

# Speed – a European problem

Dunblane, 25<sup>th</sup> October 2012



# 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 **45 member** organisations across Europe.
- ➔ A pool of 200 experts who support our work pro bono
- ➔ Funded by our members, the European Commission and corporate sponsors
- ➔ Bringing together practitioners, researchers, policy-makers and parliamentarians from across the EU

 **[www.etsc.eu](http://www.etsc.eu)** 

# ETSC Activities



**Monitoring** EU  
transport safety  
policy



Road Safety **Performance**  
**Index (PIN)** - Ranking EU  
countries' performances



Road Safety '**At**'  
**Work** and '**To**' **Work**

**Drink**  
**Driving**

**Safe & Sober**  
**Drink-driving**  
**policy network**



**Bike Pal**  
Cycling  
Safety



**ST**udents **A**cting to  
Reduce **S**peed

# ETSC PIN Programme

- **Compare country performance** in road safety  
Monitoring progress towards the EU targets
- **31 countries included** (EU Member States + Israel, Norway, Serbia and Switzerland)
- A **PIN Panel**: well-placed experts from each of the 31 countries provide the data and knowledge
- A **PIN Steering Group**
- **PIN Publications**
- **PIN Awards**



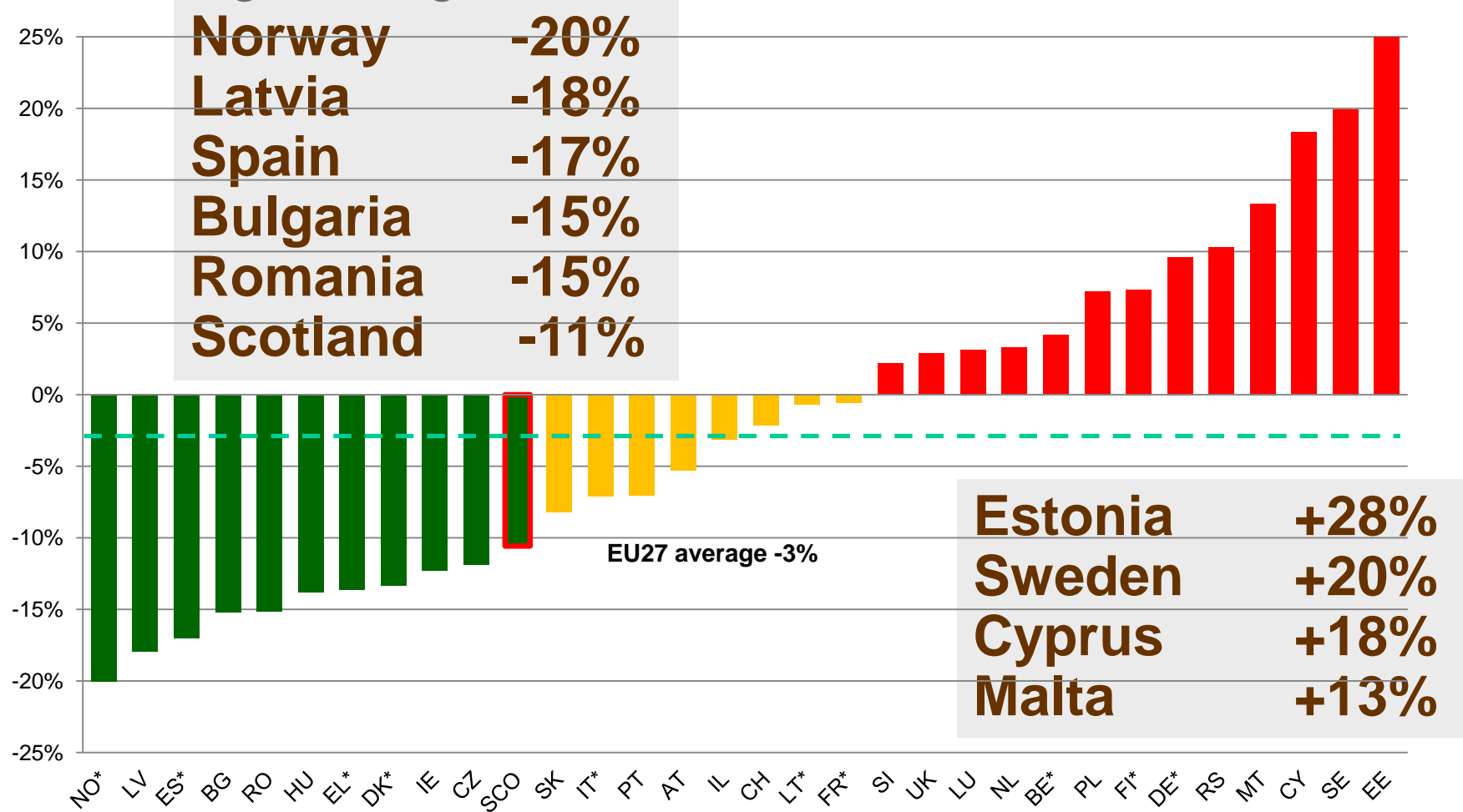
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European Transport Safety Council

