

Improving PTW safety in the European Union

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Introduction to ETSC

A science - based approach to road safety policy

- **40 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level (**FIM one of the oldest members**)
- More than **200 experts** contributing to ETSC's Projects, Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work
- **10 Secretariat** staff members do their utmost to coordinate projects and insert the knowledge of ETSC members and experts into EU transport safety policy-making

ETSC: priority-based safety work



Monitoring EU
transport safety
policy



Ranking EU
countries'
performances -
Road Safety PIN



Protecting Vulnerable
Road Users - **VOICE**



Preventing Drink
Driving and
Speeding



Campaigning for the treatment
of high risk infrastructure – **R2R**

The EU actors: the Institutions



The Commission
is the initiator of
new legislation



The Parliament represents
European people



The Council represents
European governments

The EU actors: NGOs



Monitoring
the EU policy
making
process


Advising
decision
makers on
the best
policy options

Tools: Science-based Reports, Policy papers,
Press releases, Press conferences,
Meetings

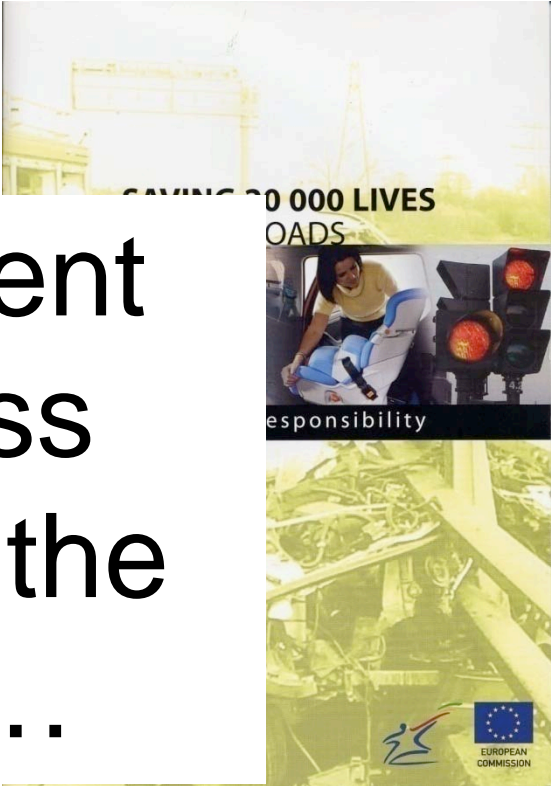
Road Safety in Europe

- Around 43,000 deaths in the EU in 2007
(less than 2001 but more than 2006!)
- Around 3.5 million injuries
- EU Socio-economic cost: € 200 billion
- Non-quantifiable pain and suffering

The EU target and Strategy



Insufficient
progress
towards the
target...



