Road Safety developments in the EU
particularly on data, KPIs, analysis

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Data issues

• Final number of road deaths for 2021 published in October
  • EU-wide, 19 900 lives lost compared to 2021; 45 per million population;
  • +6% compared with 2020 following a decrease of 17% between 2020 and 2021;
  • We continue to monitor short-term data (daily/weekly/monthly/quarterly) in 2022. Increase on 2021, decrease on 2019 but not fast enough to meet 2030 target

• Future monitoring: Baseline year for 2030 target to be 2019 (average 2017-19 alongside)

• New categories for micro-mobility and pedelecs (e-bikes) introduced in CARE

• Begin to monitor progress on serious injuries (CARE and MAIS3+)
Trend in the number of road deaths in EU

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

Source: CARE (EU road accidents database)
## Road Traffic Fatalities in the EU in 2020

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

### Fatalities

<table>
<thead>
<tr>
<th>FATALITIES</th>
<th>PEDESTRIAN</th>
<th>BICYCLE</th>
<th>MOPED</th>
<th>MOTORBIKE</th>
<th>CAR</th>
<th>LORRY (&lt;3.5T)</th>
<th>HEAVY GOODS VEHICLE (&gt;3.5T)</th>
<th>BUS OR COACH</th>
<th>OTHER VEHICLE/UNKNOWN</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEDESTRIANS</td>
<td>11</td>
<td>41</td>
<td>10</td>
<td>33</td>
<td>209</td>
<td>32</td>
<td>31</td>
<td>4</td>
<td>21</td>
<td>424</td>
</tr>
<tr>
<td>CYCLISTS</td>
<td>11</td>
<td>41</td>
<td>10</td>
<td>33</td>
<td>209</td>
<td>32</td>
<td>31</td>
<td>4</td>
<td>21</td>
<td>424</td>
</tr>
<tr>
<td>MOPED RIDERS</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>7</td>
<td>209</td>
<td>32</td>
<td>31</td>
<td>4</td>
<td>21</td>
<td>424</td>
</tr>
<tr>
<td>MOTORCYCLISTS</td>
<td>9</td>
<td>14</td>
<td>10</td>
<td>82</td>
<td>209</td>
<td>32</td>
<td>31</td>
<td>4</td>
<td>21</td>
<td>424</td>
</tr>
<tr>
<td>CAR OCCUPANTS</td>
<td>14</td>
<td>7</td>
<td>0</td>
<td>16</td>
<td>209</td>
<td>32</td>
<td>31</td>
<td>4</td>
<td>21</td>
<td>424</td>
</tr>
<tr>
<td>LORRY (&lt;3.5T) OCCUPANTS</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>97</td>
<td>68</td>
<td>173</td>
<td>17</td>
<td>25</td>
<td>237</td>
</tr>
<tr>
<td>HEAVY GOODS VEHICLE (&gt;3.5T) OCCUPANTS</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>8</td>
<td>156</td>
<td>4</td>
<td>10</td>
<td>155</td>
</tr>
<tr>
<td>BUS OR COACH OCCUPANTS</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>14</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>5</td>
<td>19</td>
</tr>
<tr>
<td>OTHER/UNKNOWN</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>14</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>5</td>
<td>19</td>
</tr>
<tr>
<td>TOTAL</td>
<td>40</td>
<td>55</td>
<td>30</td>
<td>241</td>
<td>7347</td>
<td>1434</td>
<td>2372</td>
<td>290</td>
<td>686</td>
<td>6366</td>
</tr>
</tbody>
</table>

### In a Collision With...

- **PeDESTRIAN**
- **BICYCLE**
- **MOPED**
- **MOTORBIKE**
- **CAR**
- **LORRY (<3.5T)**
- **HEAVY GOODS VEHICLE (>3.5T)**
- **BUS OR COACH**
- **OTHER VEHICLE/UNKNOWN**
- **TOTAL**

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 of a particular vehicle involved in a crash. Source: EU CARE database on road crashes.

