

Antonio AVENOSO, ETSC executive director: *“As I write, the world’s fleet of Boeing 737 Max planes are rightly grounded due to safety concerns following two appalling crashes that may have been avoidable. But the number of people who die on EU roads every week is equivalent to three Boeing 737s going down and killing everyone on board. Three planes, every week. Unimaginable for aviation is the everyday on our roads. **This has to stop.**”*

**A fifth year in a row of slow progress – the EU road safety targets for 2020 is out of reach**

**25,047 people lost their lives in 2018, representing a disappointing 1% reduction 😞**

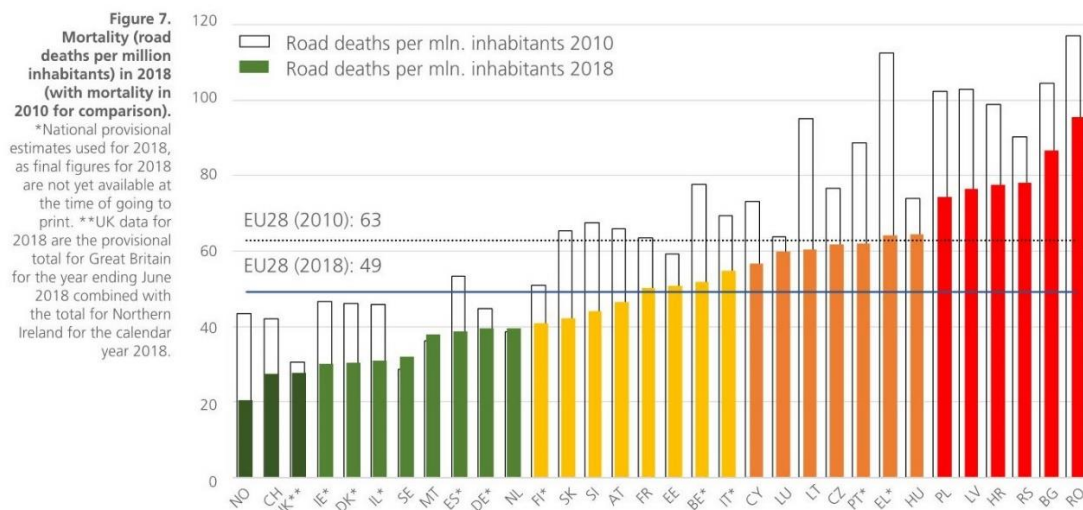
Even if there were 6550 fewer road deaths in the EU in 2018 than in 2010 **we cannot be happy** being so far away to reach the 2020 target because of the last five years slow progress: only a 4% reduction whereas from **2010-2014 the reduction was with 16,7% over 4 x greater.**

The EU would need to reduce the number of road deaths by 20.6% in 2019 and 2020 to reach the 2020 target – a highly unlikely possibility as 10,3% reduction needed each year?

**Unfortunately, serious Injuries are not reduced as much as fatalities.**

Despite FEVR working hard with ETSC on the “Let’s Go” campaign for having these often-forgotten victims on the agenda, now finally after the Valetta Declaration? Hope for the future?

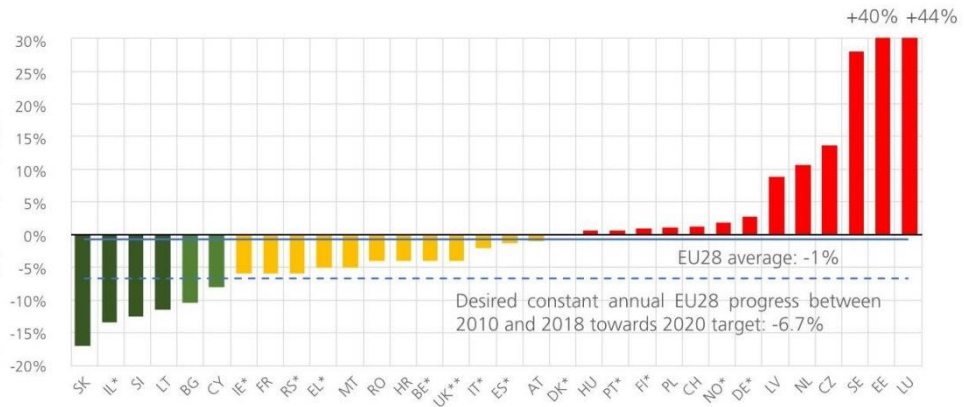
The outgoing Commissioner Violeta Bulc has done a lot to have serious injuries on the agenda and also not forget them in the target setting for 2030, and for that she deserves full credit. She had also to fight long and hard to keep road safety measures on the political agenda.



