

2022
EU ROAD SAFETY
Results Conference

08 December 2022

EU ROAD SAFETY RESULTS CONFERENCE

WELCOME



Geraldine Herbert
Mobility Journalist
Moderator



EU ROAD SAFETY RESULTS CONFERENCE

PRACTICAL INFORMATION

- **Interpretation regime:** You can speak in EN, FR, DE, ES, IT, EL
You can listen in EN, FR, DE, ES
- Don't forget to use the hashtag #EURoadSafety
- **Q&A:**
 - Slido.com
 - Code: #3759 912
 - Ask or “upvote” a question



EU ROAD SAFETY RESULTS CONFERENCE

PROGRAMME

08 DECEMBER 2022. 09:30 – 16:30

09:30 – 10:10 OPENING SESSION: WHERE DO WE STAND WITH ROAD SAFETY IN 2022?

10:10 – 11:10 PANEL DEBATE: KPIS, TARGETS AND STRATEGIES – ARE WE GETTING IT RIGHT?

11:10 – 11:30 COFFEE BREAK

11:30 – 12:15 THEMATIC SESSION 1: PROFESSIONAL DRIVERS

11:30 – 12:15 THEMATIC SESSION 2: VULNERABLE ROAD USERS

13:00 – 14:30 LUNCH BREAK

14:30 – 15:15 THEMATIC SESSION 3: YOUNG PEOPLE AND ROAD SAFETY

15:15 – 16:00 THEMATIC SESSION 4: ROAD SAFETY WITH A MORE AUTOMATED VEHICLE FLEET

16:00 – 16:30 CONCLUDING SESSION: ADDRESSING THE ROAD SAFETY CHALLENGE IN THE GLOBAL SOUTH

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WHERE DO WE STAND WITH ROAD SAFETY IN 2022?