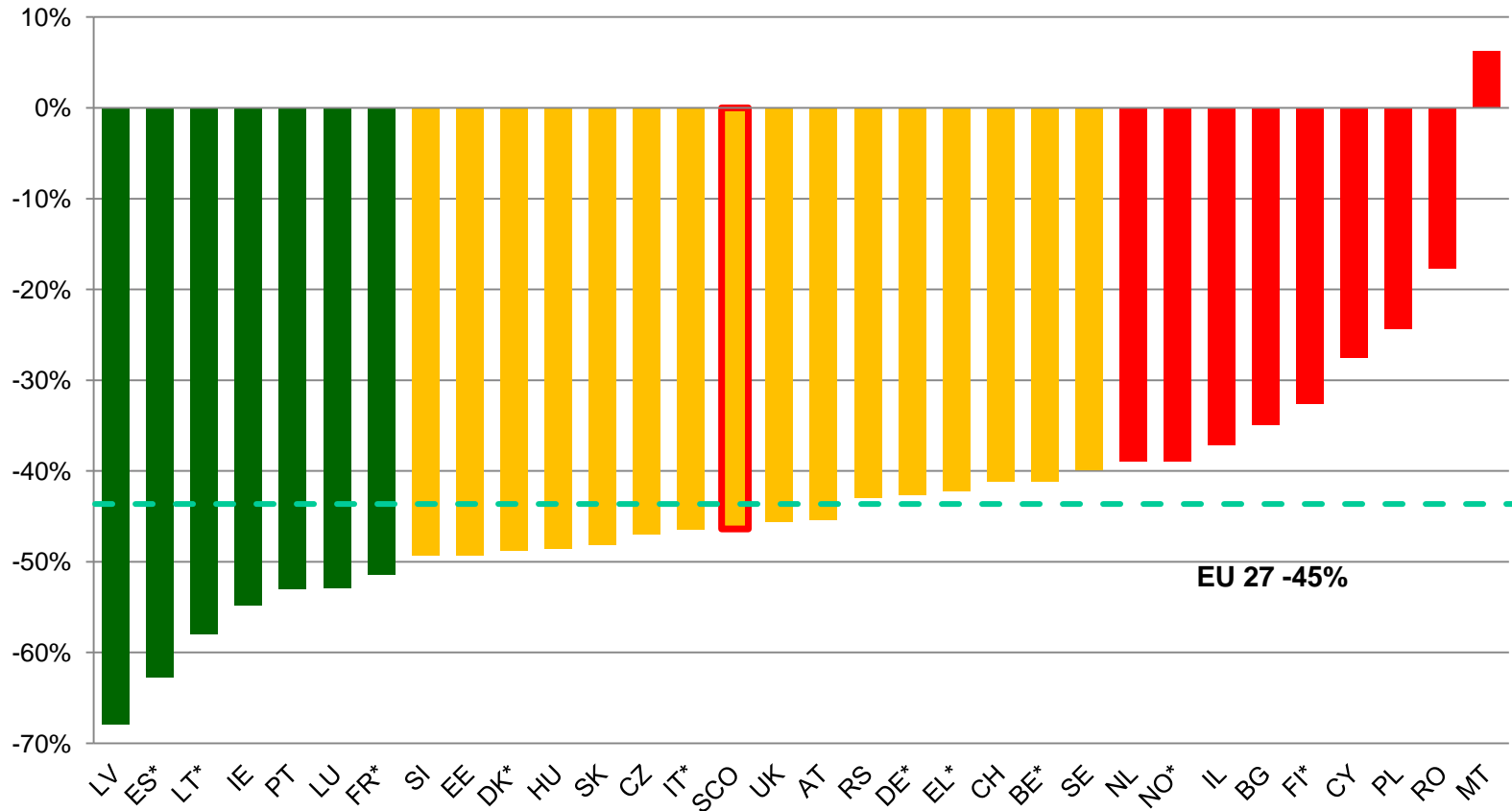
# Mixed progress in 2011

Percentage change in road deaths between 2010 and 2011