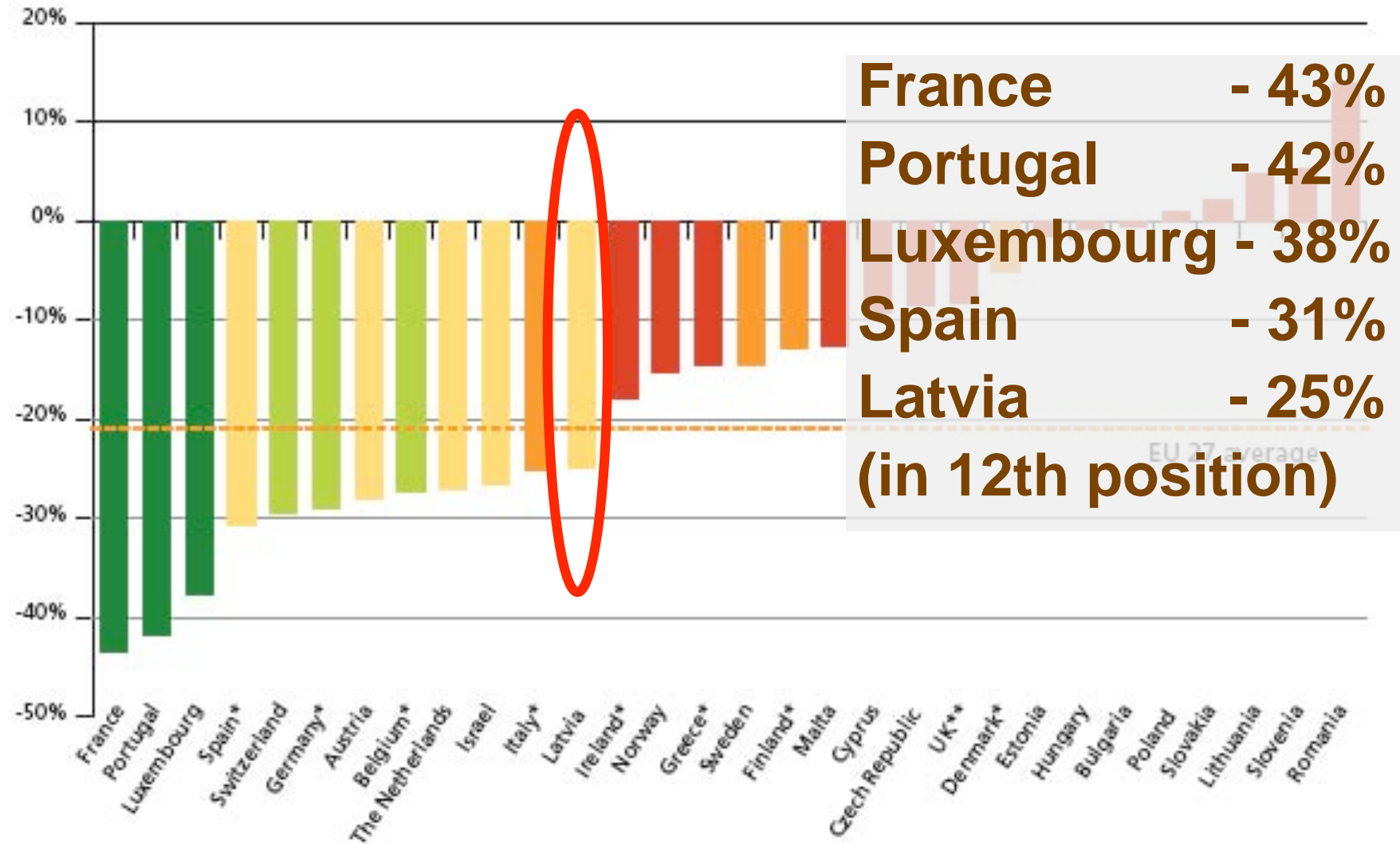
White Paper (2001)

Cutting road deaths
by 50% by 2010

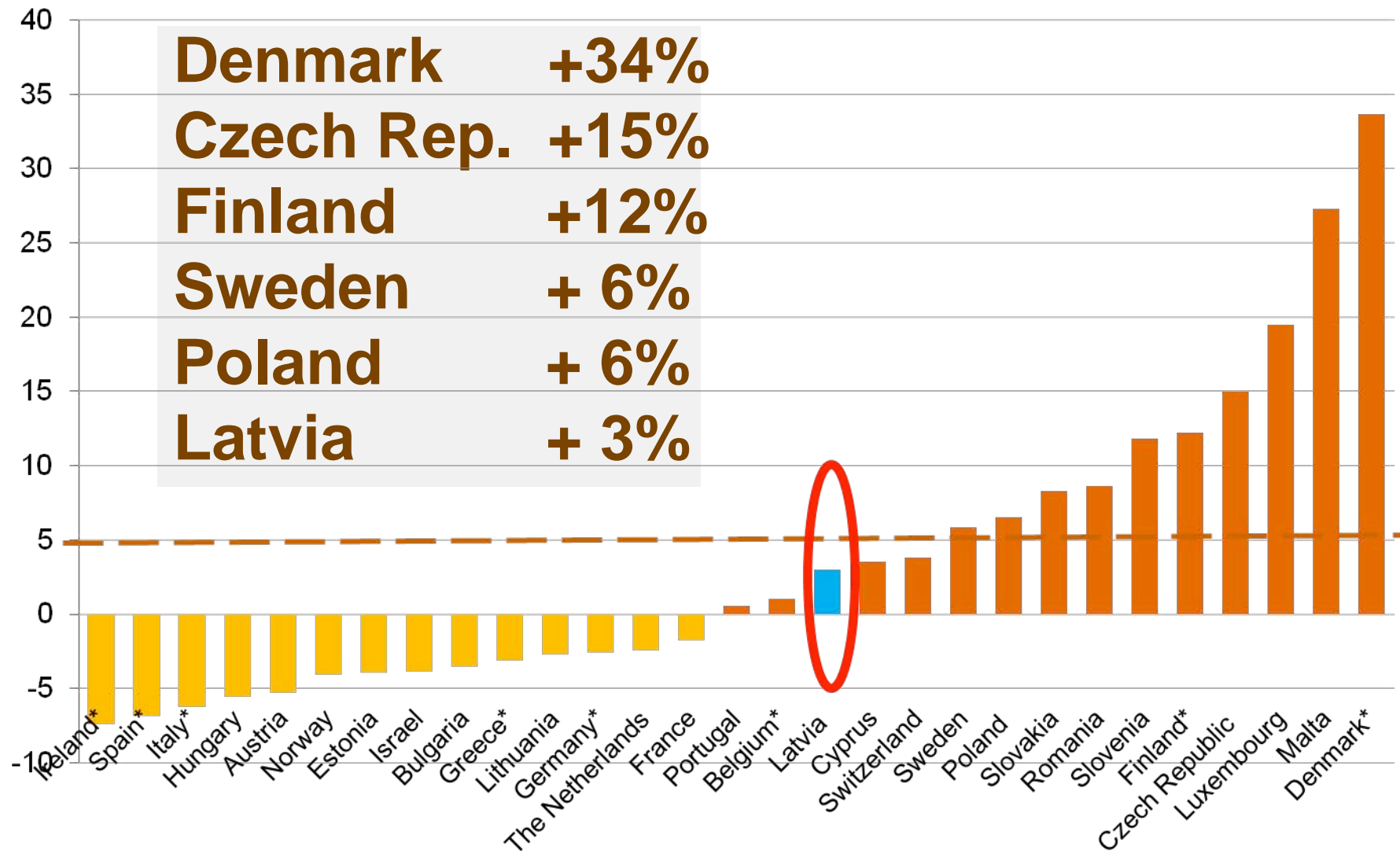
**3rd Road Safety Action
Programme (2003)**