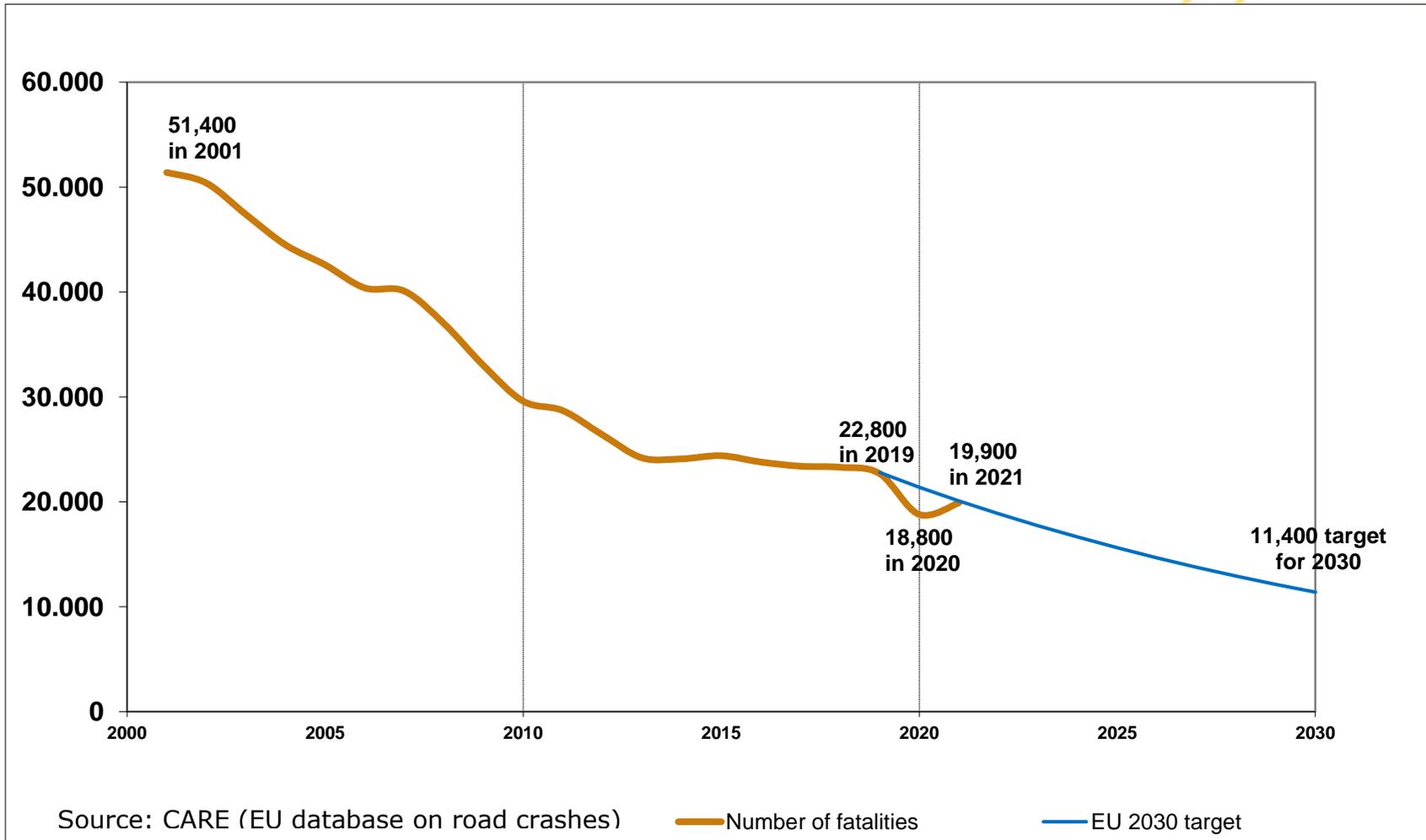


Henrik Hololei

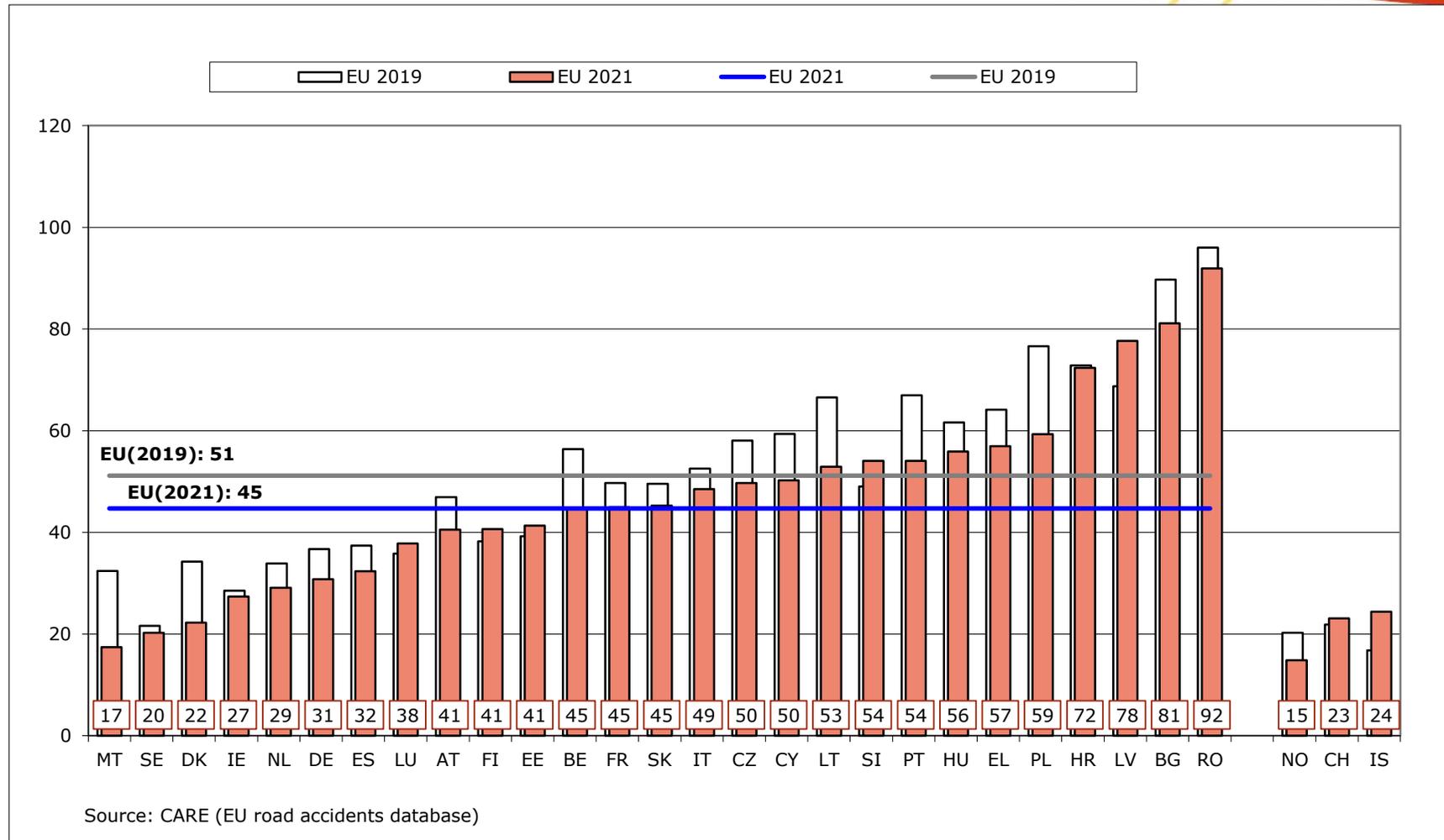
Director General, DG MOVE, European Commission



Trend in the number of road deaths in EU



Road deaths per million population, by Member State, 2019-2021



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Martin Kupka

Minister of Transport, Czech Republic



Elena Kountoura MEP

TRAN Committee
European Parliament

Emil Boc

Chair of COTER Commission, EU Committee of
the Regions



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KPIs, TARGETS AND STRATEGIES

Are we getting it right?



Kristian Schmidt

Director Land, DG MOVE, European Commission and
European Road Safety Coordinator



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Jean-François Gaillet

VIAS, coordinator of Baseline



Tomáš Nerold

Head of National Road Safety Unit,
CZ Ministry of Transport



Florence Guillaume

Interministerial Delegate on Road Safety, France



Livia Spera

European Transport
Workers' Federation



Harmonized measurement of Key Performance Indicators in Europa

Results conference, December 8th 2022, Brussels

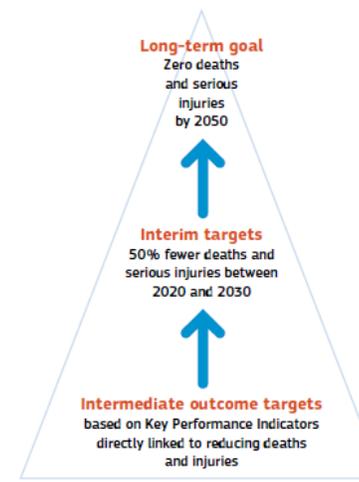
Vias institute

Introduction

- EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero"
- Definition of 8 Key Performance Indicators and basic methodology
- Baseline project (MOVE/C2/SUB/2019-558): 18 countries + associated observers
 - Collection and harmonized reporting of KPIs
 - Capacity building for countries not yet collecting data



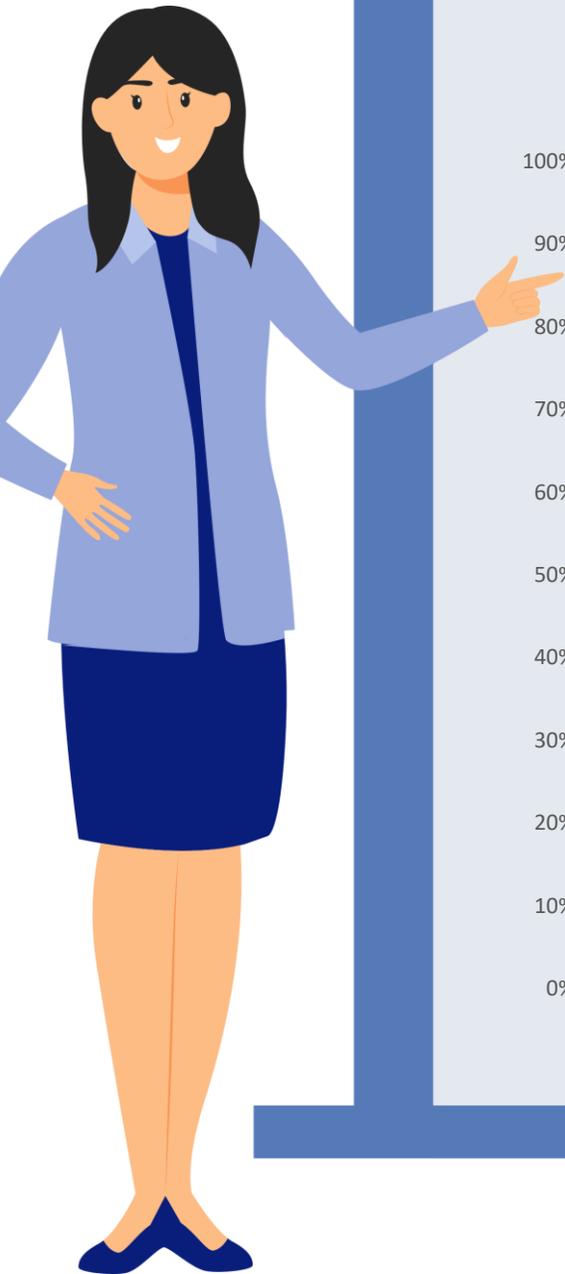
KPI area	KPI definition (European Commission 2019)
Speed	Percentage of vehicles travelling within the speed limit
Safety belt	Percentage of vehicle occupants using the safety belt or child restraint system correctly
Protective equipment	Percentage of riders of PTWs and bicycles wearing a protective helmet
Alcohol	Percentage of drivers driving within the legal limit for blood alcohol content (BAC)
Distraction	Percentage of drivers not using a handheld mobile device
Vehicle Safety	Percentage of passenger cars with a Euro NCAP safety rating equal or above a threshold
Infrastructure	Percentage of distance driven over roads with a rating above an agreed threshold
Post-crash care	Time elapsed between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services



