

## MEETING REPORT

### Workshop on serious road traffic injuries

Brussels, 27 November 2015

On 27 November, a workshop was organised with the European umbrella organisations working in areas relevant to road safety. 22 participants representing road user organisations, vehicle industry, road infrastructure managers, research institutes and other interest organisations met to discuss the specific challenges of serious road traffic injuries.

The workshop had two main objectives: to inform the participants about the state of play of the Commission's work on serious road injuries, and to gather information about what is and will be done by other partners.

Mr Szabolcs Schmidt, Head of Unit for road safety, DG MOVE, opened the workshop by introducing the topic and reminded participants why the serious road injuries must remain high on our agenda: serious injuries make up a high share of all road crash outcomes, causing substantial suffering and also high socio-economic costs. Furthermore, the number of serious road injuries appears not to decrease as quickly as the number of fatalities, and the approach used for fatalities is not sufficient for reducing serious injuries.

#### **1. Information on on-going initiatives and work**

Three presentations were made: on the staff working document from 2013, on the data collection and on the recently launched study on contributing factors to serious injuries.

##### **a. Presentation: serious injury staff working document 2013**

Ms Susanne Lindahl, DG MOVE road safety unit, presented a quick summary of the Commission staff working document on serious road injuries from 2013. The document was based on consultations with Member States and partners and on a background study by road safety expert Ms Jeanne Breen.

The staff working document summarised the coming steps for addressing serious injuries: the identification of a common EU definition, collection of more reliable data and the monitoring of trends and benchmarks. The staff working document also outlined the main areas in which future actions could be considered for reduction of serious road injuries: the collision impact; the emergency response chain; the long-term rehabilitation following the crash; and research into crash-related factors. For the emergency response and the long-term rehabilitation, the main responsibility is on Member State level. However, it could be considered whether the Commission could provide added value in addressing crash impact factors and the research agenda.

A few of the on-going initiatives since the staff working document were mentioned, such as the urban mobility package promoting urban road safety and expert roundtables covering e.g. seat belt wearing rate in some of the most

challenged Member States. A three year project for in-depth crash investigation for powered two-wheelers and pedal cyclists has also been launched.

**b. Presentation: state of play serious injury data collection**

Ms Mayte Sanz Villegas presented the on-going work to develop a more reliable data collection. The new common EU definition is based on the medical injury severity scale MAIS which can be derived from the international coding system ICD commonly used in hospitals in the EU. In parallel, the OECD and UNECE are interested in using the same definition.

Member States can choose to report the new MAIS data either by using hospital reports, by linking hospital and police reports or by continuing the previous police reporting but applying a national correction coefficient.

One of the conclusions from the first preliminary results reported by Member States is that serious road injuries take place to a higher degree inside urban areas and affecting vulnerable road users. The new data reporting based on hospital information provides much more reliable figures, especially for injured pedestrians and cyclists who are often not included in traditional police reporting. The new data is also much less diverse between Member States. This was an expected outcome from harmonising the definition and the data collection methods.

So far, ten Member States have submitted the new data and more are expected to send data before the end of the year. The collection of data has been slower than expected, due to e.g. data access issues and to the need for thorough quality checks of the preliminary data sets. The Commission is currently working with Member States to gather the remaining data and to verify the quality of data reports. All Member States are encouraged to step up efforts to help in this endeavour.

Meeting participants asked about the differences in urban and non-urban road crash data, about risk exposure and about what kind of pedestrian injury scenarios counts as road injury.

**c. Presentation: serious injury study**

Dr Letty Aarts from the Dutch Institute for Road Safety Research (SWOV) presented an EU-funded study on factors contributing to serious injury. The study started end of October 2015 and will take one year to finalise. It will be completed by a consortium of SWOV, Loughborough University and BASt.

The study will complete three tasks: collecting data from existing in-depth crash databases, analysing this data to identify the most common crash scenarios resulting in serious injury, and identifying the most important factors contributing to the injury severity in such scenarios. The results will be published by end of 2016 and should be of help to Member States for developing and prioritising effective countermeasures.

Dr Aarts explained the planned study methodology, building on both in-depth and macroscopic data. The study will be based on desk research, not conducting any additional crash investigations or collecting new data.