# Progress since 2001

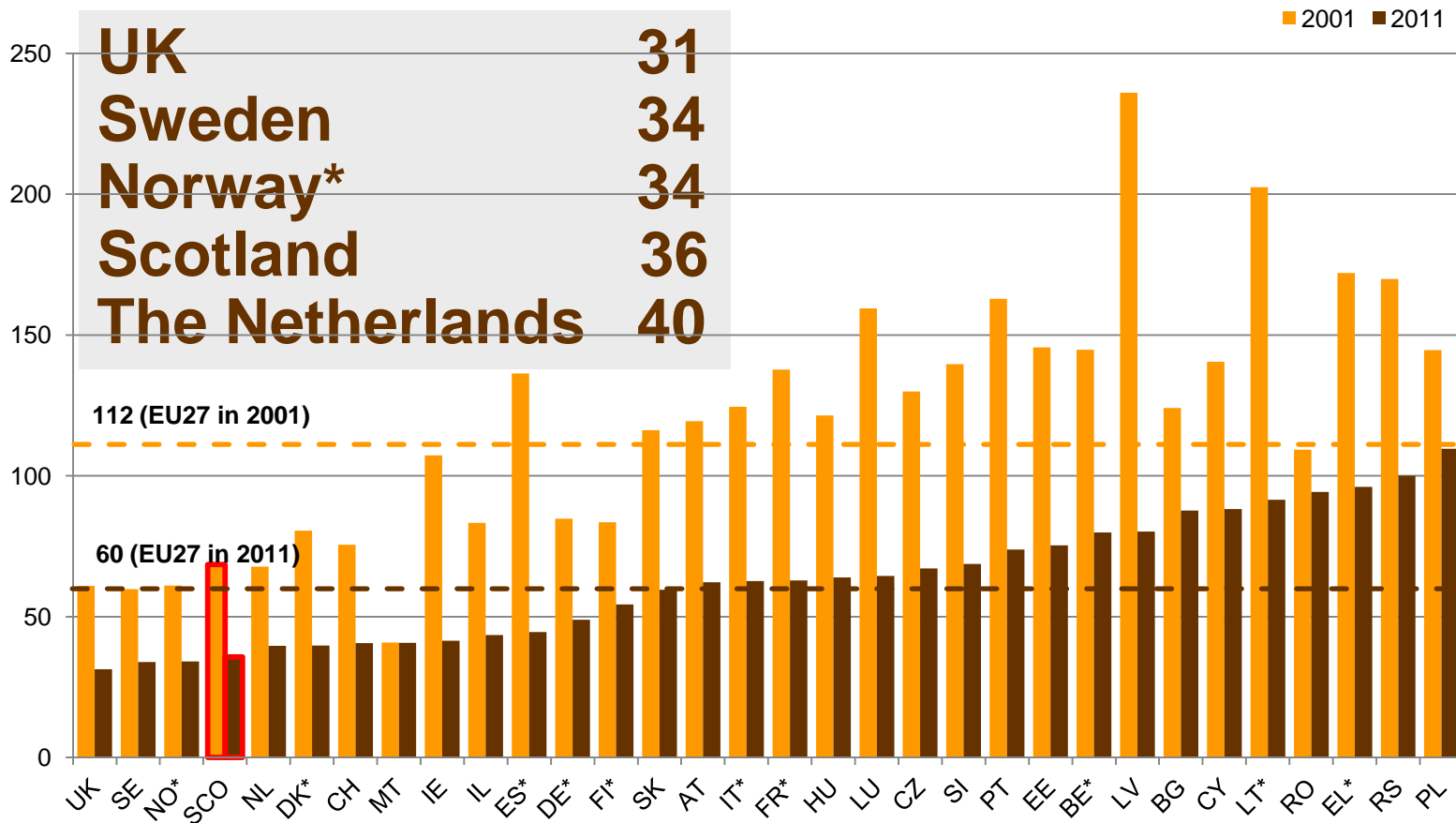
Percentage change in road deaths between 2001 and 2011