Baseline methodology

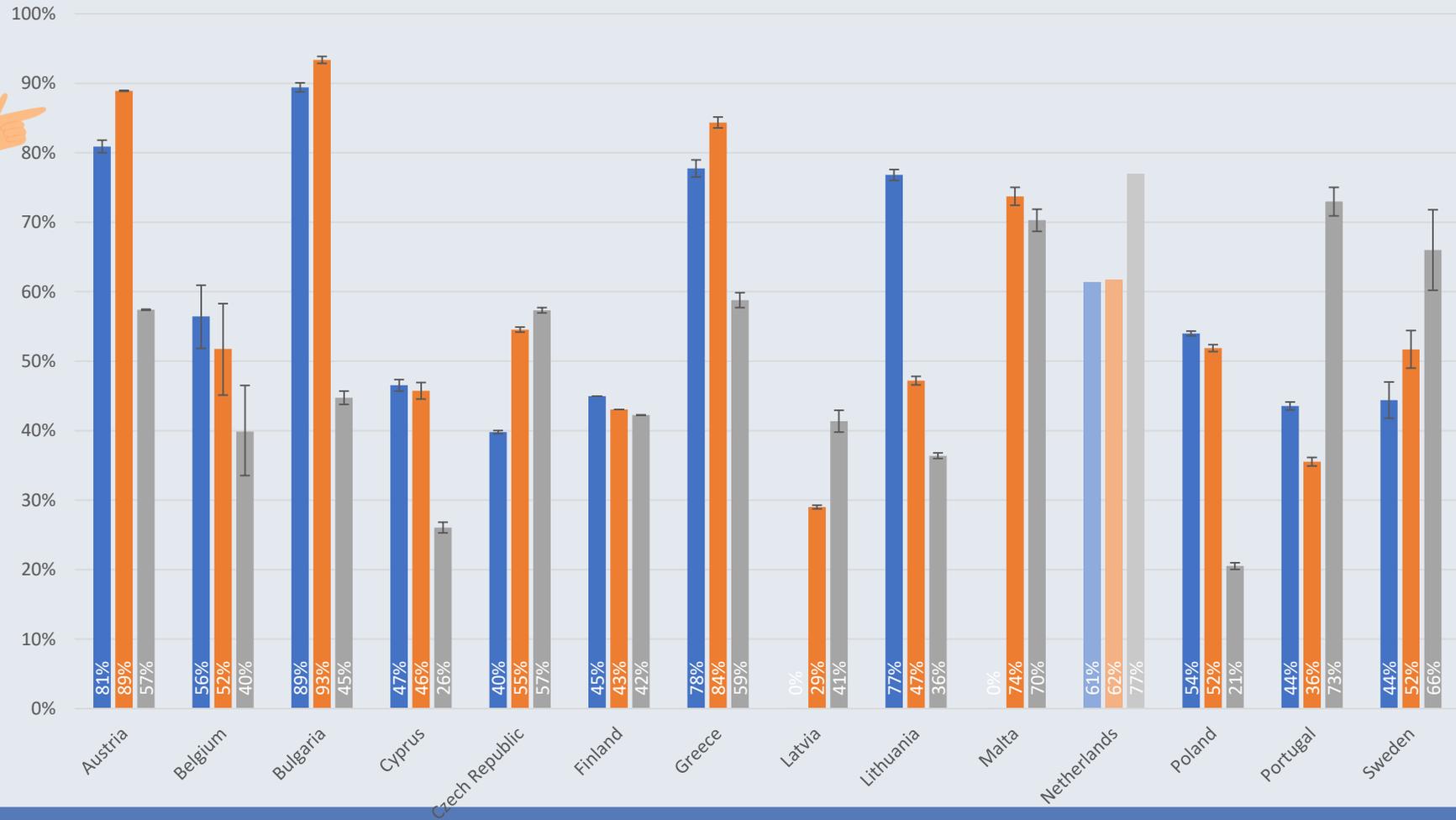
- Key definitions and operational specifications: SWD 283
- Detailed methodological guidelines for each KPI
- General difference between "behavioural KPI" and "technical" KPIs (vehicle, infrastructure, post-crash):
 - Behavioural => observation, questionnaire
 - Non-behavioural => exploitation of existing databases
- Quality control procedures
- Common database format
- Data collection: Jan 2020 -> Oct 2022
- Expected publication date: Jan 2023