Workshop participants discussed possible aspects and factors that might be taken into account by the study, offering their help to access information and data in some specific cases. Possible interlinks between this study and other on-going initiatives such as SafetyCube<sup>1</sup> were mentioned.

## **2. Open discussion: how can your organisations contribute to reduction of serious road injuries?**

Mr Szabolcs Schmidt then opened the floor for the participants to share information about what their organisations do or plan to do to contribute to the reduction of serious road injuries.

A wide range of examples were mentioned, e.g.:

- Political pressure and lobbying on Member States to adopt national injury targets and countermeasures (ETSC)
- Promotion of active safety measures for vehicles (ACEA, ACEM)
- Promotion, awareness-raising and standardisation of protective equipment for motorcyclists; supporting development of eCall for motorcycles and a harmonised approach to connectivity for the motorcycle manufacturers (ACEM)
- Promotion of intelligent roads and better link between infrastructure and emergency services; promotion of preventive measures, such as visible signs and markings for safety (ERF)
- Promoting cycling and spreading awareness about the safety needs of cyclists e.g. to local authorities in charge of cycling infrastructure and local speed limits and their enforcement; promoting safer vehicles (lorry design, intelligent speed adaptation etc.); campaigning for visibility and training of cyclists (ECF)
- Incorporating the costs of serious road injuries into the evaluation mechanisms and impact assessment guidelines for a more clear injury focus in policy-making (TRAFI)
- Supporting road infrastructure analysis and monitoring; promoting safety inspections of EU roads (EuroRAP)
- Lobbying for eCall and in-vehicle safety systems in the revised type-approval regulation (CLEPA/Bosch)
- Communication and awareness-raising activities for road users on motorways; development of ITS for safety e.g. warning systems in connection to a crash (ASECAP)
- Performing analysis of causes and countermeasures (ASFA)
- Awareness-raising about main pedestrian risks, e.g. turning cars in junctions hitting pedestrians who cross at green light; lobbying for better speed enforcement and promoting public transport (IFP)
- Addressing vulnerable road users and serious injury crashes in the new TISPOL strategic plan (TISPOL)
- Promoting the use and the analysis of the new definition of seriously injured; developing methodologies and participating in the related EU-funded research project Safetycube (FERSI).

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<sup>1</sup> <http://www.safetycube-project.eu/>

It was also mentioned that while fatal crashes seem mostly to be caused by extreme road user behaviours, the serious injury crashes have more systemic causes including road, vehicle and road user factors.

The importance of exchange of best practices between communities was emphasised as well as the usefulness of advisory groups with practitioners or experts in studies.

### **3. Closing words**

The workshop participants were thanked for their active participation in this exchange and they were encouraged to constructively co-operate with each other to support and strengthen the work towards our common objective of increased road safety, in particular with view of reducing the number of seriously injured road crash victims. The Commission will make the first EU-wide data public as soon as enough data reports of good quality are available.

**Annex: List of participants**

<b>Name</b>	<b>Organisation</b>
AARTS Letty	SWOV
AVENOSO Antonio	ETSC
BURZIO Gianfranco	ACEA
DIEZ José	ERF
FER Bernard	ASFA
JOST Graziella	ETSC
KALLISTRATOS Dionelis	ASECAP
LAWSON Stephen	EuroRAP
LEGAGNEUR Vincent	Toyota Motor Europe
MACHATA Klaus	FERSI
MARCUZZI Marta	Eurocities
MARTINEZ SANS Fuensanta	ACEA
MERSCH Jeannot	FEVR
PARKKARI Kalle	Insurance Centre, Finland
PARKKARI Inkeri	Finnish Transport Safety Agency
PURDIE Ruth	TISPOL
REGENBERG Lynn	Bosch
SIMCIC Gabriel	FIA
TOWNSEND Ellen	ETSC
VAN WAEG Geert	IFP
VASSILEVA Veneta	ACEM
WOOLSGROVE Ceri	ECF
SCHMIDT Szabolcs	European Commission, DG MOVE C4
SANZ VILLEGAS Mayte	European Commission, DG MOVE C4
CSAJBOK Sarolta	European Commission, DG MOVE C4
LINDAHL Susanne	European Commission, DG MOVE C4