

Recent road safety Developments in OECD Countries

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RACC Forum

European Strategies for Involving Cities in Improving Road Safety

Barcelona, 28 September 2012

Outline

- The International Transport Forum at the OECD
- Road safety evolution in ITF Countries
 - 2001-2011
 - The most recent years
- Ingredients for success
- Future priorities
- Specific challenges of safety in the cities

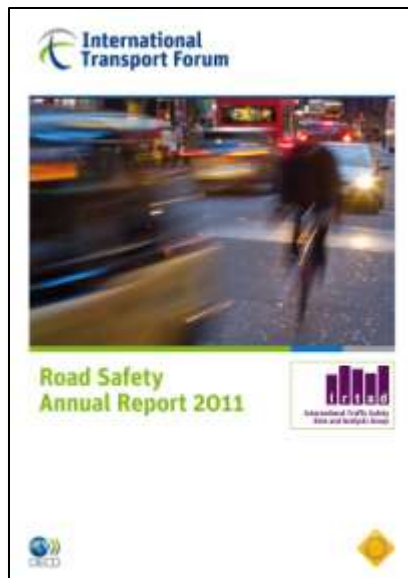


The International Transport Forum at the OECD

Think Tank

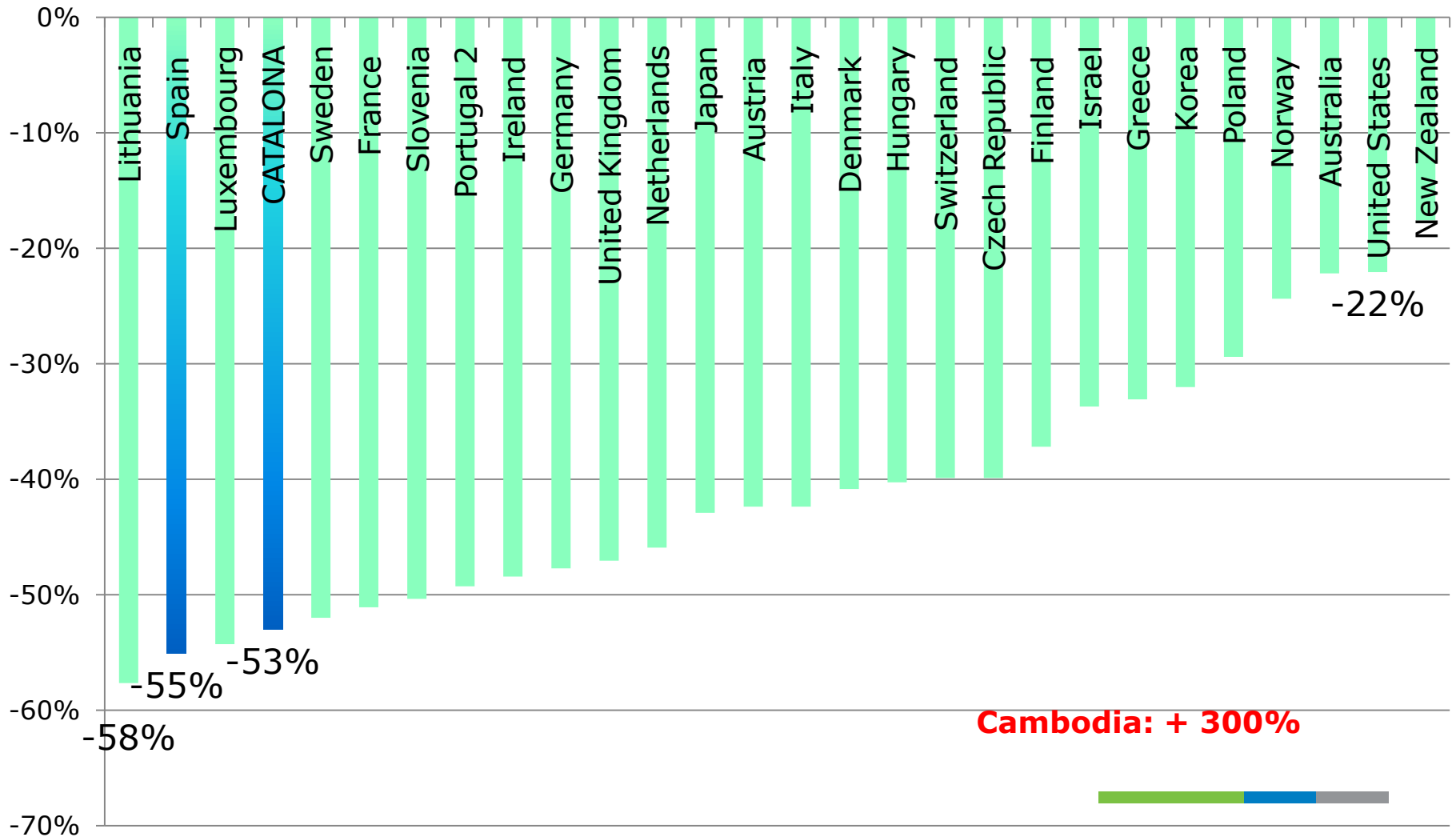