Sharing responsibility

Reduction in deaths 2001 - 2007



2007: a lost year



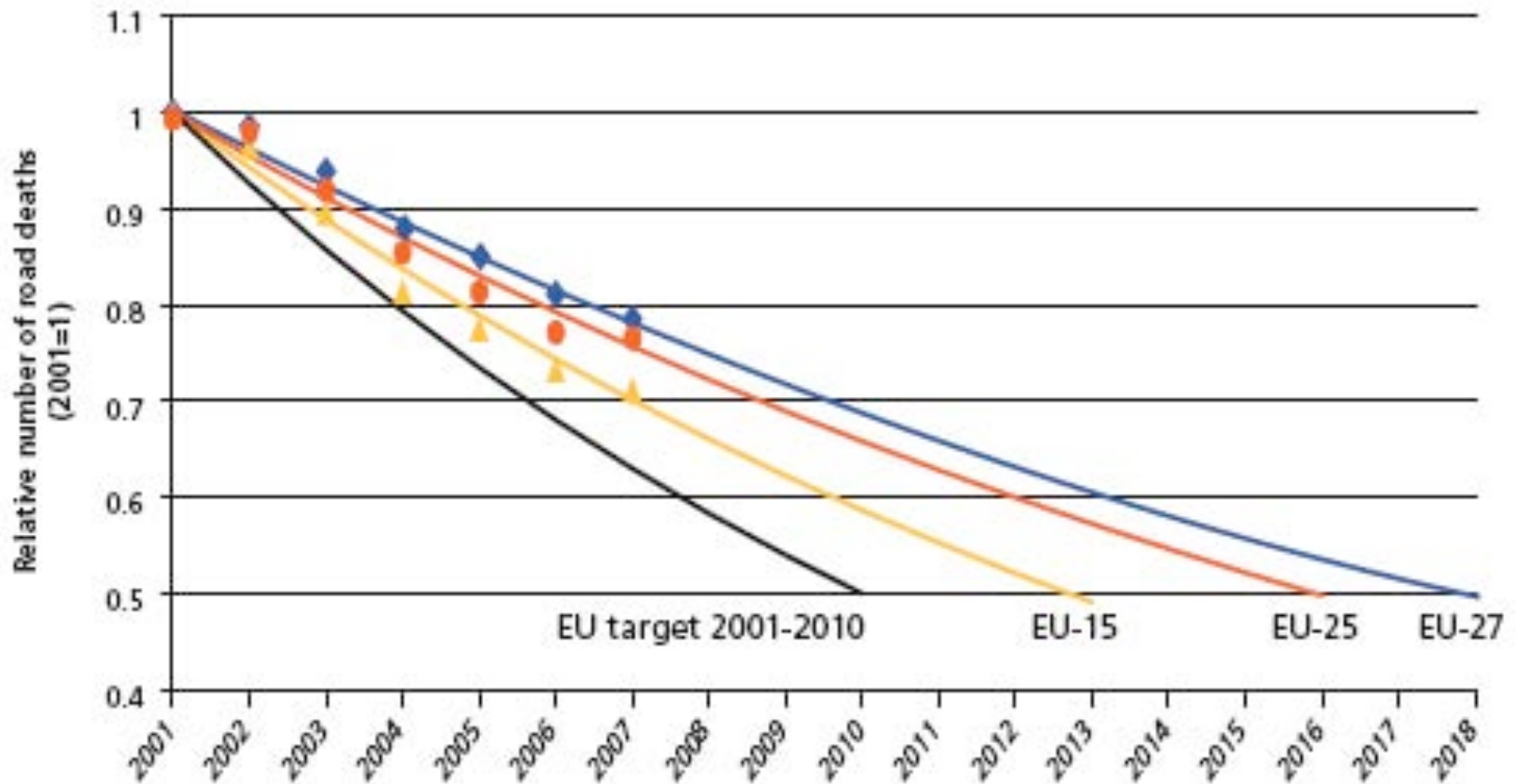
Expected year of reaching the target

Estimation based on the
average annual % reductions
2001-2007

-  On time
-  0 to 3 years of delay
-  3 to 5 years of delay
-  5 to 10 years of delay
-  More than 10 years
of delay

