

# Strategies for the reduction of serious injuries

**DVR-Colloquium**  
**Vision Zero in practice**  
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Ruñri trafik og livsstil



UNIVERSITY OF BIRMINGHAM



Automobile Club d'Italia



# 26,226

Recorded killed as a consequence  
of road collisions EU 28 2015

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# 135,000\*

seriously injured in road traffic in the EU in 2014 according to  
MAIS3+ definition

**\*European Commission estimate**

# 1. Why is target setting so important?

- EU targets for road deaths were an important driver for the dramatic reductions achieved in countries such as Spain, Portugal, Lithuania, Latvia, Slovenia and Estonia: all of which have cut deaths by more than 60% since 2001
- Role of road safety targets in the current progress in reducing road deaths is known to be effective, as is confirmed both by the OECD and scientists
- Research from across the globe shows that improvements in road safety will only be brought by adopting a more rational, systematic management approach

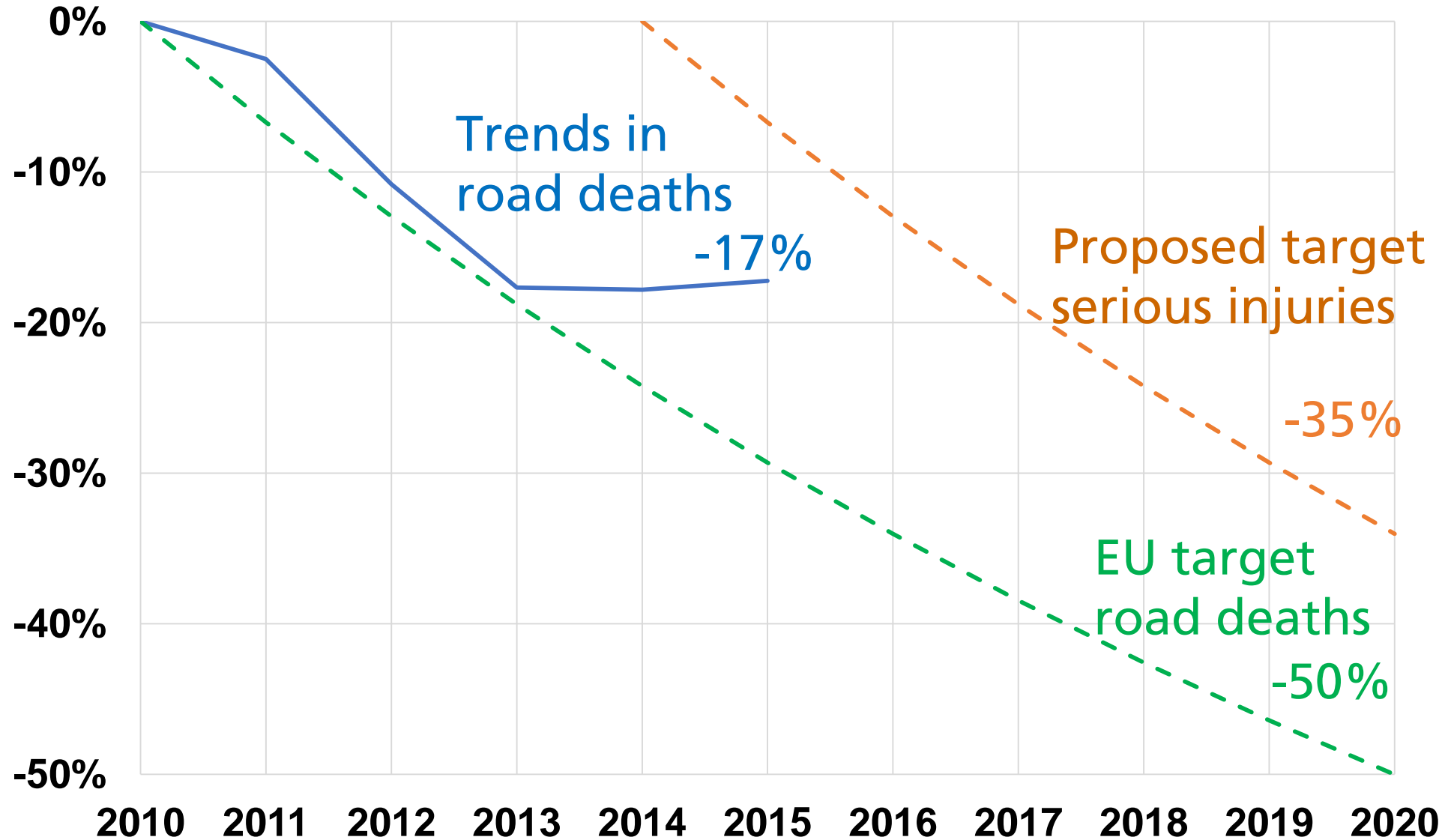
## 2. Why is Target Setting so Important?