Annual
Summit

Intergovernmental
Organisation

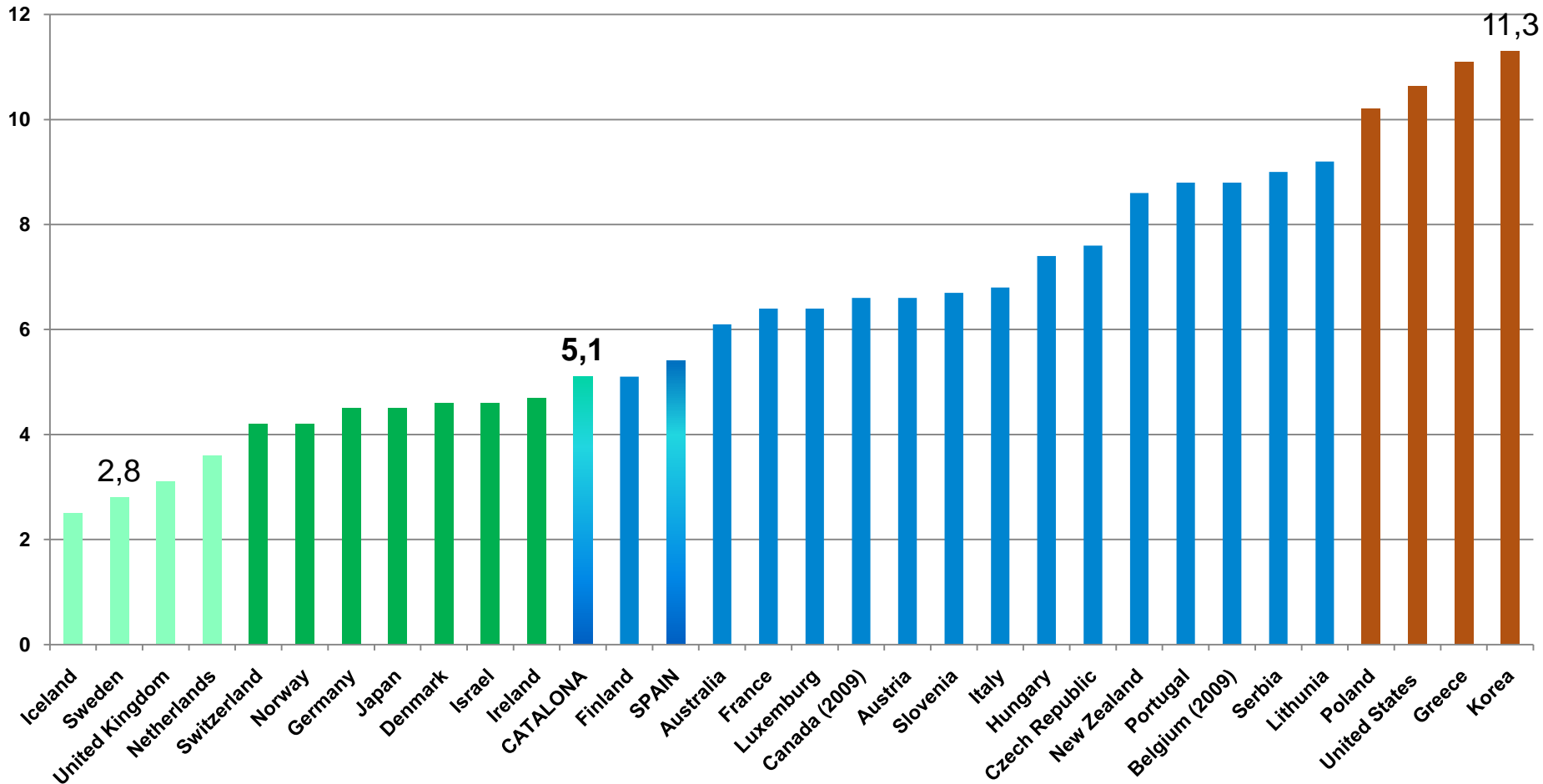


54 Member Transport Ministries - newest members China and Chile

Performance of OECD countries in the last decade 2001 - 2010



Killed per 100 000 Population in OECD countries 2000 and 2010



Ingredient for success

1. Political awareness
 - E.g.. President Chirac (France) in July 2002 ; Spain
2. Adoption of safe system approach principles
 - « Towards zero » progressively become the standard
 - Sweden and NL were pioneers
3. Adoption of road safety targets
