WELCOME

Geraldine Herbert
Mobility Journalist
Moderator
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
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

- 51,400 in 2001
- 22,800 in 2019
- 18,800 in 2020
- 19,900 in 2021
- 11,400 target for 2030

Source: CARE (EU database on road crashes)
Road deaths per million population, by Member State, 2019-2021

Source: CARE (EU road accidents database)
EU ROAD SAFETY
RESULTS CONFERENCE

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
KPIs, TARGETS AND STRATEGIES
Are we getting it right?

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

<table>
<thead>
<tr>
<th>KPI area</th>
<th>KPI definition (European Commission 2019)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>Percentage of vehicles travelling within the speed limit</td>
</tr>
<tr>
<td>Safety belt</td>
<td>Percentage of vehicle occupants using the safety belt or child restraint system correctly</td>
</tr>
<tr>
<td>Protective equipment</td>
<td>Percentage of riders of PTWs and bicycles wearing a protective helmet</td>
</tr>
<tr>
<td>Alcohol</td>
<td>Percentage of drivers driving within the legal limit for blood alcohol content (BAC)</td>
</tr>
<tr>
<td>Distraction</td>
<td>Percentage of drivers not using a handheld mobile device</td>
</tr>
<tr>
<td>Vehicle Safety</td>
<td>Percentage of passenger cars with a Euro NCAP safety rating equal or above a threshold</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Percentage of distance driven over roads with a rating above an agreed threshold</td>
</tr>
<tr>
<td>Post-crash care</td>
<td>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</td>
</tr>
</tbody>
</table>
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 =&gt; observation, questionnaire
  - Non-behavioural =&gt; exploitation of existing databases
- Quality control procedures
- Common database format
- Data collection: Jan 2020 -&gt; Oct 2022
- Expected publication date: Jan 2023
Passenger cars in free flow within speed limit during weekday daytime

- Motorways
- Rural roads
- Urban roads
Using KPIs for national target setting: Belgian example

<table>
<thead>
<tr>
<th></th>
<th>Reference value 2019</th>
<th>Target 2030</th>
<th>Target 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of deaths in traffic</td>
<td>644</td>
<td>&lt; 320</td>
<td>0</td>
</tr>
<tr>
<td>Number of seriously injured in traffic</td>
<td>3600</td>
<td>&lt; 1800</td>
<td>&lt; 360</td>
</tr>
<tr>
<td>Percentage of drivers above the speed limit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of drivers above the alcohol limit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of drivers without seat belts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of drivers using cell phones</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of motorized two-wheelers without helmets</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Reduction by at least 50% between 2020 and 2030

Reduction by at least 90% between 2020 and 2050

2021:
- Cars: 1.7%
- Vans: 4.2%
- Trucks: 5.6%
- Buses: 0.3%

Target 2030:
- Cars: 0.9%
- Vans: 2.1%
- Trucks: 2.8%
- Buses: 0.1%
Baseline resources and info:
www.baseline.vias.be
Q&A

• Slido.com
• Code: #3759 912
• Ask or “upvote” a question
ROAD SAFETY AND PROFESSIONAL DRIVERS

Claire Depré
Head of Unit, Road Safety, DG MOVE, European Commission
The FIA Road Safety Index (FIA RS Index) is a new tool 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.
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
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.
<table>
<thead>
<tr>
<th>Commitment Follow laws and regulations</th>
<th>Demands</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Demand for 3 points</td>
<td>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.</td>
</tr>
<tr>
<td>Commitment Speed</td>
<td>Demands</td>
<td>Criteria</td>
</tr>
<tr>
<td>------------------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>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</td>
<td>Demand for 3 points</td>
<td>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.</td>
</tr>
<tr>
<td>Safety performance factors</td>
<td>Demands</td>
<td>Criteria</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>Commitments by a transport service provider made in relation to driving, includes both customer as drivers or passenger</td>
<td>Demand for 3 points</td>
<td>All relevant road rules are followed, in particular speed, fitness to drive, use of protective gear, and non use of distracting technology when driving. There are procedures when non compliance is detected and the requirements are communicated to customers.</td>
</tr>
</tbody>
</table>
The FIA Road Safety Index (FIA RSI 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.