# Road Safety Performance

Number of road deaths per million inhabitants

No country with more than 110 deaths per million inhabitants



# The three main killers

ETSC 4<sup>th</sup> PIN Report 2010, Chapter 3

## ☠ Inappropriate or excessive **speed**

*More than **2,200** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.*



## ☠ Driving under the influence of **alcohol**

*At least **7,500** deaths could have been prevented if accident-involved drivers reported to be driving over the limit had been sober.*

## ☠ Failure to wear **seat belts**

*Around **12,400** car occupants survived serious crashes in 2009 because they wore a seat belt.*

*Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.*



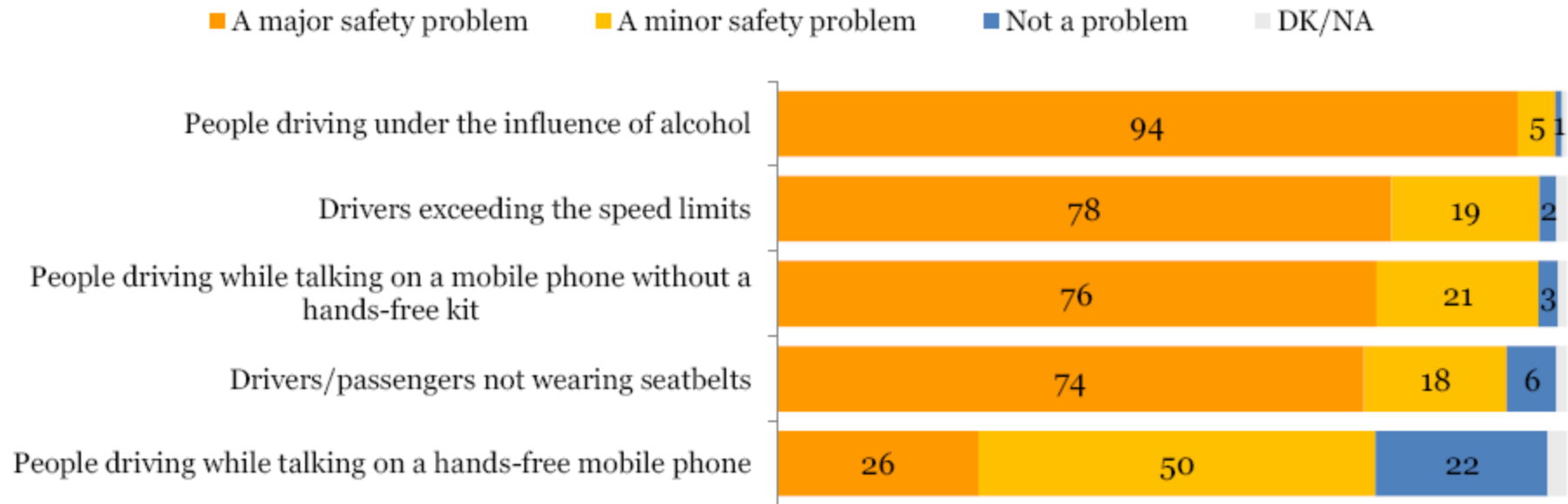