 - ECMT and EC (-50%) targets
 - National targets
4. Road safety action plans
5. Regular monitoring



Ingredient for success (cont 'd): Main underlying principles of a Safe System

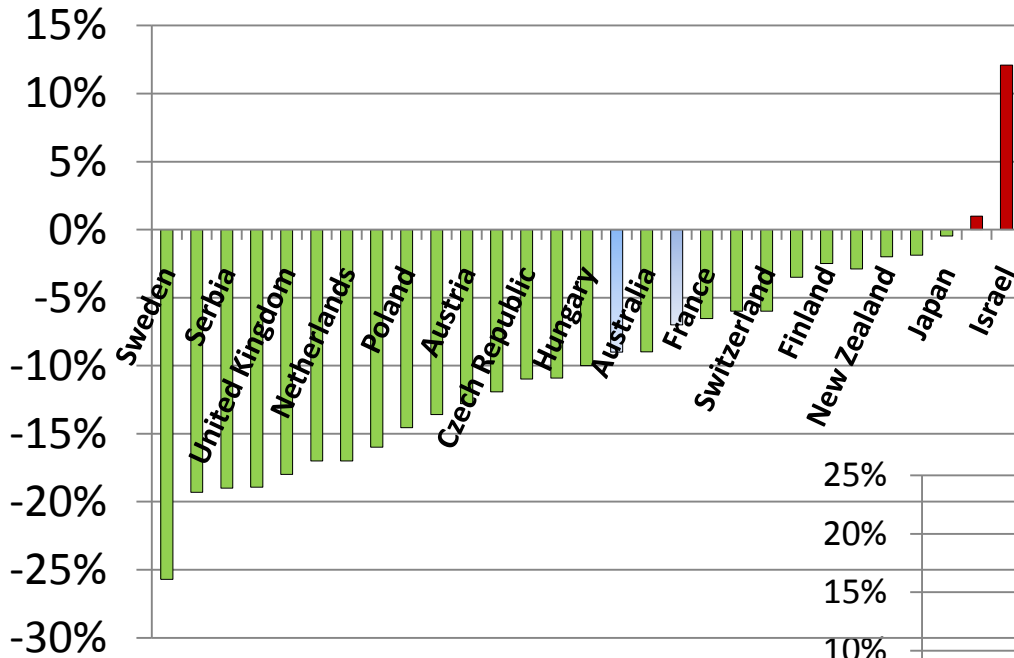
- Inspiring long term vision to eliminate serious injuries
- Starts from human tolerances to physical impacts
- Accepts and accommodates for **human error**
- Steady progress through interim targets
- Adequacy of road safety management in place
 - Shared responsibility
 - Lead agency accountable for road safety
 - Regular monitoring and reporting