The formula for the FIA RSI Star Rating is:

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

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

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

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

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

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

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

- Any part with a score sum of 15 or more, maximum three stars
EU ROAD SAFETY RESULTS CONFERENCE

Claes Tingvall
FIA Road Safety Index

Marijke Eskes
Central Netherlands Traffic Police

Jean-Paul Peters
UPS Europe

Ralouca Marian
International Road Transport Union
Q&A

- Slido.com
- Code: #3759 912
- Ask or “upvote” a question
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

Cristina Rodenas,
DGT, Spain

Pascal van den Noort
Velo Mondial and Civitas HANDSHAKE
5,180 pedestrians
2,160 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

<table>
<thead>
<tr>
<th>Fatalities</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Moped</th>
<th>Motorcycle</th>
<th>Car</th>
<th>Lorry (&lt;3.5t) Veh</th>
<th>Heavy Goods Veh (&gt;3.5t)</th>
<th>Bus or Coach Veh</th>
<th>Other/Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Cyclists</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Moped riders</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Car occupants</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Lorry (&lt;3.5t) Veh</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Heavy goods vehicle (&gt;3.5t) Veh</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Bus or coach Veh</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
<tr>
<td>Total</td>
<td>11</td>
<td>41</td>
<td>12</td>
<td>33</td>
<td>1240</td>
<td>194</td>
<td>150</td>
<td>82</td>
<td>21</td>
<td>184</td>
</tr>
</tbody>
</table>

In a collision with...

- PEDESTRIAN
- BICYCLE
- MOPED
- MOTORBIKE
- CAR
- LORRY (<3.5t) Veh
- HEAVY GOODS VEH (>3.5t) Veh
- BUS OR COACH Veh
- OTHER VEHICLE/UNKNOWN
- NO OTHER VEHICLE INVOLVED

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 it 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.

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.
Q&A

• Slido.com
• Code: #3759 912
• **Ask** or “**upvote**” a question
ROAD SAFETY AND YOUNG PEOPLE

Vesna Valant
Deputy head of Unit, Road Safety, DG MOVE, European Commission
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?

Source: The WHO

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

HI!

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

#AFFORDABLE   #MULTI-PURPOSE TRIPS

REDUCED PERCEPTION

BARRIERS:
Last-mile issue
Aggressive mobility

CONSEQUENCES:
Reduced accessibility

Drivers

ISABEL CUNHA | PhD Candidate in Spatial Planning – University of Porto
27 years old, driving to the university
#CONFORTABLE #MULTI-PURPOSE TRIPS

AGGRESSIVE DRIVERS IN ROAD BARRIERS:
High Speed & Zero control
Aggressive mobility

CONSEQUENCES:
Reduced response in traffic

ISABEL CUNHA | Ph.D. Candidate in Spatial Planning – University of Porto
27 years old, **scooter**ing or **walking** to the university

**#ENJOYABLE #HEALTHY #AFFORDABLE**

**YOUTH VISION**

**VULNERABILITY**

**HIGH**

**BARRIERS:**

- Poor infrastructure
- Lack of adequate signage

**CONSEQUENCES:**

- Limited space for pedestrian

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

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

#FLEXIBLE  #HEALTHY  #AFFORDABLE

**HIGH EXPOSURE TO TRAFFIC**

**BARRIERS:**
- Discontinued infrastructure
- Few parking spots

**CONSEQUENCES:**
- Low accessibility
- Risk of theft

---

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

6 years old, mum driving to school

#FLEXIBLE    #SAFE
#COMFORTABLE

BARRIERS:
- Unsuitable sidewalks
- Lack of street lighting

CONSEQUENCES:
- Low or Zero accessibility
- Risk of social exclusion

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

ROAD SAFETY

SOLUTIONS TO IMPROVE ROAD SAFETY

- Road space allocation
- Traffic calming
- Prioritise active modes
- Strengthen legislation

- Segregated bike lanes
- Safer intersections
- Traffic calming
- Safe parking

- Traffic fiscalization
- Educational campaigns
- Youth abilities & barriers

- Improve accessibility to opportunities
- Mobility Hubs

- Awareness campaigns
- Special assistance
- Public aid

- Safe parking
THANK YOU!

ISABEL CUNHA
isabelcunha.arqurb@gmail.com
www.linkedin.com/in/isabelcunha/
@IsabelBCunha
@isabelcunha.urb
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"
Q&A

- Slido.com
- Code: #3759 912
- Ask or “upvote” a question
ROAD SAFETY WITH A MORE AUTOMATED VEHICLE FLEET

Joaquim Nunes De Almeida
Director Mobility and Energy Intensive Industries, DG GROW, European Commission
Q&A

- Slido.com
- Code: #3759 912
- Ask or “upvote” a question
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
SEE YOU IN 2024!

#EUROADSAFETY
EU ROAD SAFETY
RESULTS CONFERENCE

TECHNICAL ISSUE
BEAR WITH US...