# Enforcement – speeding

Number of speed tickets  
issued per 1000 population

Country	2011	2010	2009	2008	2007
AT	587	497	495	457	459
NL	445	501	552	558	595
FR	n/a	161	158	156	136
CY	118	107	90	137	165
FI	n/a	61	64	52	44
EE	80	58	35	65	37
IE	59	35	39	40	45
DK	51	50	47	45	48
RO	50	44	46	51	49
SI	49	59	79	72	73
ES	n/a	46	49	44	27
LV	44	45	50	49	45
NO	41	44	44	48	54
PL	40	35	38	34	32
IL	n/a	26	29	29	22
SE	n/a	24	24	23	23
PT	22	18	16	20	20
IT	16	15	16	20	19
CH	n/a	n/a	n/a	n/a	335
LU	0	0	44	42	49
EL	21	23	29	31	32
BG	0	0	0	20	18
CZ	0	0	19	17	21
<b>GB*</b>	<b>n/a</b>	<b>n/a</b>	<b>18</b>	<b>20</b>	<b>24</b>
HU	0	1	8	29	16
SK	0	0	0	24	21
LT	0	0	n/a	10	20

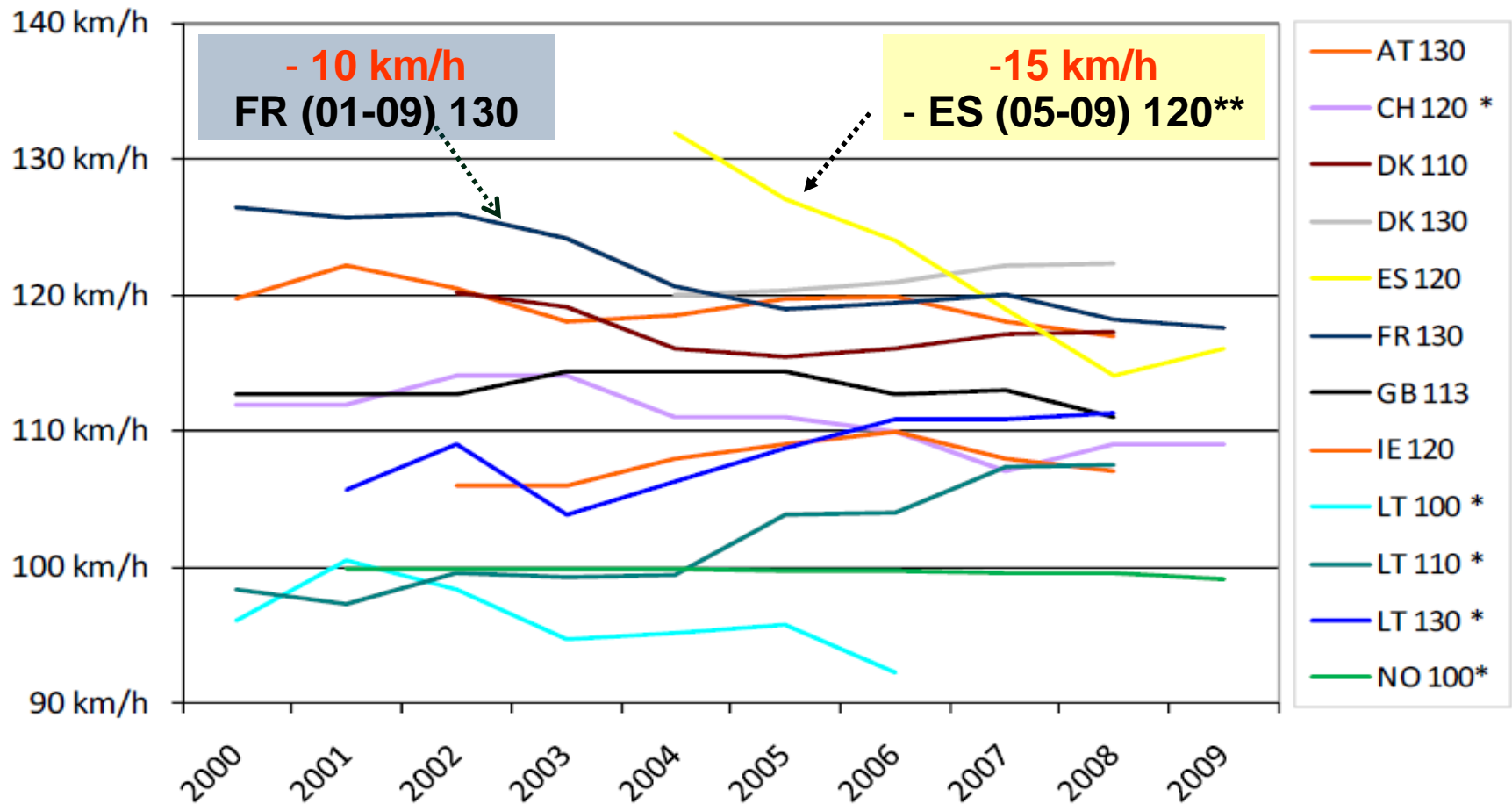
\*GB=England and Wales, SCO not included