(*UK: 2001-2006)

The EU needs further efforts



Powered two wheelers

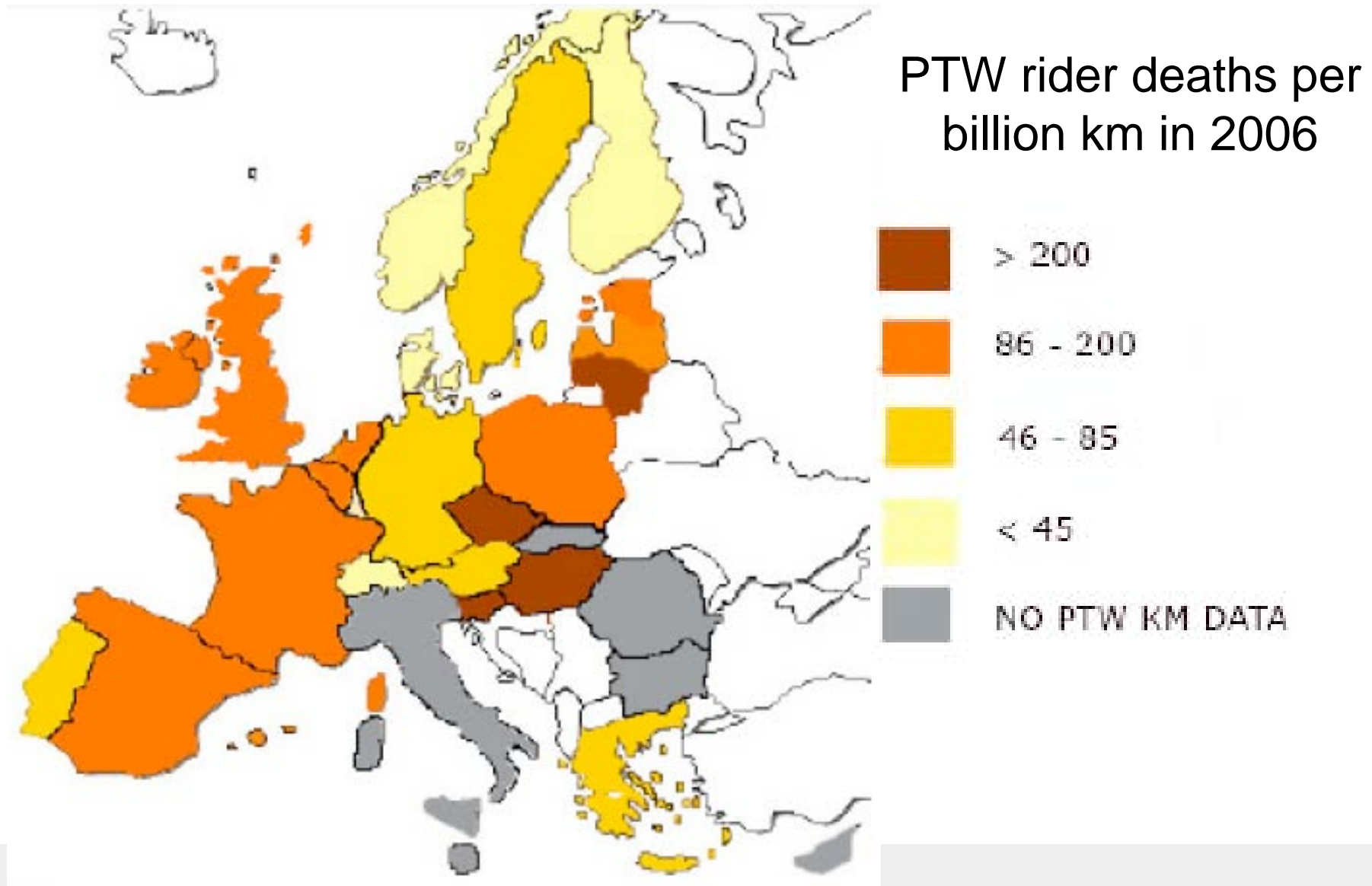
- In 2006 at least **6 200** motorcycle and moped riders were **killed** in road crashes in the EU 25.
- Riders account for only **2%** of the total **km** driven but represent **16%** of the total number of road **deaths**.