- Active and passive safety of vehicles
 - Passenger protection (EuroNCAP)
 - E.G. ESC : 5000 to 10 000 lives / year in the US
- Speed management
 - Automatic speed cameras
 - Section control
- Safer infrastructure
 - Expansion of Motorway network
 - Median barriers
- Young drivers
 - Graduated licensing
- Legislation
 - Demerit point systems
 - Random breath testing
 - Lower BAC level for young and professional drivers

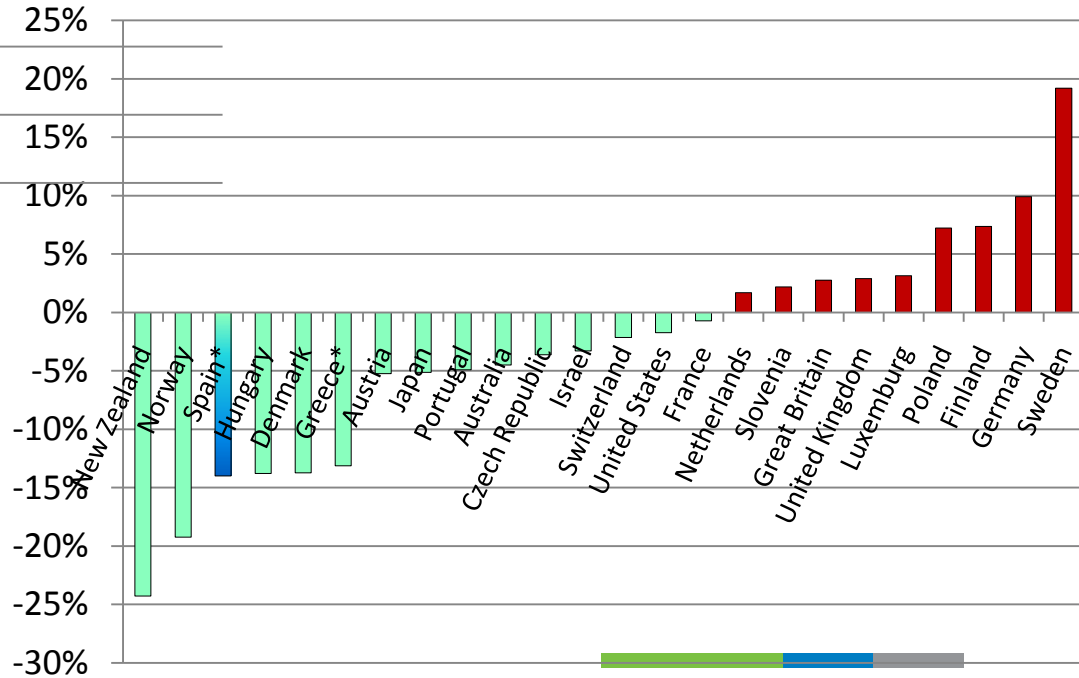


Latest IRTAD fatalities data



2010 vs 2009

2011 vs 2010



* provisional year

What happened in 2009, 2010, 2011 ?

Some countries: more reduction in 3 years than in the preceding 15 years

Some explanations *mentioned* by countries

➤ Impact of the economic crisis

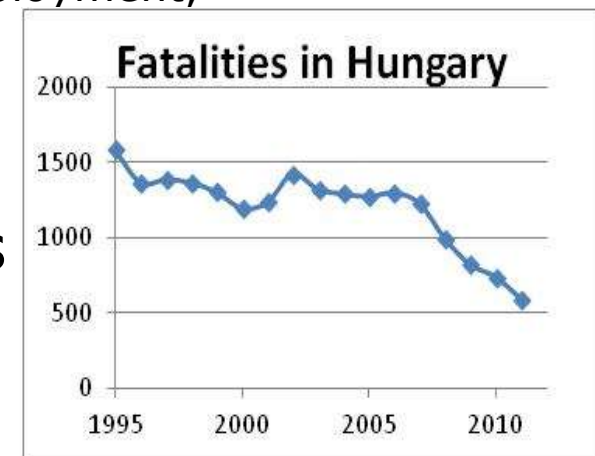
➤ But very difficult to quantify it

➤ Many factors to analyse: volume of traffic , composition of traffic, travel purposes, driving behaviours, employment, etc.....