# People know speed is a problem!

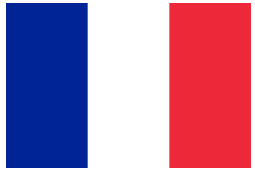


# Progress in reducing speed (PIN)

Mean speed of cars and vans on **MOTORWAYS** and yearly average % change in mean speed in some European countries.



\*All traffic; \*\* ES: measurements made on 20% of the toll motorways length only



&



- Political support for speed enforcement
- High level coordination body
- Extensive automatic speed enforcement
- Level of enforcement set at national level
- Owner responsibility
- Increased sanctions (fines + penalty points)
- Enforcement linked to intensive media campaigns to convince road users of the road safety benefit

# Enforcement

## EC Recommendation (2004):

- Speed controls should use automated equipment.
- Enforcement should prioritise speed infringement high risk accident sites
- Enforcement + information campaigns
- Follow up: with appropriate procedures and sanctions



# 02/12/2010: Transport Council

- Adopted “Council’s Conclusions on Road safety” (in response to the EC PO)
- New technical solutions of which the effect is proven can contribute to make it possible to deal with problems like speeding
  - *“Considers that the need for further strengthening of enforcement of road traffic rules should be considered by Member States, and, where appropriate, at EU level.”*
  - *“Invites the EC to harmonise traffic rules at EU level where appropriate.”*

# European Parliament Report 2011

## MEP Dieter-Lebrecht Koch's report on European road safety 2011-2020

*Motion for a European Parliament Resolution (a non-legislative act),  
adopted by the EP in Sept 2011*

The draft report was prepared by the EP Committee on Transport and Tourism with the coordination of the Rapporteur Koch in response to the Commission's Communication "Towards a European road safety area: policy orientations on road safety 2011-2020": the EP welcomed the document yet regretted that only some weaker policy orientations were put forward and called for more concrete actions and ambitious targets.

The Report drew interest from other MEPs who tabled altogether 262 amendments prior the TRAN committee vote.

# EP Report on “Enforcement”

- Regards the enforcement of existing rules as a central pillar of the EU's road safety policy;
- Calls on the Member States in that connection to set annual national targets for checks on speeding, drink-driving or driving whilst under the influence of drugs and to take determined action to ensure that such checks are carried out;
- Calls for better enforcement of speeding offences;
- Strongly recommends the responsible authorities to introduce speed limits of 30 km/h in residential areas and on all one-lane roads in urban areas with a view to protecting vulnerable road users more effectively;
- Calls on the Commission to draw up a proposal to fit vehicles with ‘intelligent speed assistance systems’ which incorporate a timetable, details of an approval procedure and a description of the requisite road infrastructure;