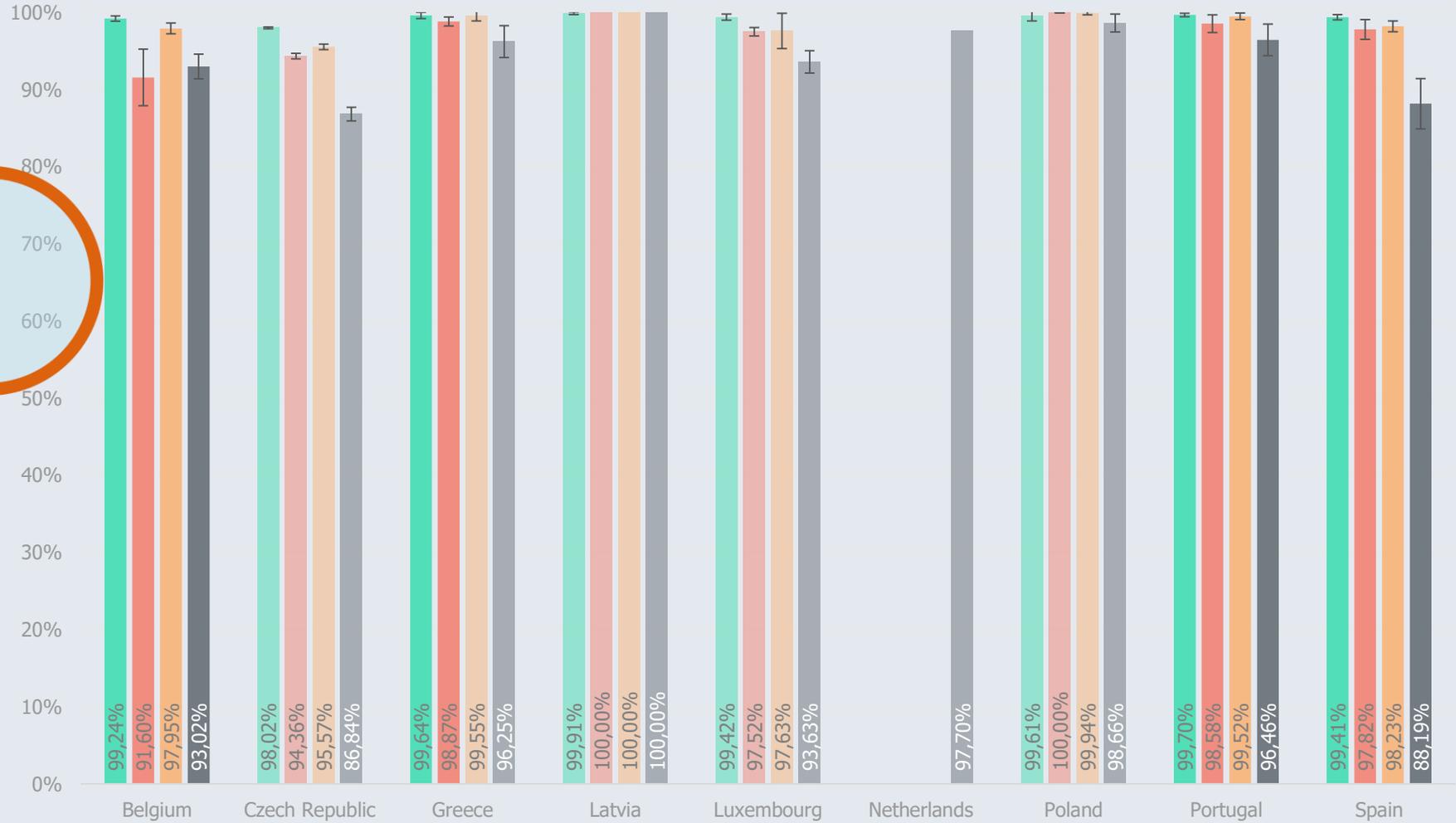
Passenger cars in free flow within speed limit during weekday daytime

Motorways Rural roads Urban roads

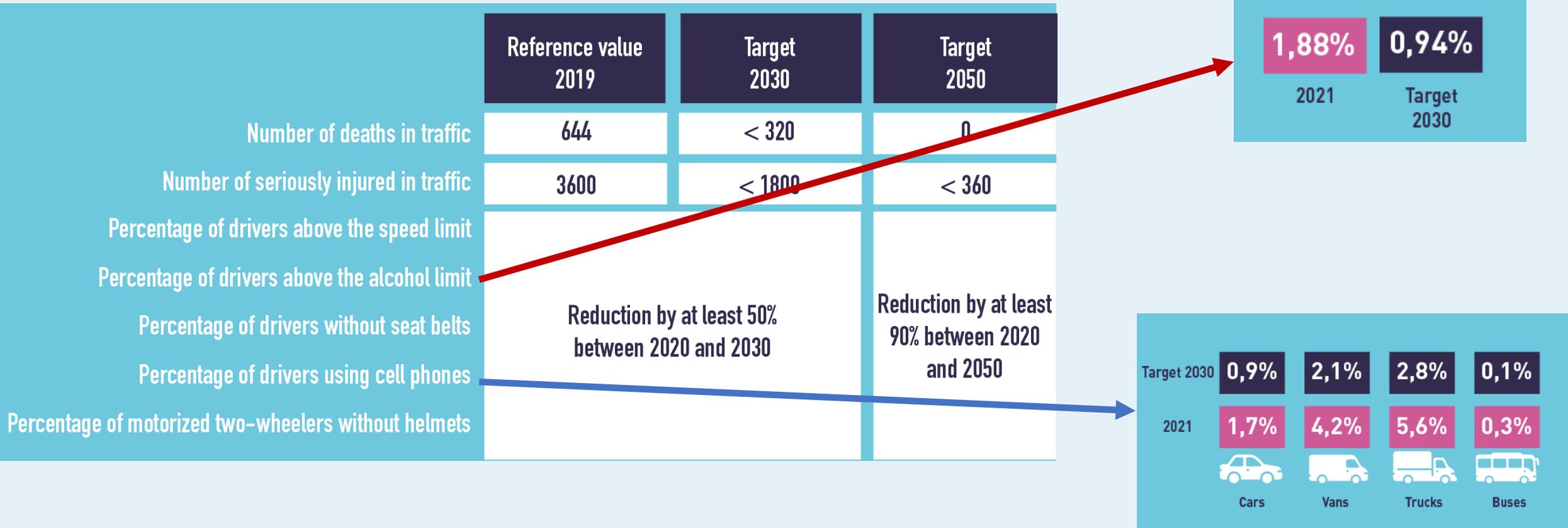


Car drivers within alcohol limit in roadside observations

Weekday/ Daytime Weekday/ Night-time Weekend/ Daytime Weekend/ Night-time



Using KPIs for national target setting: Belgian example



Baseline resources and info: www.baseline.vias.be

The screenshot displays the Baseline website interface. At the top left is the Baseline logo, which includes a stylized road and bar chart icon. The main navigation menu includes links for HOME, ABOUT THE PROJECT, COORDINATION, PARTNERS, PUBLICATIONS, and CONTACT. The current page is titled 'Methodological guidelines' and features a large image of a speedometer. Below the image is the title 'Methodological guidelines – KPI Speeding' and the version information 'Version 3.1, April 27, 2021'. A sidebar on the right lists other publications: Speeding, Safety belt, Protective equipment, Alcohol, Distraction, and Post-crash care. At the bottom left, there is a list of member states and the website URL 'baseline.vias.be'.

Baseline

<https://baseline.vias.be/en/publications/>

HOME ABOUT THE PROJECT COORDINATION PARTNERS PUBLICATIONS CONTACT

Home > Publications

Methodological guidelines

The methodological guidelines for all KPIs are designed to ensure international comparability between KPI values while taking into account feasibility and affordability for the Member States. To that end the methodological guidelines have been defined in such a way that accurate and representative results can be obtained for all parameters of interest defined in the Commission staff working document "SWD 283". The guidelines include clear specifications of the minimum requirements, which already include some compromises with respect to the initial specifications of the Commission. The methodological guidelines also include guidelines for the minimum sample size and the number of observations.

