

Status of Road Safety and Driver Training in the EEA

Driver Training Conference, Trondheim | 24 November
2022



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Executive Director



European Transport Safety Council

- A science based approach to road safety
- Secretariat in Brussels
- 58 member organisations from across Europe
- More than 200 experts contributing to ETSC's work
- The European Commission, Member Organisations, Member States and corporate sponsors fund our work

www.etsc.eu



Monitoring EU transport
safety policy



Road Safety Performance
Index (PIN)

Ranking EU countries'
performances

EU ROAD SAFETY
EXCHANGE

LEARN!



SAFE & SOBER

SMART 
SOBER MOBILITY ACROSS ROAD TRANSPORT

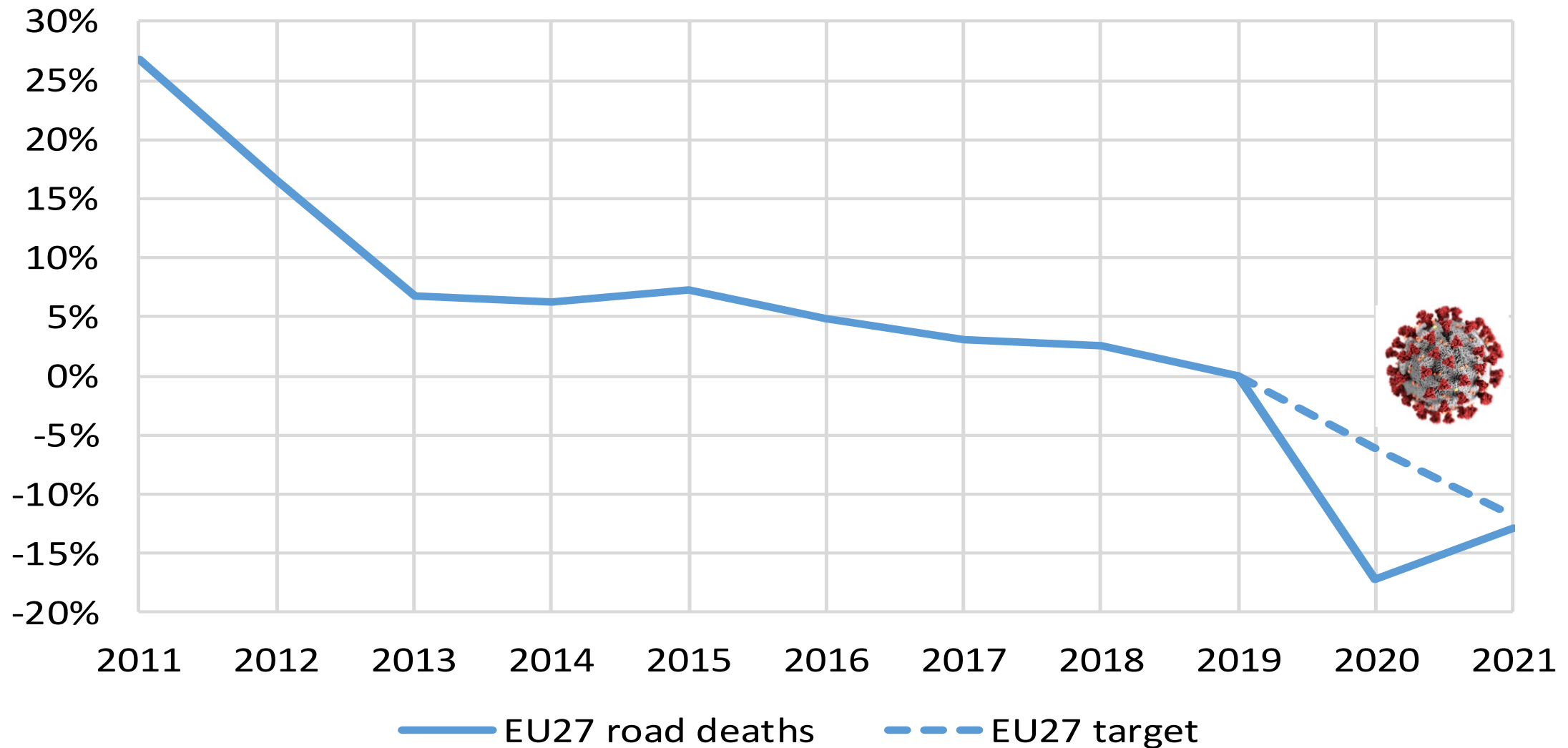


DRUG DRIVING

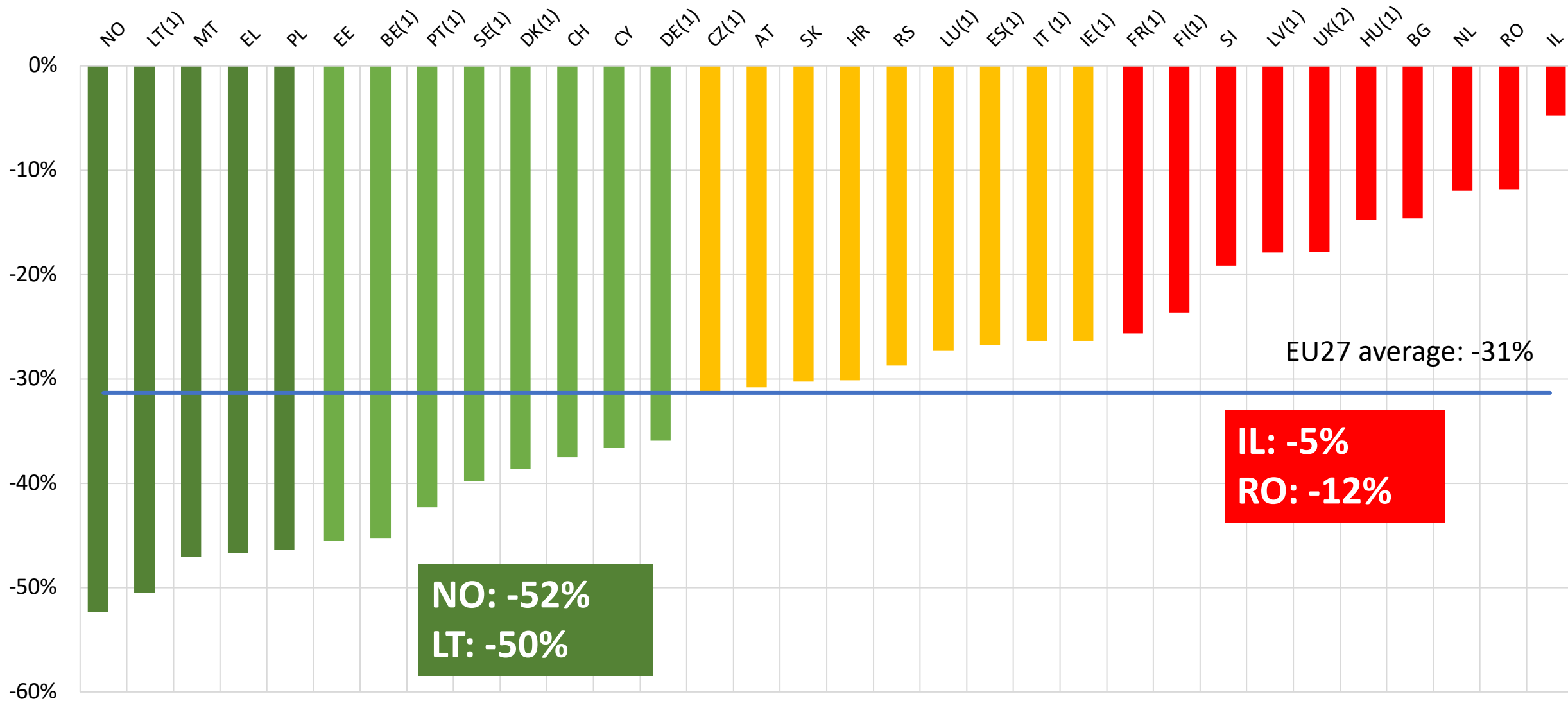
19,823

people died in road traffic in
the EU in 2021

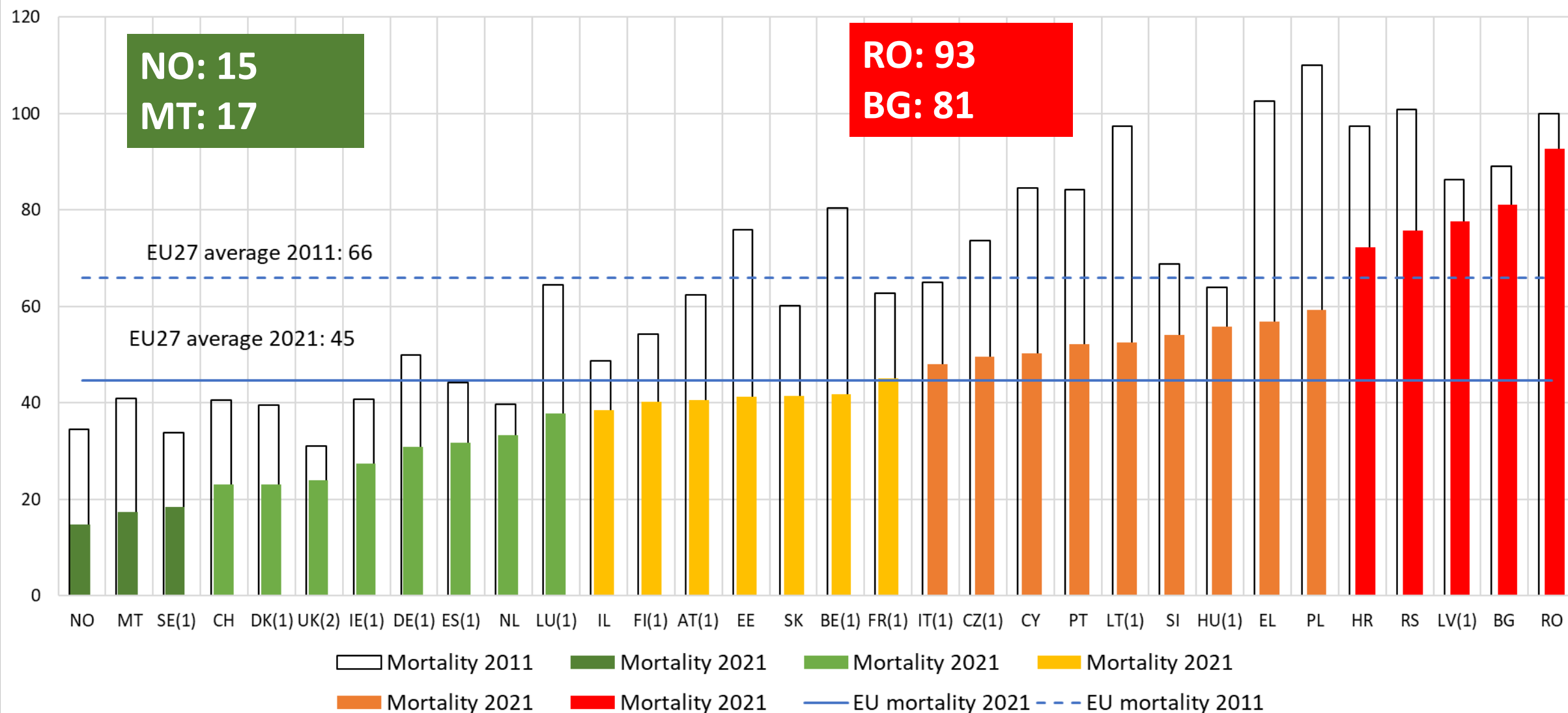
ROAD SAFETY PROGRESS 2011-2021