▶ Most challenging road user group
(18 times more at risk than a car driver)

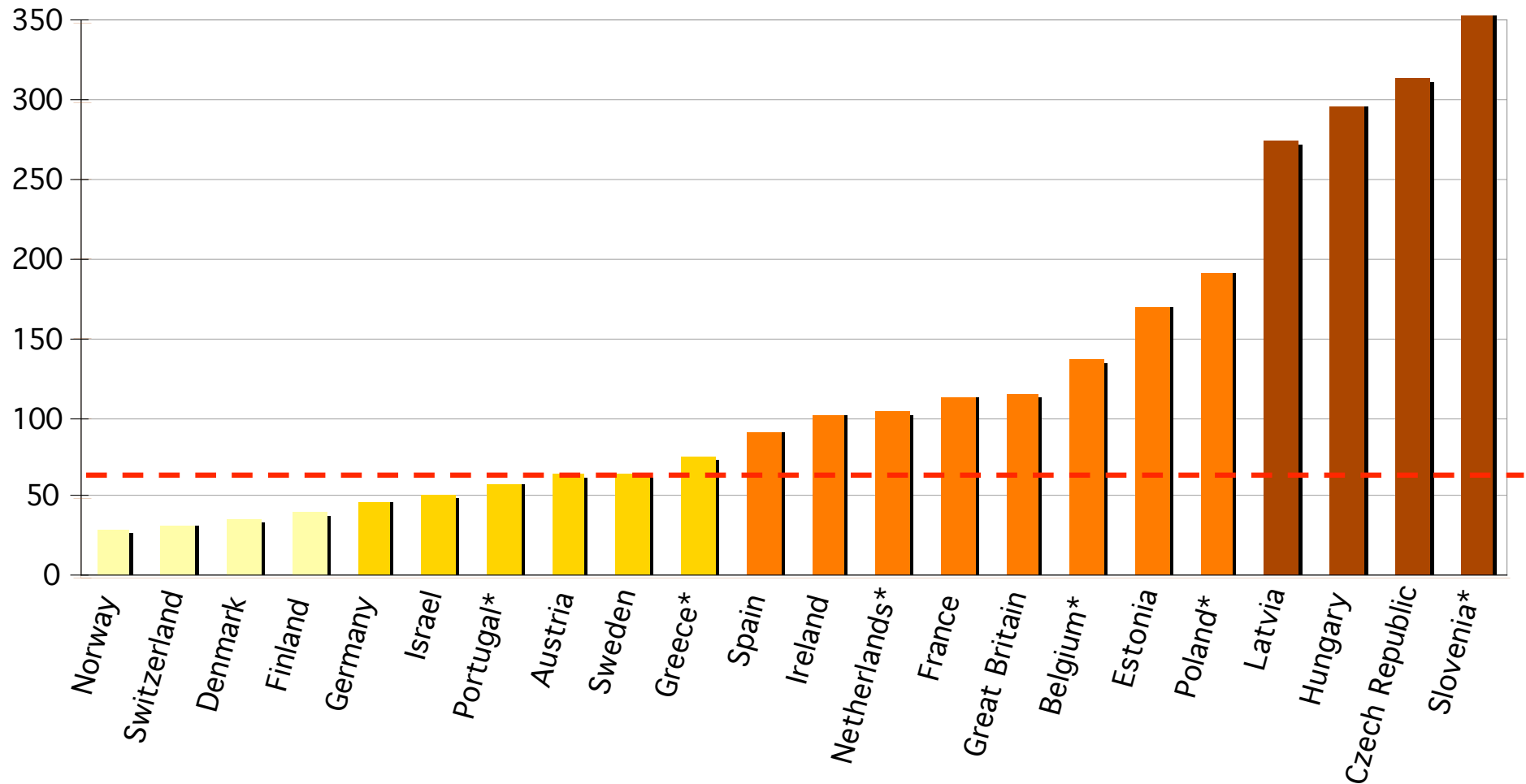