➤ Winter conditions in Europe

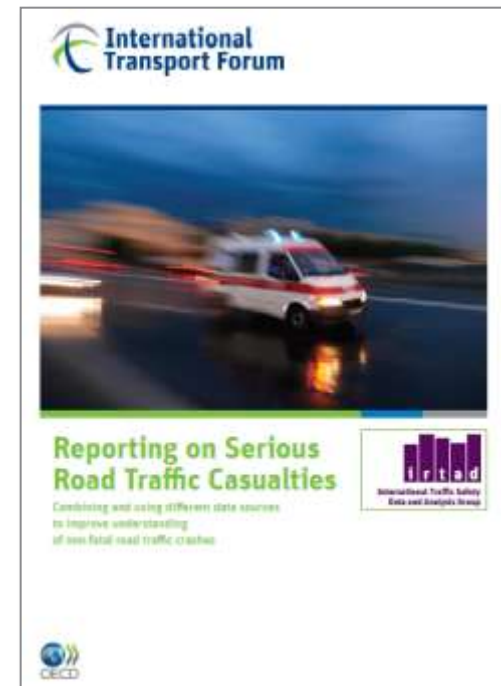
➤ Continuation of the positive trends

More analysis needed



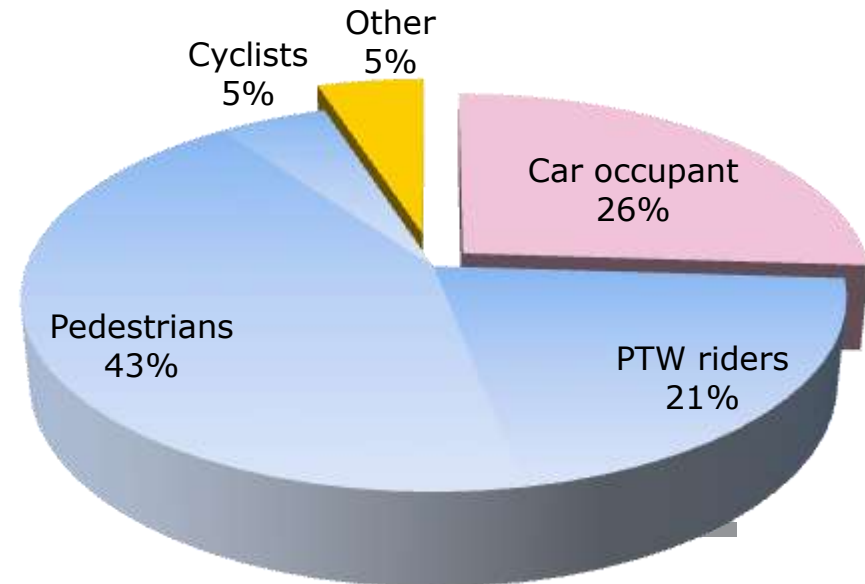
Next priorities: addressing serious injuries

- Safe system= reducing fatalities AND serious injuries
- Much progress done on fatalities, maybe not on serious injuries
- Need better injury record system:
 - To better assess the real number of serious injuries (underreporting and little information on severity)
 - To better understand the consequences of different crash types
 - To design adequate countermeasures
- IRTAD report: reporting serious traffic casualties
- Harmonised definition:
 - MAIS 3+



Priorities to improve safety in Urban Areas

- Vulnerable road users account for the large majority of the casualties
- Fatalities (source:ETSC)
 - 43% Pedestrian
 - 21% Motorcyclists
 - 5% Cyclists
- Too little is known on injuries




Benchmarking road safety performance of cities

- Benefits of benchmarking
- Pilot project for a safety database
 - Barcelona
 - Paris
 - London
 - Bogota
 - Copenhagen
 - Chicago
 - New York



Summary and Conclusions

- Major progress achieved in OECD countries in the last Decade, and especially in the last 3 years
 - Research needed to understand why
 - Situation much different in developing and emerging countries
 - Ambitious targets and programmes set for the Decade 2011-2020 based on Safe System
 - Next priorities: focus on serious injuries
 - Proposal for international definition: MAIS 3+
 - In urban areas, much to be done to improve safety of vulnerable road users
 - Benchmarking cities
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Thank you

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