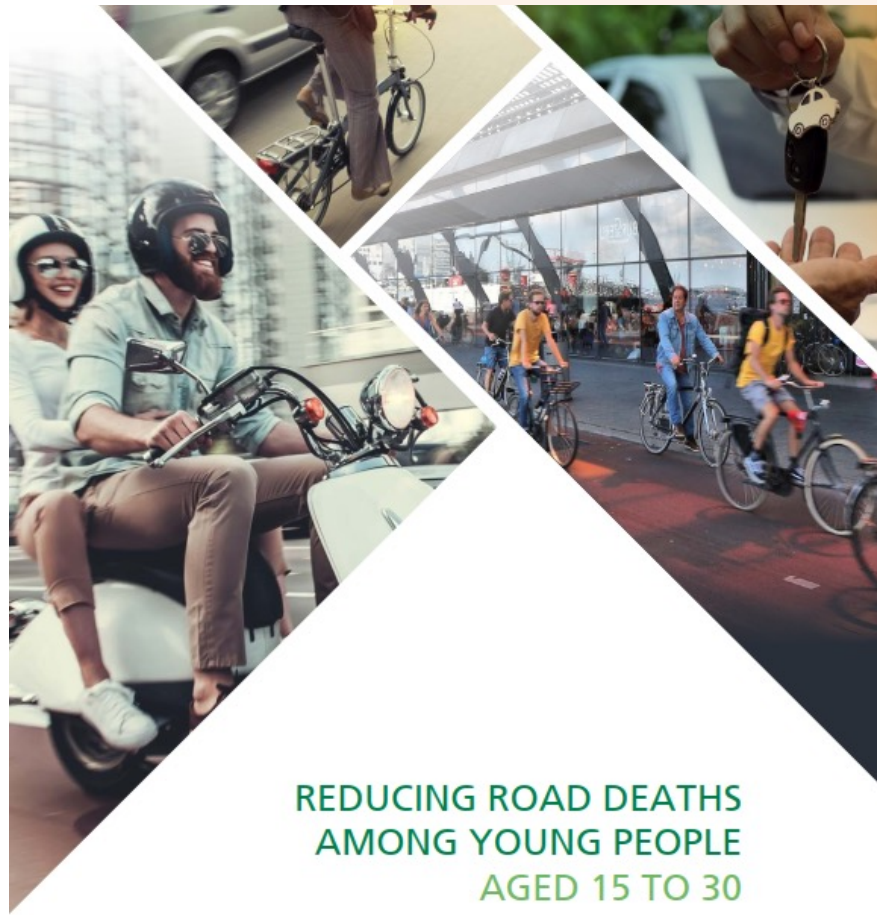


PROGRESS 2011-2021



EU ROAD MORTALITY 2021 AND 2011





REDUCING ROAD DEATHS
AMONG YOUNG PEOPLE
AGED 15 TO 30

PIN Flash Report 41

October 2021

PIN Flash Report 41

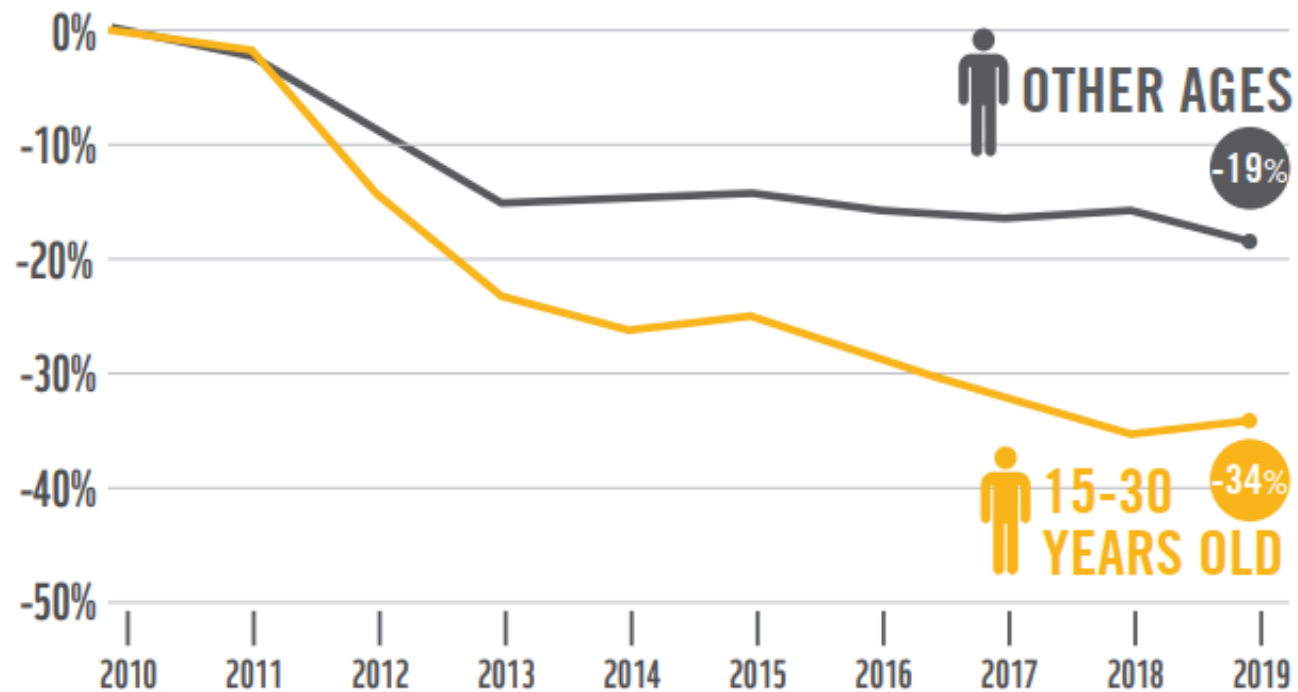
Reducing Road Deaths among Young People aged 15-30