Methodological guidelines – KPI Speeding
Version 3.1, April 27, 2021

Speeding

Safety belt

Protective equipment

Alcohol

Distraction

Post-crash care

Baseline
Belgium | Austria | Bulgaria | Cyprus | Czech Republic | Finland | Germany | Greece | Ireland | Latvia | Lithuania | Luxembourg | Malta | Netherlands | Poland | Portugal | Slovakia | Spain | Sweden
baseline.vias.be

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Q&A

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EU ROAD SAFETY RESULTS CONFERENCE

ROAD SAFETY AND PROFESSIONAL DRIVERS



Claire Depré

Head of Unit, Road Safety, DG MOVE, European Commission



EU ROAD SAFETY RESULTS CONFERENCE

Claes Tingvall

FIA Road Safety Index



Jean-Paul Peters

UPS Europe



Marijke Eskes

Central Netherlands Traffic Police



Raluca Marian

International Road Transport Union



FIA ROAD SAFETY INDEX

A New Tool to Improve Road Safety



The FIA Road Safety Index (FIA RS Index) is a new index aiming to increase organisations' insights on the impact of their operations on road safety and to help them report on their ambitions, actions, and results.

The index intends to stimulate organisations to achieve more sustainable road traffic through continuous improvement and benchmarking of their own performance.



EMPOWERED BY



**INNOVATION
FUND**



European
Commission

Sustainable Practices and Reporting

14. *Call upon businesses and industries of all sizes and sectors to contribute to the attainment of the road safety related SDGs by applying safe system principles to their entire value chain including internal practices throughout their procurement, production and distribution process, and to include reporting of safety performance in their sustainability reports; (Stockholm Declaration Febr 2020)*

19. *Calls upon businesses and industries of all sizes and sectors to contribute to the attainment of the road safety-related Sustainable Development Goals, including by applying safe system principles to their entire value chain, as appropriate and in line with national laws; (UNGA Resolution Aug 2020)*



Value Chain



Government Offices of Sweden

GLOBAL CONFERENCE ON ROAD SAFETY | STOCKHOLM 19-20 FEB 2020



Preliminary Definition of Safety Footprint

The number of fatalities and seriously injured persons as a result of road crashes occurring within an organization's entire value chain. All casualties resulting from relevant and significant activities, services and products should be included in the calculation.

Note:

ISO 39001 defines serious injury as "injury with a long term health impact or non-minor harm caused to a person's body or its functions". Further ISO defines road crashes as "collision or other impact on a road..."). Pedestrian and bicycle falls are included by the preliminary definition.

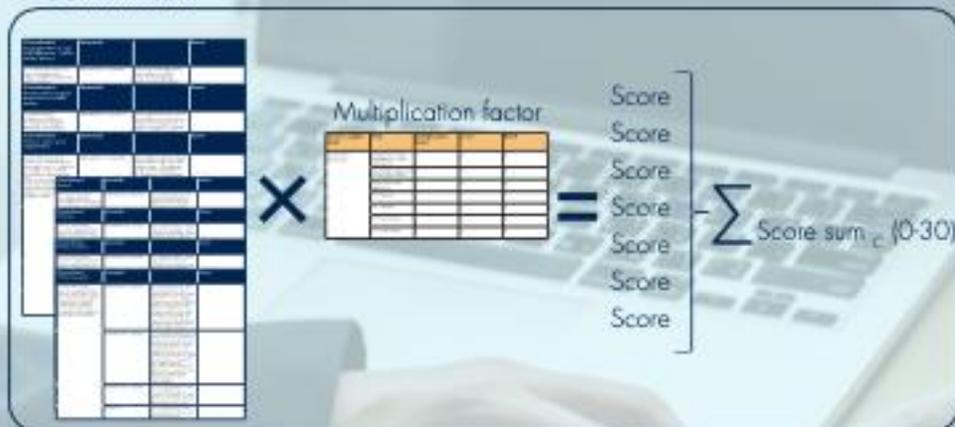
Commitment Follow laws and regulations	Demands	Criteria
Commitments that show standpoints and policies in relation to road rules, OHS legislation and alike. The commitments made must be available, communicated and relate to the entire supply chain	Demand for 3 points	The organization states that following relevant road rules, standards and OHS legislation in relation to transport is a minimum level. Non-compliance with this statement must have a clear and communicated sequence of action.

Commitment Speed	Demands	Criteria
Policies that state the organization's management of speed and that it complies with speed limits. The policies in relation to employed and contracted parties are included	Demand for 3 points	The organization has policies stating that speed limits must be followed and that it applies zero-tolerance to speeding. Where relevant, the organization has information about speed limits available when driving.

Safety performance factors Transport service providers	Demands	Criteria
Commitments by a transport service provider made in relation to driving, includes both customer as drivers or passenger	Demand for 3 points	All relevant road rules are followed, in particular speed, fitness to drive, use of protective gear, and non use of distractive technology when driving. There are procedures when non compliance is detected and the requirements are communicated to customers.

SCORE CALCULATION

Commitment



FIA RSI STAR RATING

$$\sum \text{Score sum}_{C+F} < 15$$

$$15 < \sum \text{Score sum}_{C+F} < 30$$

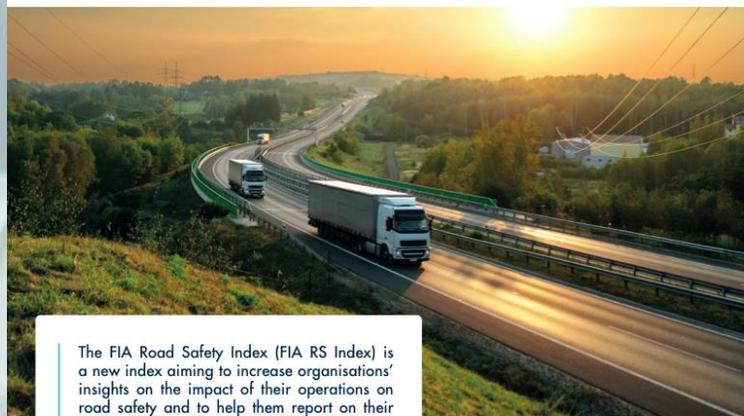
$$30 < \sum \text{Score sum}_{C+F} < 45$$

$$45 < \sum \text{Score sum}_{C+F}$$



FIA ROAD SAFETY INDEX

A New Tool to Improve Road Safety



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The index intends to stimulate organisations to achieve more sustainable road traffic through continuous improvement and benchmarking of their own performance.