▶ High death reduction potential



A great disparity of risks

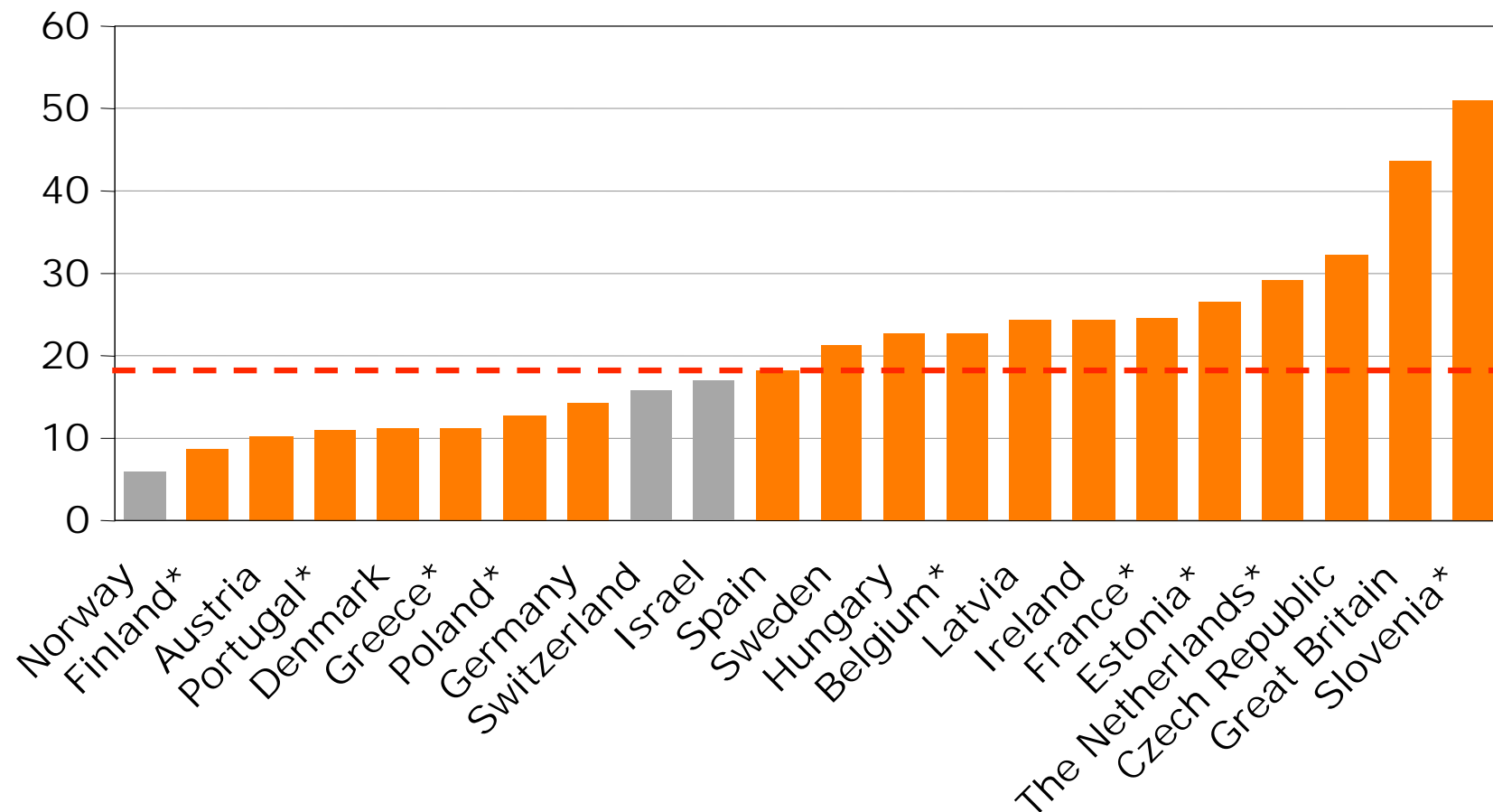


PTW rider deaths per billion km (2006)