Published October 2021

The Scale of the Problem

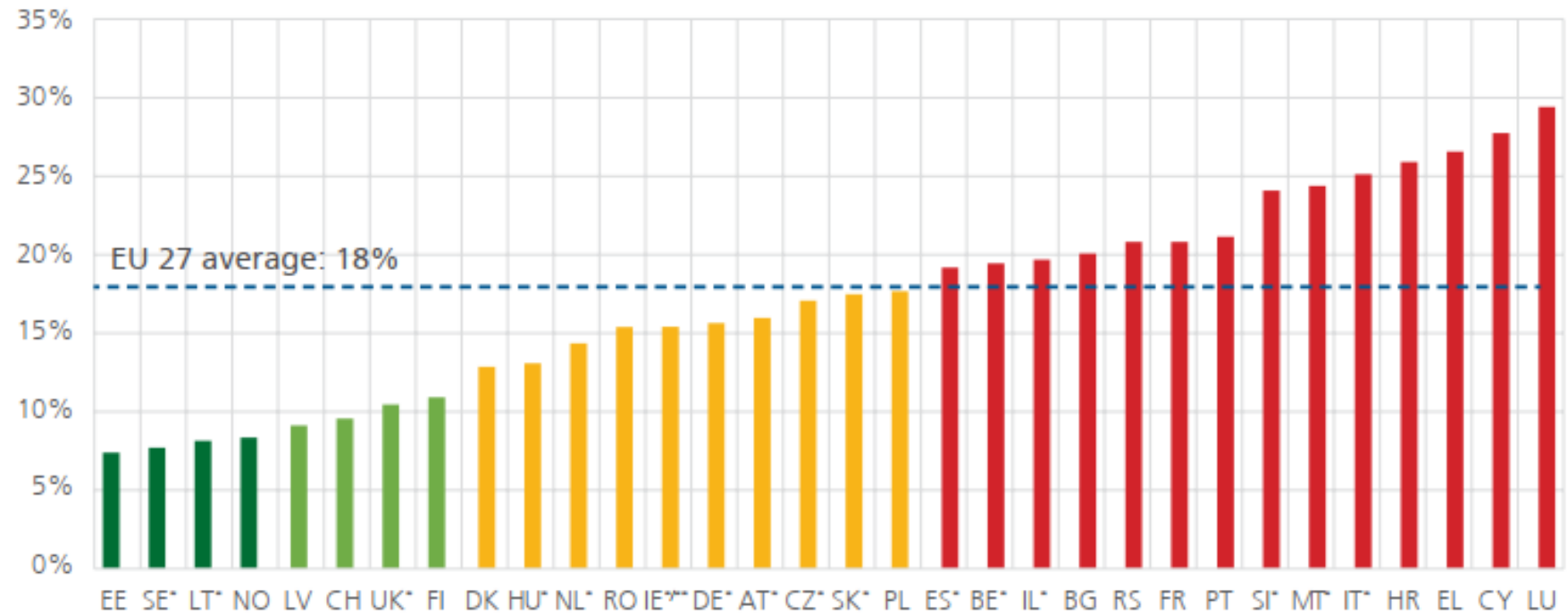
5,182 
YOUNG PEOPLE
(15-30 YEARS OLD)
KILLED IN 2019
IN THE EU

REDUCTION IN ROAD MORTALITY SINCE 2010:



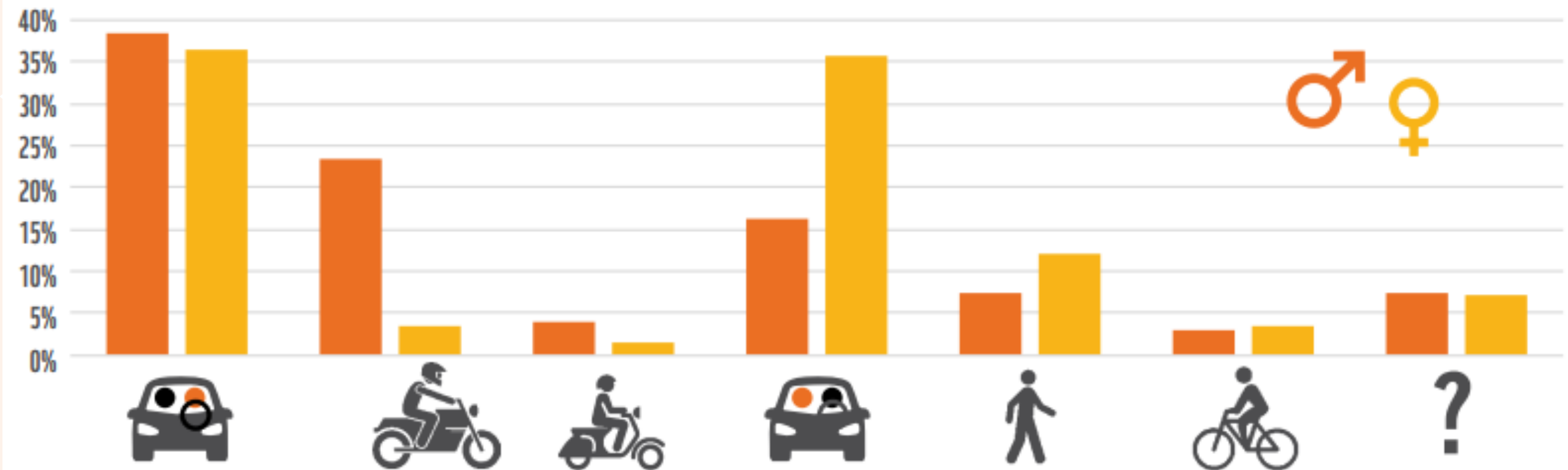
Road deaths as a proportion of all deaths

1/5 OF YOUNG PEOPLE DEATHS
ARE A RESULT OF A
ROAD COLLISION



Road user groups and gender

PROPORTION OF YOUNG PEOPLE ROAD DEATHS BY ROAD USER GROUPS AND GENDER



Countermeasures

- Driver training
- Minimum age for obtaining a driving licence
- Graduated driving licences
- Alcohol, drugs and distraction
- Protective equipment – seatbelts and helmets
- Safer vehicles

Graduated or multiphase driving licence	Probationary period
AT, BE, DK, EE, IE, IL	AT, BE, BG, CH, DE, DK, ES, FI, FR, HU, IE, IL, IT, LV, NL, PT, RO, RS, SE, SI, SK, UK

Recommendations— young people

- Establish a hazard perception test
- Train and test safe road use
- Ensure that the driving and motorcycle tests remain valid for new technologies
- Harmonise minimum standards for driving examiners
- ‘Driving for work’

RECOMMENDATIONS





**ARE MEDICAL FITNESS
TO DRIVE PROCEDURES
FIT FOR PURPOSE?**

PIN Flash Report 40

March 2021

PIN Flash Report 40

Are Medical Fitness to Drive Procedures Fit for Purpose?

Published March 2021

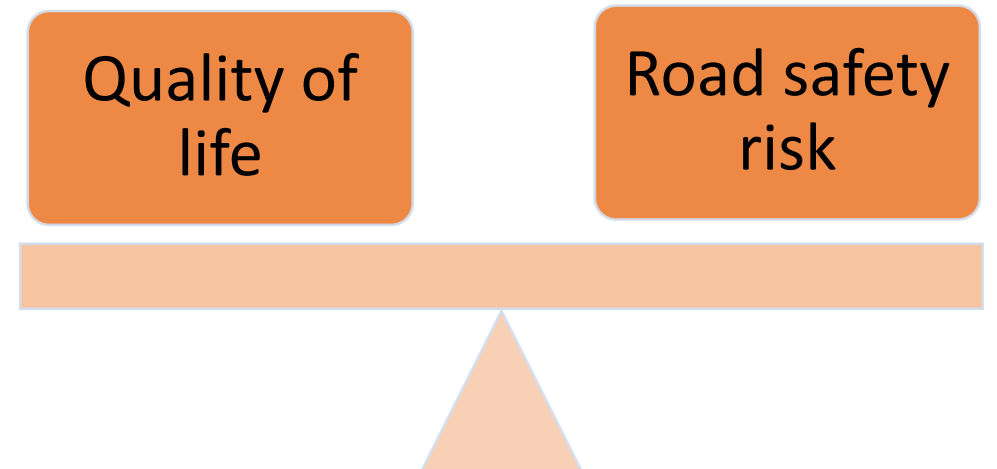
Medical Fitness to Drive Testing

On obtaining a licence

- Self assessment (9), doctor (12), specialist doctor/centre (5), other (3)