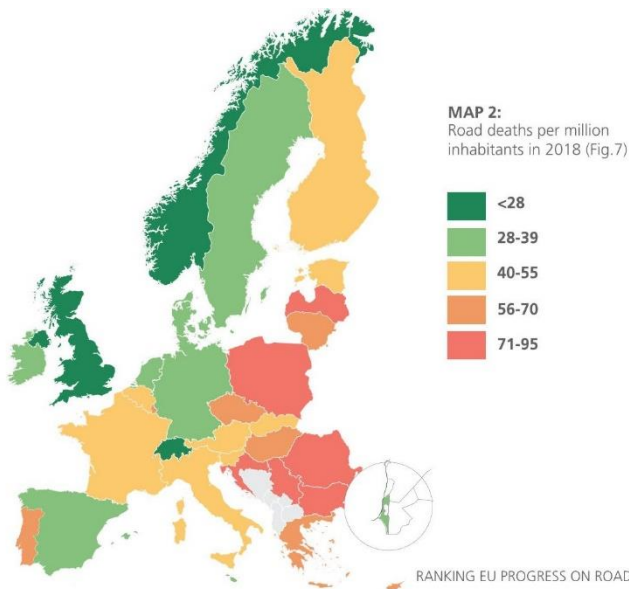
Best results were achieved by Slovakia with a 17% decrease, Slovenia with 12%, Lithuania with 11% and Bulgaria with 10%. Road deaths **increased in ten** countries, while progress **stagnated in six.**

**The largest increase was in Luxembourg with 44%, Estonia with 40%, .....Sweden 28%.**

**Figure 1.**  
**Relative change in road deaths between 2017 and 2018.** \*National provisional estimates used for 2018, as final figures for 2018 are not yet available at the time of going to print. \*\*UK data for 2018 are the provisional total for Great Britain for the year ending June 2018 combined with the total for Northern Ireland for the calendar year 2018. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuation. Annual numbers of deaths in CY and EE are also relatively small and, therefore, may be subject to annual fluctuations.



<sup>14</sup> Annual numbers of road deaths in Luxembourg and Estonia are relatively small and, therefore, may be subject to large annual fluctuations.



**Sweden** as former champion is leaving the pole position but organizing in February 2020 the High Level conference for the end of the UN DoA for Road Safety, may bring them back among top.

**Slovenia**, had the 1. Year Road death fell below the average a decrease of 12%, = a call and motivation to go on even stronger.

**Luxemburg** who saw the lowest number of road deaths ever registered in 2017, had 1 year later in 2018 a rise of 11 deaths (from 25 to 36 = 38/55 per Mio inhabitants). Indeed, small

numbers may see big variations. And nearly ¼ of deaths were motorcyclists, most of them travelling as tourists, in sunny weather, sometimes a bit too fast, through our nice but dangerous country roads.

*"I know that our Minister of Transport, Fr. Bausch is doing a lot to reduce the number of victims on our roads and in our streets. I am sure that in the coming years following the strategy 2019-2023 the downwards trend from past years will again continue and we will come closer to "our" vision zero.*  
 Jeannot Mersch, FEVR president (2010- ) & former AVR president in Luxemburg 1999-2014)

**FEVR also wants to congratulate** Ireland who are this years PIN award winner, Minister of Transport Shane Ross, the RSA and all the others who joined in Ireland for this goal that we all have in common.

*ETSC: Ireland's example shows that countries leading in road safety can still achieve substantial progress. Road deaths in Ireland have been cut by 31% since 2010, going down from 212 in 2010 to 146 in 2018. Ireland registered a 6% reduction in road deaths in 2018 compared to 2017 levels.*

## NORWAY AND SWITZERLAND ARE THE SAFEST COUNTRIES FOR ROAD USERS

**More:** <http://www.etsc.eu/pin13>

### MAIN RECOMMENDATIONS TO MEMBER STATES

- Seek to accelerate the progress by all available means, including applying proven traffic law enforcement strategies according to the EC Recommendation on Enforcement.<sup>6</sup>
- Adopt and implement Safe System approach to road safety by addressing all elements of the road transport system in an integrated way, and adopting shared overall responsibility and accountability between system designers and road users.<sup>7</sup>
- Provide sufficient government funds to allow the target-oriented setting of measures and set up financing and incentive models for the regional and local level.
- Start preparing post-2020 road safety plans, including national targets for reducing serious injuries based on the MAIS3+ standard alongside the reduction of road deaths and quantitative sub-targets based on performance indicators.
- Use the evidence gathered to devise and update relevant policies. Make the choice of measures based on sound evaluation studies and - where applicable - cost effectiveness considerations, including serious injuries in the impact assessment of countermeasures.
- Conduct a thorough qualitative assessment of current road safety strategies to evaluate the levels of implementation and effectiveness of the foreseen road safety measures in reaching road safety targets.

### MAIN RECOMMENDATIONS TO THE EUROPEAN COMMISSION

Deliver on the commitments stated in the 5<sup>th</sup> EU Strategic Action Plan:

- Finalise and start collecting with Member States a list of key performance indicators to monitor progress;
- Adopt a long-term operational plan for 2030, including investments in measures and a timetable and structure for delivering the two targets already endorsed;<sup>8</sup>
- Set the strategy within the context of changing mobility patterns including new trends such as automation, increased walking and cycling due to promotion of active travel and an ageing population.
- Support Member States in implementing the revised rules on road infrastructure safety management.<sup>9</sup>
- Deliver on the estimated number of deaths and seriously injured prevented by adopting strong secondary legislation implementing the General Safety Regulation.<sup>10</sup>

Within the context of the EU strategy on automated mobility:<sup>11</sup>

- Develop a coherent and comprehensive EU regulatory framework for the safe deployment of automated vehicles.<sup>12</sup>
- Revise type approval standards to cover all the new safety functions of automated vehicles, to the extent that an automated vehicle will pass a comprehensive equivalent to a 'driving test'. This should take into account high risk scenarios for occupants and road users outside the vehicle.<sup>13</sup>