Any part with a score sum of less than 5, no star

Any part with a score sum of less than 10, maximum one star

Any part with a score sum of less than 15, maximum two stars

EU ROAD SAFETY RESULTS CONFERENCE

Claes Tingvall

FIA Road Safety Index



Jean-Paul Peters

UPS Europe



Marijke Eskes

Central Netherlands Traffic Police



Raluca Marian

International Road Transport Union

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Q&A

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EU ROAD SAFETY RESULTS CONFERENCE

ROAD SAFETY AND VULNERABLE ROAD USERS



Antonio Avenoso

Executive Director, European Traffic Safety Council



EU ROAD SAFETY RESULTS CONFERENCE

Johan Diepens

Mobycon



Pascal van den Noort

Velo Mondial and Civitas HANDSHAKE



Cristina Rodenas,

DGT, Spain



EU Road Safety Results Conference 2022

Thematic session 2: Vulnerable Road users

5180 PEDESTRIANS

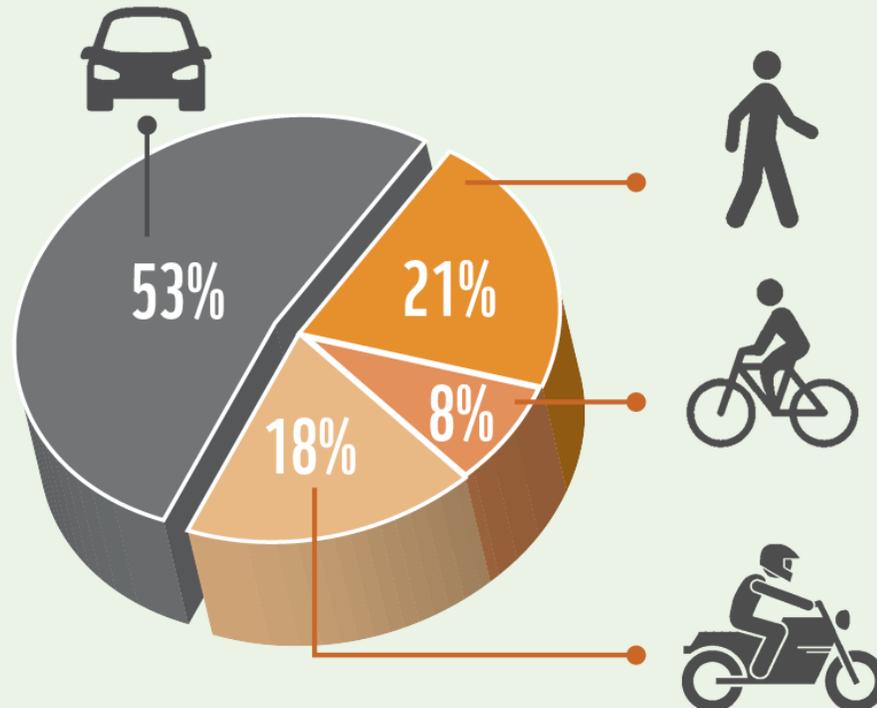


2160 CYCLISTS



KILLED

EACH YEAR IN THE EU



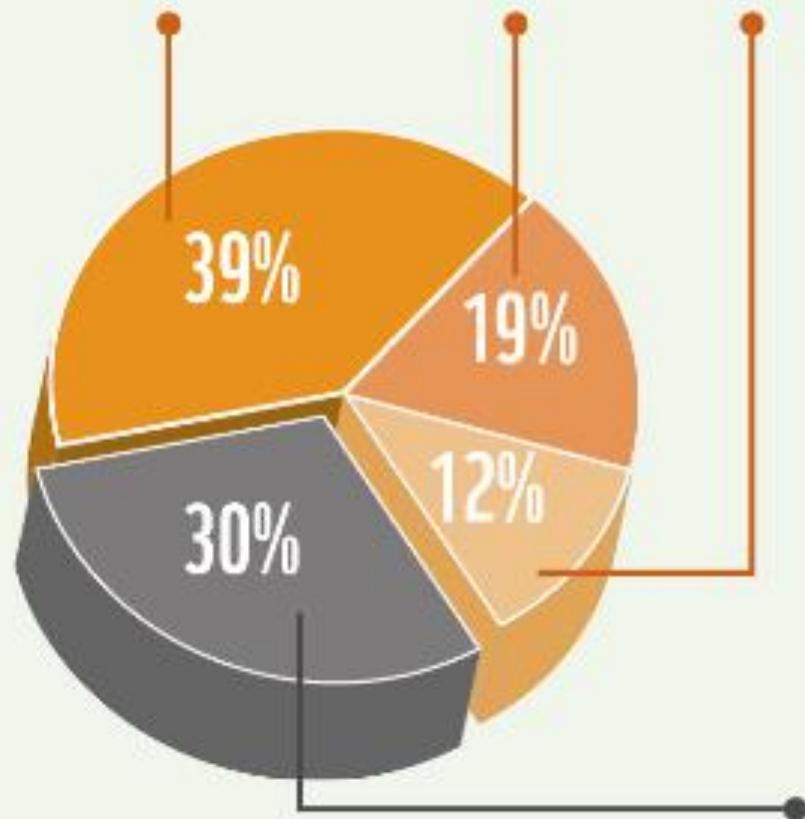
2018 figures

9500 PEOPLE KILLED EACH YEAR ON URBAN ROADS IN THE EU



70%

of these
killed are
vulnerable
road users



ROAD TRAFFIC FATALITIES IN THE EU IN 2020

by road user and (other) 'main vehicle'
involved in the crash

IN A COLLISION WITH...