After obtaining a licence

- Age-based testing (13), regular testing not age-based (10), no regular testing (6)



Key Recommendations – to the EU

- Update minimum standards of physical and mental fitness
- Address alcohol dependency
- Screening protocol based on international good practice
- Guidelines for all those assessing medical fitness to drive

GSR – a huge life-saving potential

At least **25,000** deaths
and **140,700** severe injuries
on the road could be prevented
over the period 2022-2037
according to analysis by TRL

<https://bit.ly/2IN9ltl>



Brussels, 17.5.2018
COM(2018) 286 final
2018/0145 (COD)

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/... and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009

(Text with EEA relevance)

{SEC(2018) 270 final} - {SWD(2018) 190 final} - {SWD(2018) 191 final}

**A REGULATION AS
IMPORTANT FOR SAVING
LIVES AS THE SEATBELT**

3 phases (page 31 of the Regulation in English)

1 st phase 6 July 2022: new type approval (new models) 6 July 2024: registration of new vehicles	2 nd phase 7 July 2024: new type approval 7 July 2026: registration of new vehicles	3 rd phase 7 Jan 2026: new types approval 7 Jan 2029: registration of new vehicles
Intelligent Speed Assistance	AEBS with VRU Detection (cars and vans only)	Direct Vision (trucks and buses)
Alcohol Interlock Installation Facilitation	Enlarged Head Impact Zone (cars+vans)	Event Data Recorder (trucks and buses)
Driver drowsiness and Attention Warning	Advanced driver distraction Warning	
Emergency Lane Keeping Systems (cars and vans only)		
Reversing Detection		
Emergency Stop Signal		
Rear and side Underrun (Trucks)		
VRU Detection warning (trucks and bus)		
Event Data Recorder (trucks and buses)		

Recommendations to the EU

- Deliver on the estimated number of deaths and serious injuries to be prevented by **General Safety Regulation**: better **direct vision** and blind spot detection systems, **ISA**

Looking ahead

Expected in 2023

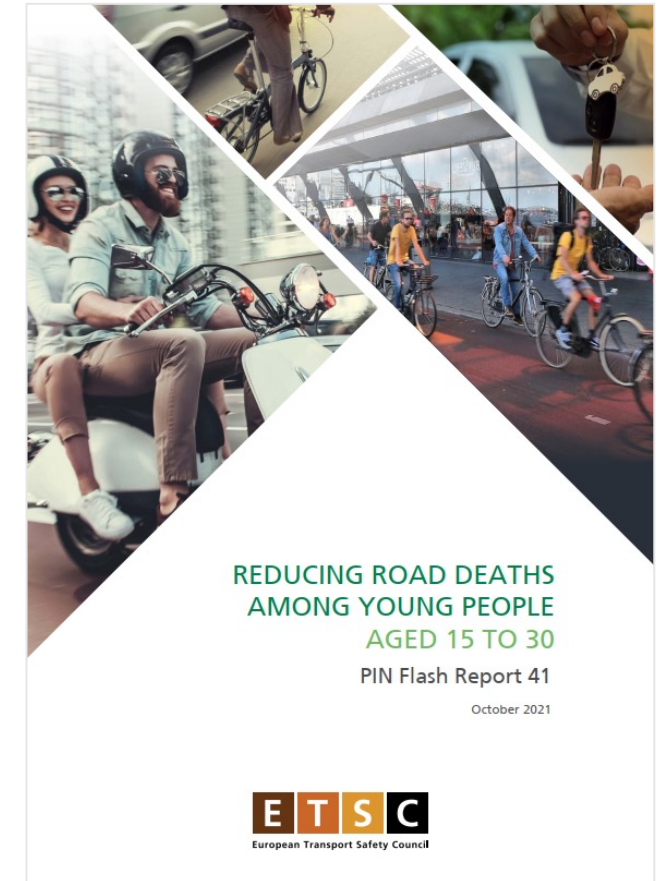
- Revision of the Driving Licence Directive
- Revision of the Cross Border Enforcement Directive
- Revision of the Roadworthiness Package
- Post Covid Mobility Patterns

More information

www.etsc.eu/pi



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THANK YOU!

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