## Section Control (ETSC Fact Sheet 2009)

- being used in: Netherlands, UK, Austria, Italy, Australia
- trialed in more countries incl. France, Finland, Norway
- Evaluation studies show mean speeds reduced to the posted speed limit or below, reductions in deaths and serious injuries.
- Evidence of additional benefits: improvements in traffic flow, reduction in traffic noise and vehicle emissions.
- High levels of public acceptance: a fairer approach to speed enforcement.
- Legal requirements: problem to introduce in MSs with only driver liability

# Vehicle technologies: ISA

- Mature technology with considerable life-saving potential
- Starting from January 2013 EuroNCAP will be awarding points to new cars equipped with ISA
- Digital maps including speed limit information required for large-scale roll-out of ISA
- EU ITS Directive 2010/40/EU Art.9 allows for the publication of non-binding guidelines on how the speed limit data should be provided.
- ETSC letter to Vice-President Kallas requesting the issue to be put on the agenda of the ITS committee  
[www.etsc.eu>Publications>Position papers](http://www.etsc.eu/Publications/Position_papers)

# Research into Reality..

## Vehicle Technology to Reduce Speed: ISA

### *Short Term (2012):*

Development of harmonised standards for Intelligent Speed Assistance (ISA) systems.

### *Medium Term (2015):*

Encourage further roll out of ISA amongst particular user groups.

### *Long Term (2020):*

Adopt European legislation for mandatory fitting of EU cars with ISA systems in the type approval process

# ETSC recommendations to the EU

- Extend speed limiters – currently available on HGVs and buses – to vans and trucks under 3.5t
- Introduce a driver-set speed limiter as standard equipment (as a precursor to ISA)
- Develop guidelines for the creation and updating of a EU-wide database with speed limits on the road network
- Make EU-funding for road infrastructure conditional on fulfilling the requirements of the Infrastructure Safety Directive

# ETSC recommendations to Member States

- Use stationary equipment at high risk sites
- Channel revenues back into the road safety work
- Collect annual speeding rates for all road types
- Set enforcement targets e.g.: x% of vehicle fleet checked, all high risk sites have enforcement equipment, etc

# ETSC recommendations to Member States

- Good practice examples from other EU countries:  
**automated speed enforcement** (France, Spain,...)  
**stricter sanctions, penalty points** (France, Spain...)
- Apply the provisions of the Infrastructure Safety Directive 2008/96/EC – road safety impact assessments, road safety audits, network safety management, road safety inspections – on the entire road network
- Opt-in on the **Cross Border Enforcement Directive** to address speeding in the EU without delay.

# Cross Border Enforcement Directive 2011/82

1. End of Impunity (Article 1) sets up a new system to follow up 9 road safety related offences (including speed) committed by non-resident drivers.
2. Increase life saving potential of enforcement across the EU
3. Member States will be obliged to inform visitors of the rules (Article 8)
4. Revision of Directive in 2016 (Article 11) :  
Convergence of enforcement in all EU  
Member States in line with Good Practice

# Cross Border Enforcement Directive 2011/82

- The Directive WILL help to save lives in the EU: 350 to 400 road deaths a year and expected spill over effect
- Share of non-resident drivers in speeding offences is around 15%.
- Growth of automated safety cameras: offenders not stopped and dealt with on the spot.
- Non-discrimination and fair treatment enshrined in EU Treaty
- EU wide approach needed-bi-lateral treaties has not been enough.



# UK should opt in ASAP

- Equality: EU citizens are entitled to fair and equal treatment and the principle of non-discrimination is enshrined in the Treaty
- DfT statistics show that for every 2 cars that come into the UK each year about 5 UK cars go to other countries.
- This ratio places a moral obligation on the UK to opt in. UK drivers should also be protected when they go abroad.
- Send a political message to UK citizens travelling at home and across the EU to comply with these vital areas of road safety – they will be ‘above the law’.