CARE database

- Disaggregated data for all road crashes leading to death or injury: almost one million crashes per year in EU
- 30 years of data available. Up to 70 variables per crash, of which 20-25 form MiniCADaS
- Other data sources: Eurostat (exposure data, e.g., population), IRTAD
- Criteria for WB regional partners to join CARE include
  - 3 years stable data CADaS format
  - Small discrepancy with WHO
European Road Safety Observatory

**Country profiles**
- Facilitate free movement of persons
  - Buses + HGV
  - Cyclists
  - Children
  - Gender
  - Regional
  - Seniors
  - Urban roads
  - Rural roads
  - Car occupants

**Annual statistical report**
- Thematic reports
  - Speed
  - Seniors
  - Level crossings
  - Fatigue
  - Pedestrians
  - ADAS
  - Alcohol
  - Novice drivers
  - Cyclists
  - Distraction
  - Serious injuries
  - Fatigue
  - Seat belts

**Reports to monitor progress towards targets**
- (twice yearly)
  - Speed
  - Seniors
  - Level crossings
  - Fatigue
  - Pedestrians
  - ADAS
  - Alcohol
  - Novice drivers
  - Cyclists
  - Distraction
  - Serious injuries
  - Fatigue
  - Seat belts

**Facts and Figures**
- Thematic reports
  - Buses + HGV
  - Seniors
  - Young people
  - Cyclists
  - Urban roads
  - Pedestrians
  - Children
  - Rural roads
  - Light trucks
  - Gender
  - Car occupants
  - Motorways
  - Regional
  - PTW

Key Safety Performance Indicators

- 8 KPIs are integral part of EU Road Safety Policy Framework 2021-2030. Aim to monitor them across the EU to underpin the target of 50% reduction and provide an insight into the factors influencing road safety performance.

- EU support for the data collection and analysis of the KPIs - Consortium of 18 Member States (Baseline project). Methodological guidelines published. Final results January 2023.

- New Trendline project with funding for 25 Member States to begin in 2023 – new round of data collection for existing KPIs plus testing new experimental ones.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Speed</td>
<td>Percentage of vehicles travelling within the speed limit</td>
</tr>
<tr>
<td>2 Safety belt</td>
<td>Percentage of vehicle occupants using the safety belt or child restraint system correctly</td>
</tr>
<tr>
<td>3 Protective equipment</td>
<td>Percentage of riders of powered two wheelers and bicycles wearing a protective helmet</td>
</tr>
<tr>
<td>4 Alcohol</td>
<td>Percentage of drivers driving within the legal limit for blood alcohol content (BAC)</td>
</tr>
<tr>
<td>5 Distraction</td>
<td>Percentage of drivers NOT using a handheld mobile device</td>
</tr>
<tr>
<td>6 Vehicle safety</td>
<td>Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold</td>
</tr>
<tr>
<td>7 Infrastructure</td>
<td>Percentage of distance driven over roads with a safety rating above an agreed threshold</td>
</tr>
<tr>
<td>8 Post-crash care</td>
<td>Time elapsed in minutes and seconds 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>
EU Legislation – recent developments

• Existing legislation can be found on

• General Vehicle Safety Regulation
  • Mandatory features into force July 2022: intelligent speed assistance, emergency lane keeping, alcohol interlock installation, driver drowsiness warnings.

• Urban mobility framework
  • Sustainable Urban Mobility Plans in 424 “urban nodes” - cities with 100 000+ inhabitants or capital of regions of TEN-T
  • Road safety to be one of the KPIs gathered. This can be covered by providing geo-coordinates in CARE

• Ongoing revision of TEN-T Regulation
  • Enhancing road safety with a stronger focus on infrastructure
EU Legislative plans

- Working on Revision of **EU Driving Licence Directive**, and **Cross-Border Enforcement Directive** (plans for adoption Q1 2023)
- **Roadworthiness** package later in 2023/2024
EU Funding Programmes

- Recovery and Resilience Facility
- Connecting Europe Facility
- European Regional Development Fund
- Horizon Europe
- Safer Transport Platform (joint initiative of EIB and Commission)
- NDICI (Neighbourhood, Development and International Cooperation Instrument)
- TAIEX funding for Eastern Partnership and Western Balkans
EU Outreach and Support

• Outreach
  • European Road Safety Charter and Excellence in Road Safety Awards
  • Urban Road Safety Awards
  • European Road Safety Exchange
  • Cross-border transport police cooperation – Roadpol
  • Political engagement through High Level Group on Road Safety

• International cooperation
  • Cooperation with UNECE on vehicle regulations
  • EU funding in support of international road safety 2021-2027
  • Support to UNRSF, pre-accession and neighbouring countries and Africa