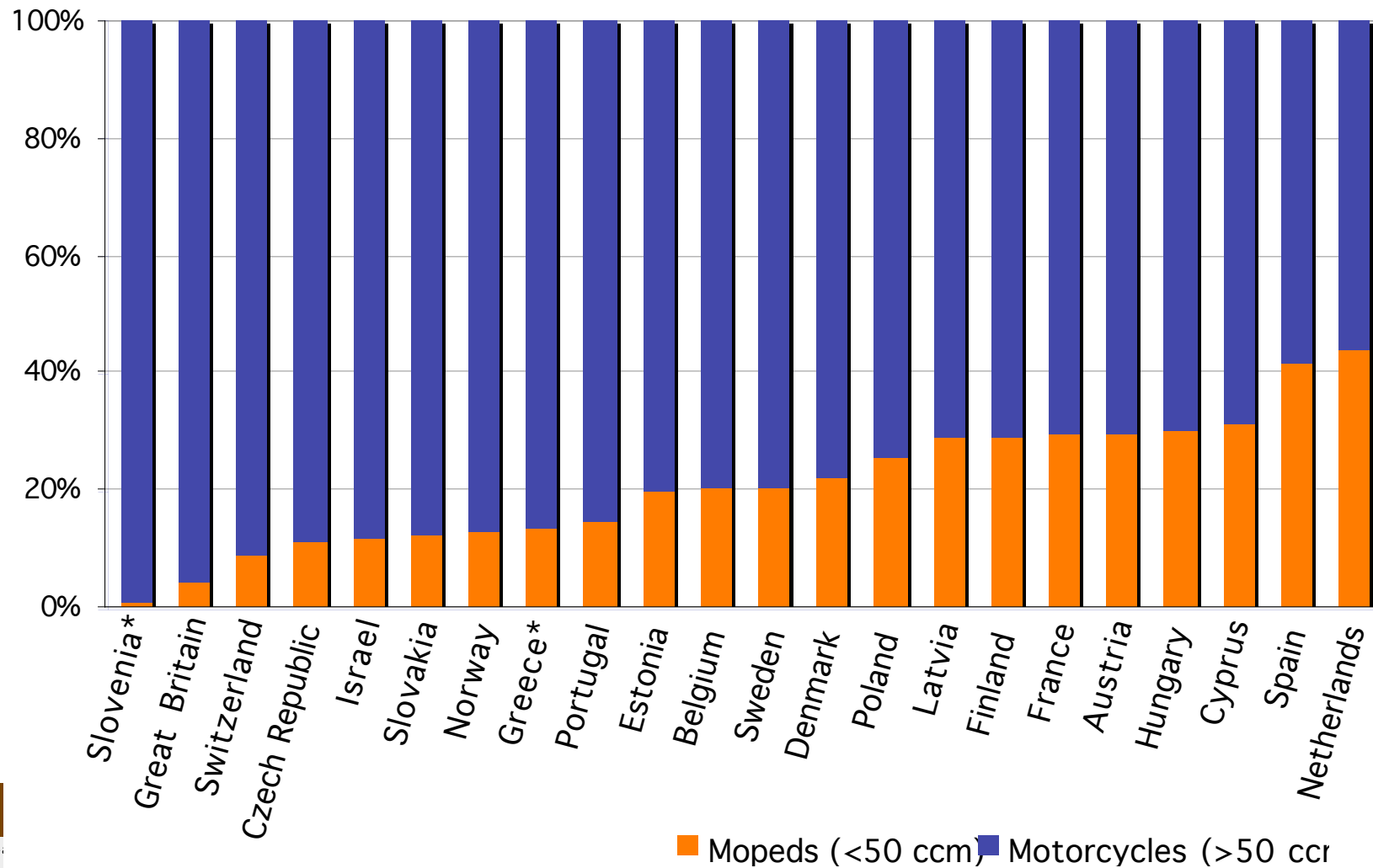
Motorcyclists versus car drivers

Ratio of death rate per billion km ridden by PTW riders to corresponding rate for car drivers (in 2006)