## **Preventing Road Accidents and Injuries for the Safety of Employees**

Aims:

- To increase awareness of the need for work-related Road Safety Management and advance knowledge in this area.
- Special Chapter in the Handbook on Managing Speed.

# Speed & Driving for Work

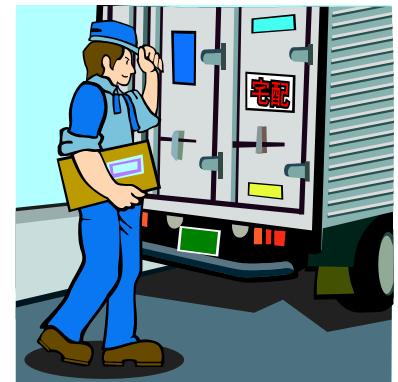
## Driver Profile

- 50%+ of company car drivers **speed**
- 13%+ involved in **excessive speeding**

‘faster drivers tend to be younger...to drive high annual mileage in company cars and...to be in the managerial, administrative or professional occupational groups, travelling for business purposes.’  
(GB)

## HGV Drivers [GB 2008]

- 85%+ exceeded speed limit on dual carriageways
  - 75% exceeded speed limit on inter urban single carriageways.
- 
- $\frac{1}{4}$  of deaths caused by **LGV drivers** involve breaking the speed limit



# Why act to prevent speeding?



## The Business Case

- Duty of care to employees, legal compliance;
- Reduced running costs through better driving standards;
- Fewer working days lost due to injury;
- Reduced stress and improved morale / job satisfaction;
- Fewer vehicles off the road for repair;
- Improved corporate image; reduced risk of losing the goodwill of customers;
- Less chance of key employees being banned from driving

# Awareness campaigns

Belgium: Speed dating

[http://www.youtube.com/watch?feature=player\\_embedded&v=4msHIPq4N4A](http://www.youtube.com/watch?feature=player_embedded&v=4msHIPq4N4A)



# Awareness campaigns

Belgium: Antwerp says THANK  
YOU

<http://www.antwerpenzegtmerci.be>



# ETSC: find out more...

- **Safety Monitor**
- **Drink Driving Monitor**
- **Speed Monitor**
- **Reviews & Policy Papers**
- **Fact Sheets**

**www.etsc.eu**



## Editorial

ETSC was delighted to hear recent confirmation from the European Commission on the potential role for Intelligent Speed Assistance systems (ISA) in managing speed and improving safety on Europe's roads and calls for concrete actions in this regard. The confirmation was given in a written response to a Parliamentary Question<sup>1</sup> asked by Inés Ayala Sender, Spanish MEP and member of the Group of the Progressive Alliance of Socialists and Democrats. The Commission stated that 'Intelligent Speed Assistance (ISA) systems that inform the driver about the speed limit at any moment can contribute to improved road safety, since they may prevent the driver from inadvertently exceeding the speed limit.' ETSC now calls for the potential of ISA to be fully realised as a matter of priority.

At the national level, the Dutch have successfully completed a national map of speed limits, covering all public roads in the Netherlands representing an important milestone in delivering ISA functionality to European motorists. ETSC hopes that other countries will emulate the Dutch and that pan-European coverage can be achieved very quickly.

The importance of technology and its potential role in managing speed to reduce deaths and injury is also highlighted in news from Switzerland on recent speed section control systems trials. The trials demonstrate that such systems can increase road safety on motorways – the number of vehicles speeding was significantly reduced and there was no negative impact on driver behaviour.

Also in this edition are new publications in the research field. In Sweden, VTI has published a paper on 'Road traffic speeds-status, attitudes and measures.' The research demonstrates that both education and information are important to motivate the driver use appropriate speed. However, it also emphasises that this should occur in combination with speed monitoring and technical measures. Technical solutions such as ISA (Intelligent Speed Assistance) are underlined as an opportunity to achieve better compliance with speed limits.

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# Thank you for your attention

[www.etsc.eu](http://www.etsc.eu)  
[mircea.steriu@etsc.eu](mailto:mircea.steriu@etsc.eu)