat belt reminders can play an important role in raising compliance.



# Conclusions

- The EU is not on track with the 2010 target.
- Raising compliance with traffic laws has been a key contributor to success in many forerunner countries.
- EU road safety policy should focus more on road user behaviour and traffic law enforcement.
- The EC Recommendation on Enforcement should be transposed into a Directive without delay.

Thank you for your attention!

More information?

[www.etsc.be](http://www.etsc.be)