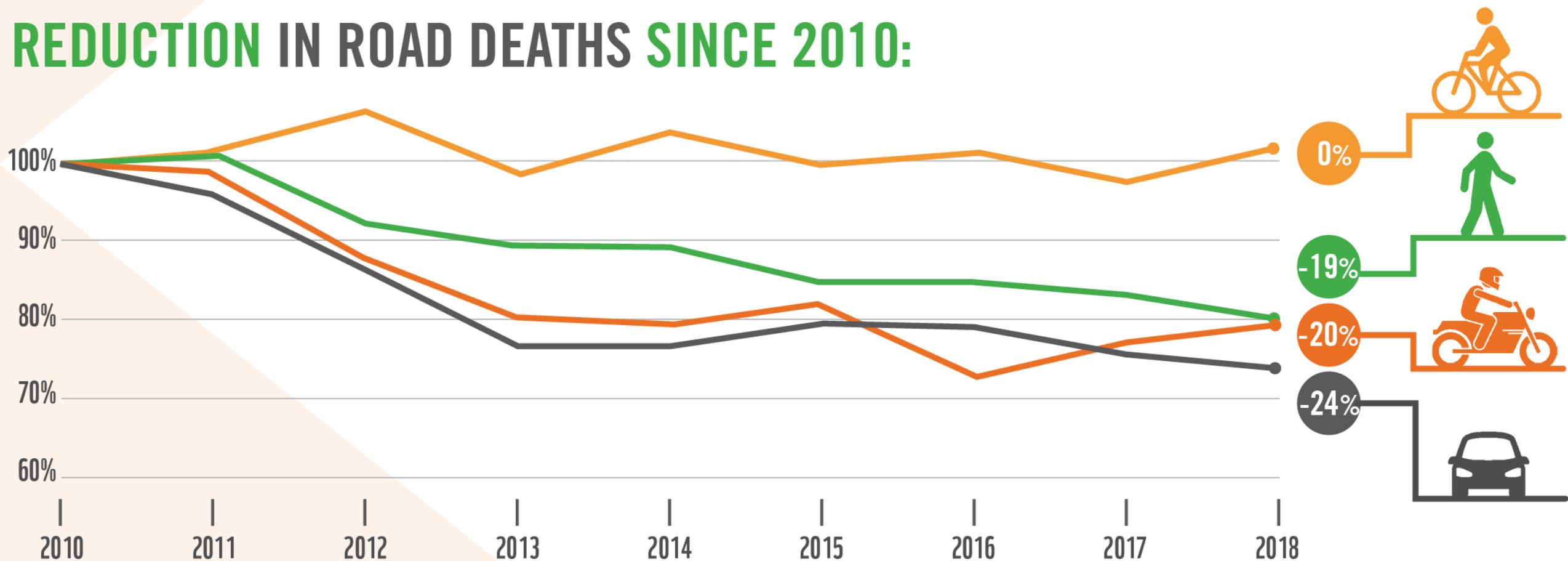
FATALITIES		PEDESTRIAN	BICYCLE	MOPED	MOTORBIKE	CAR	LORRY (<3.5T)	HEAVY GOODS VEHICLE (>3.5T)	BUS OR COACH	OTHER VEHICLE/ UNKNOWN	NO OTHER VEHICLE INVOLVED	TOTAL
PEDESTRIANS		0	18	6	97	2457	409	351	86	188	0	3612
CYCLISTS		11	41	10	33	891	170	191	30	75	424	1876
MOPED RIDERS		1	2	3	7	209	32	31	4	21	184	494
MOTORCYCLISTS		9	14	10	82	1240	194	150	28	82	1201	3010
CAR OCCUPANTS		14	7	0	16	2261	527	1272	115	264	3876	8352
LORRY (<3.5T) OCCUPANTS		1	0	0	1	97	68	173	17	25	237	619
HEAVY GOODS VEHICLE (>3.5T) OCCUPANTS		0	2	0	0	20	8	156	4	10	155	355
BUS OR COACH OCCUPANTS		2	0	0	0	14	4	3	0	5	19	47
OTHER/UNKNOWN		2	2	1	5	158	22	45	6	16	270	527
TOTAL		40	86	30	241	7347	1434	2372	290	686	6366	18892

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. Source: EU CARE database on road crashes

Data refer to the year 2020 except IE 2016, MT 2019, SE 2019.

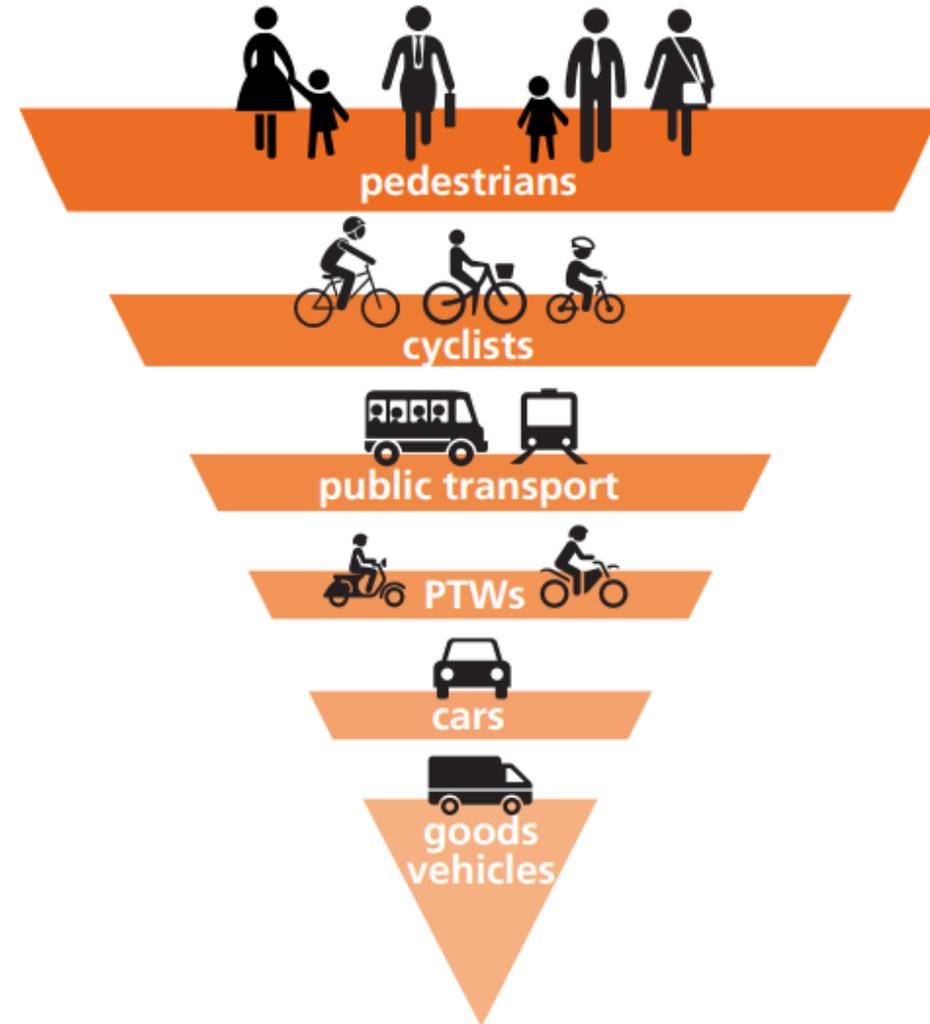
Progress in reducing vulnerable road user deaths

REDUCTION IN ROAD DEATHS SINCE 2010:



Modal priority

**MODAL PRIORITY
BASED ON
VULNERABILITY OF
ROAD USERS
CAN IMPROVE
ROAD SAFETY IN
CITIES**



EU ROAD SAFETY RESULTS CONFERENCE

Johan Diepens

Mobycon



Pascal van den Noort

Velo Mondial and Civitas HANDSHAKE



Cristina Rodenas,

DGT, Spain



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Q&A

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ROAD SAFETY AND YOUNG PEOPLE



Vesna Valant

Deputy head of Unit, Road Safety, DG MOVE,
European Commission



EU ROAD SAFETY RESULTS CONFERENCE

Isabel Cunha

University of Porto



Manuel Picardi

EFA – European Association of driving schools

Vasilliki Danelli-Mylona

Road Safety Institute "Panos Mylonas"





08 December 2022 | EU ROAD
SAFETY RESULTS CONFERENCE

EU ROAD SAFETY

YOUNG PEOPLE
AND ROAD
SAFETY

Speaker:





1.3 Million people die each year as a result of traffic crashes!

20 and 50 million more people suffer non-fatal injuries, with incurring disabilities...

Let's talk about EQUITY issues...