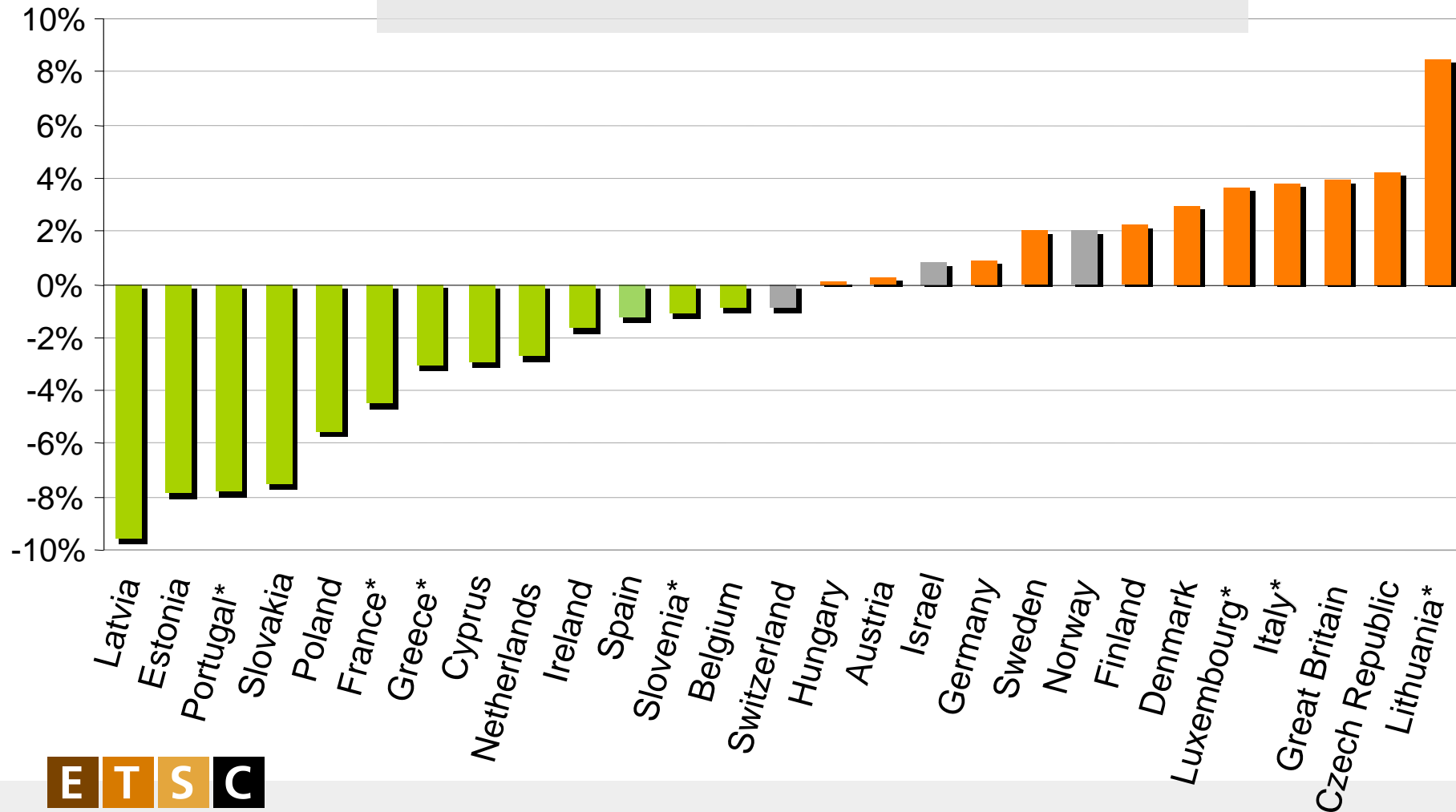
Mopeds versus other PTWs

Mopeds rider deaths as a % of other PTW rider deaths (over 2004-2006)



Insufficient progress in Europe

Between 97-06, rider deaths increased in 13 countries out of 27



Contribution to the EU target

- Between 2001 and 2006, PTW rider deaths yearly decreased on average by less than 1.5% (compared to 5% for the total number of deaths)
- At least a 7.4% annual reduction is needed to halve road deaths between 2001 and 2010.
- If the road deaths decreased at the rate at which rider deaths are going down, the EU would reach its target only by 2045.

ETSC WORKING PARTY

VULNERABLE RIDERS

Safety implications of motorcycling
in the European Union



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Report - Contents

- The problem
 - PTWs in the European Community
 - Collisions
- Potential safety measures
 - Vehicle
 - Road users
 - Road design and traffic engineering
- Recommendations

General Recommendations

- Integrate PTW in transport and safety plans
 - Specificities
 - Needs
- Crash investigation and databases
 - Standardised
 - Allow the inclusion of variables specific to PTW safety issues

Human Factors

- Traffic safety education
- Driver training
- Progressive access to PTWs
- Helmet safety
- Enforcement

Vehicle and Equipment

- PTW conspicuity
- ABS, other advanced braking system
- ISA for PTWs
- Airbags and leg protectors
- Protective clothing
- A-pillar design, side under-run protection

Road Infrastructure

- Road design
 - Curves and intersections
 - Forward visibility and signage
- RSA and RSI
- Roadside objects
- Maximum and consistent skid resistance

To know more

Bi-monthly newsletter to monitor safety policy developments in the EU

Safety Monitor		MARCH 04
ETSC's Newsletter on Transport Safety Policy Developments in the EU		NUMBER 52
Road Safety Eu Monitor		
Tunnel Safety	2	
Compliance legislation	3	
Road user lorries	4	
Driving test standards	5	
Enforcement	6	
Brief news	7	
Research news	8	
Country news		
Safety strategy	9	
Traffic law	10	
Driver training	11	
Speed Cameras	12	
Maritime & Inland Waterway Safety Eu Monitor		
MARE Committee	13	
Bulk Carriers	14	
Research news	15	
	16	
		Editorial
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