- EU level - **stimulus for EU actions** in areas where it has exclusive responsibilities for road safety such as vehicle safety standards
- An EU target - **inspire competition and knowledge sharing** between member states, as it has done for the prevention of deaths
- At least 14 EU Member States have adopted **national targets** to reduce the number of people seriously injured

# An aspirational serious injury target is in reach

- In 2013, the EU agreed on a common EU definition of seriously injured casualties
- Some EU member states reported the first serious injury numbers according MAIS3+ definition in 2015 for the year 2014
- Any target for serious injuries set in this decade can only be aspirational

# ETSC recommended target for reduction in recorded MAIS3+ serious injuries 2014-2020





# The story so far...

2010

- EU Road Safety Strategy: Objective on Serious Injury

2011

- Transport White Paper commitment to setting a Serious Injury Target

- EP Report – support for a S.I. Target

2013

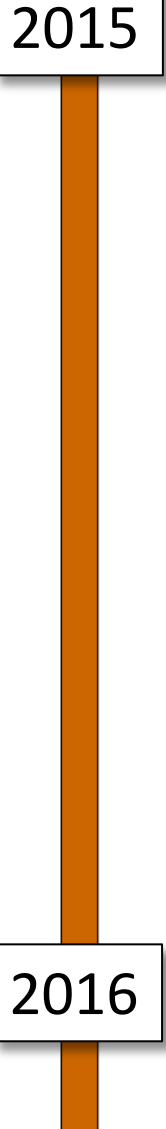
- EC Sets Definition on Serious Injury endorsed by EP and Council

2015

- Commissioner Bulc promises to set a target 'shortly' in EP TRAN Committee

- EC Publishes MTR of the EU Road Safety Strategy – without a target..

# The story so far...

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- 2015
    - ETSC Letter to President Juncker and launches the Let's Go Campaign with support of 70 signatories
    - EP again endorses S.I. Target in Transport White Paper Report
    - Luxembourg Presidency confirms 'broad support' for a serious injury target in the Transport Council
    - EP launches Written Declaration on Serious Injury
  - 2016
    - Study commissioned by the EC on Serious injuries supports injury reduction target



**LET'S GO**

**FOR A EUROPEAN TARGET TO REDUCE  
SERIOUS INJURIES**



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# **ASKING THE POPE TO SUPPORT ACTION ON SERIOUS INJURIES**

# A joint serious injury reduction strategy:

- Needs to be supported by effective institutional management and involve all Directorals General concerned
- Has to include measures against which delivery can be made accountale (e.g. vehicle safety, infrastructure, emergency rescue services)
- Needs to address key problems and risk factors that are directly related to serious road injuries
- Has to receive resources necessary to the implementation of the strategy

# Vehicle safety

- Update the existing pedestrian protection tests for new motor vehicles and extend them to protect cyclists
- Adopt legislation for fitting all new vehicles with an overridable Intelligent Speed Assistance system
- Extend fitment of Autonomous Emergency Braking systems which operate at all speeds and can detect pedestrians and cyclists to passenger cars and light trucks and vans

# Infrastructure

- 30 km/h zones in residential areas and areas with large numbers of pedestrians and cyclists and maximum 80km/h on undivided rural roads

# Post-collision care

- Develop effective emergency services in response to traffic collisions
- Measure the quality of trauma care

# Research and in-depth investigation

- Set up a Pan-European Accident Investigation Network, applying independent and high-quality accident investigation techniques to representative stratified samples of road collisions



# European Parliament 5/12/16



- Serious injuries target to be adopted in 2017 during the Maltese Presidency

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European Transport Safety Council