HOW ABOUT THE YOUTH COMMUNITY?

FIGURES

Source: The WHO

ISABEL CUNHA | PhD Candidate in Spatial Planning – University of Porto

YOUTH VISION ON ROAD SAFETY

01. WHY did you choose this mode of transport?
02. HOW safe is your daily commute to university or work?
03. WHAT are the main barriers or problems?

**WHAT NEED
TO BE
DONE TO
IMPROVE
IT?**





HI!

YOUTH
VISION

29 years old, **car-pooling and public transport** to the university

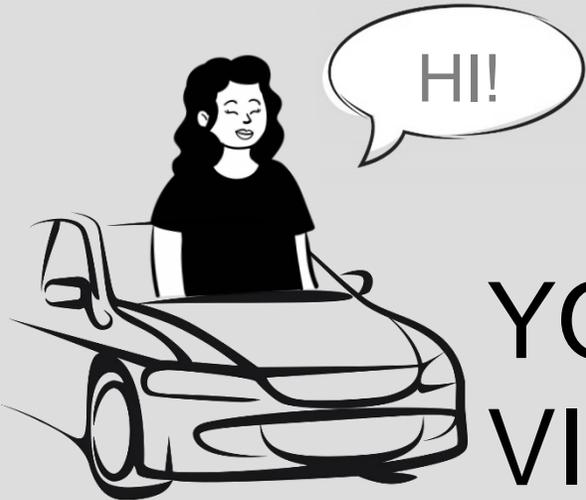
#AFFORDABLE #MULTI-

SUPPORT TRIPS

REDUCED PERCEPTION

BARRIERS:
Last-mile issue
Aggressive mobility

CONSEQUENCES:
Reduced accessibility
Drivers



YOUTH
VISION

27 years old, driving to the
university

#CONFORTABLE #MULTI-

SUBJECT TRIPS

**AGGRE
SSIVE
DRIVE**

RS IN

BARRIERS:

**High Speed &
Zero control
Aggressive**

mobility

CONSEQUENC

ES:

**Reduced
response in**

traffic



HI!
YOU
T
H
VISIO
N

27 years old, **scootering or walking** to the university

#ENJOYABLE #HEALTHY

#AFFORDABLE

VULNE
RABILI
TY
HIGH

BARRIERS:
Poor
infrastructure
Lack of
adequate

**CONSEQUENC
ES:**
Limited space
for pedestrian

Conflicts



YOUTH
VISION

23 years old, **cycling** to the
university

#FLEXIBLE

#HEALTHY

#AFFORDABLE

BARRIERS:

Discontinued
infrastructure

Few parking

spots

CONSEQUENCES:

Low

accessibility

Risk of theft

**HIGH
EXPOSURE TO
TRAFFIC**

TRAFFIC



YOUTH
VISION

6 years old, mum driving to
school

#FLEXIBLE #SAFE

#COMFORTABLE

**VULNE
RABILIT
Y
LACK**

BARRIERS:

Unsuitable
sidewalks

Lack of street

lighting

**CONSEQUENC
ES:**

Low or Zero
accessibility

Risk of social

YOUTH VISION & SOLUTIONS TO ON IMPROVE ROAD SAFETY

Improve accessibility
to opportunities
Mobility Hubs



Traffic fiscalization
Educational
campaigns
Youth abilities &
barriers



Segregated bike lanes
Safer intersections
Traffic calming
Safe parking



Road space allocation
Traffic calming
Prioritise active modes
Strengthen legislation



Awareness
campaigns
Special assistance
Public aid



THANK YOU!

 ISABEL CUNHA

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 @IsabelBCunha

 @isabelcunha.urb



European
Commission



International Journal of Sustainable Transportation



ISSN: (Print) (Online) Journal homepage: <https://www.tandfonline.com/loi/ujst20>

Equity impacts of cycling: examining the spatial-social distribution of bicycle-related benefits

Isabel Cunha & Cecília Silva

To cite this article: Isabel Cunha & Cecília Silva (2022): Equity impacts of cycling: examining the spatial-social distribution of bicycle-related benefits, International Journal of Sustainable Transportation, DOI: [10.1080/15568318.2022.2082343](https://doi.org/10.1080/15568318.2022.2082343)

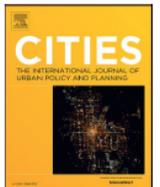


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Cities

journal homepage: www.elsevier.com/locate/cities



The effects of COVID-19 on female and male bike sharing users: Insights from Lisbon's *GIRA*

João Filipe Teixeira*, Isabel Cunha

Research Centre for Territory, Transports and Environment (CITTA), Faculty of Engineering of the University of Porto, Porto, Portugal

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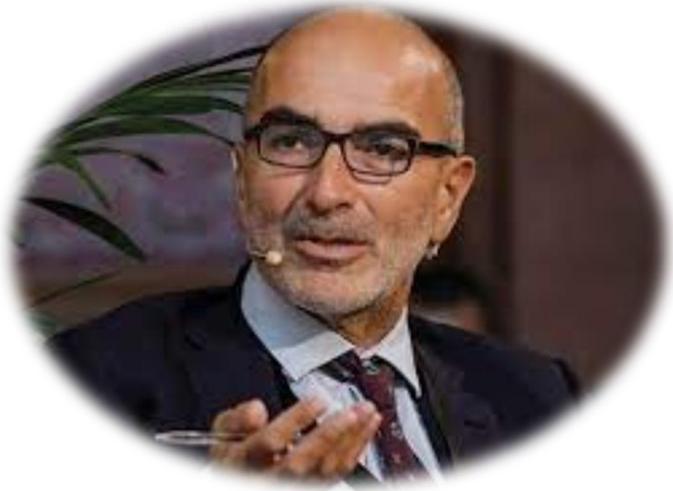
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ROAD SAFETY WITH A MORE AUTOMATED VEHICLE FLEET



Joaquim Nunes De Almeida

Director Mobility and Energy Intensive Industries,
DG GROW, European Commission



EU ROAD SAFETY RESULTS CONFERENCE

Frank Mütze

ETSC



Fabienne Zwagemakers

Insurance Europe



Stefan Deix

EUCAR



EU ROAD SAFETY RESULTS CONFERENCE

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EU ROAD SAFETY Results Conference



CONCLUDING SESSION: ADDRESSING THE ROAD SAFETY CHALLENGE IN THE GLOBAL SOUTH



ADINA VĂLEAN
European Commissioner for Transport



JEAN TODT
UN Secretary General's
Special Envoy on Road Safety

EU ROAD SAFETY RESULTS CONFERENCE

CLOSING REMARKS



Kristian Schmidt,
Director Land, DG MOVE,
European Commission and
European Road Safety
Coordinator



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SEE YOU IN 2024!

#EUROADSAFETY



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**TECHNICAL ISSUE
BEAR WITH US...**

