

Successes and failures of road safety policy in Europe

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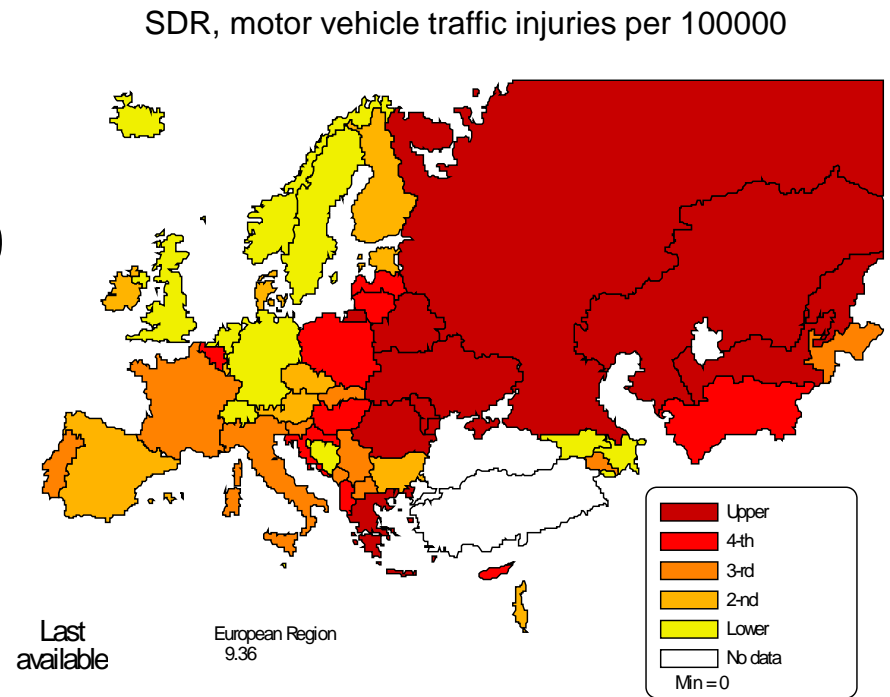
Athens, 22 November 2012

<http://www.euro.who.int/en/what-we-do/health-topics/disease-prevention/violence-and-injuries>

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Road traffic injuries: a leading cause of death

- 110000 people die every year on the EURO roads
- Leading cause of death in 5-29 year olds
- Younger males more at risk
- Burden unevenly distributed
- Inequalities within countries
- Cost: 2-3% of GDP



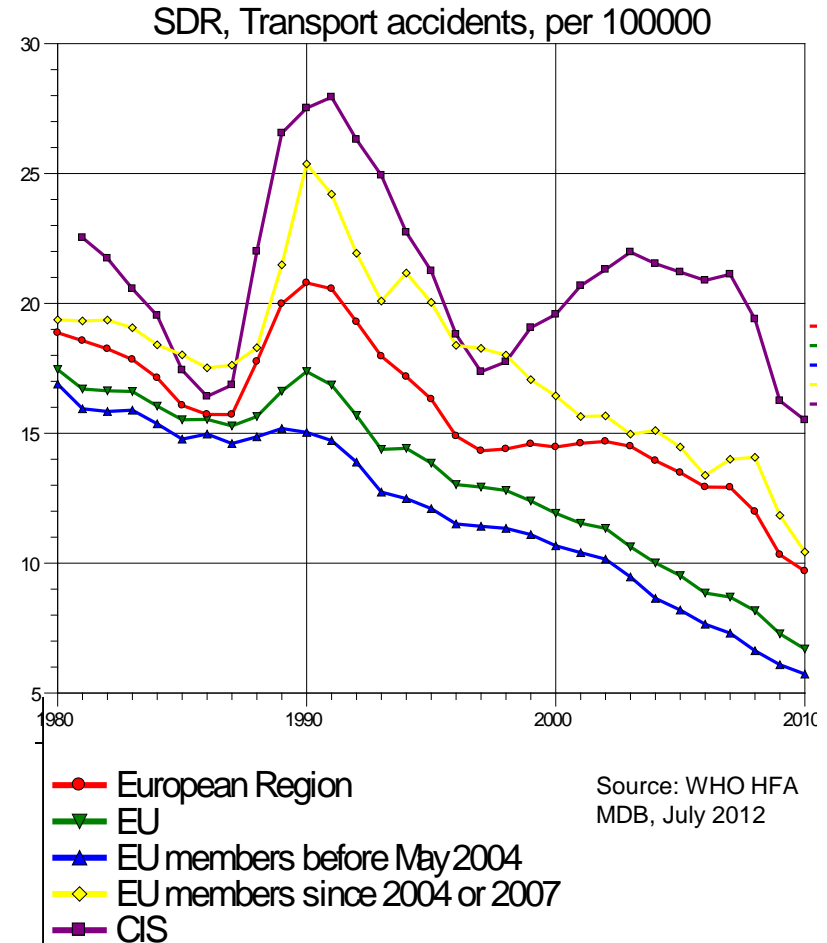
Source: WHO HFA MDB, July 2012

Source: WHO, 2009 and WHO 2011

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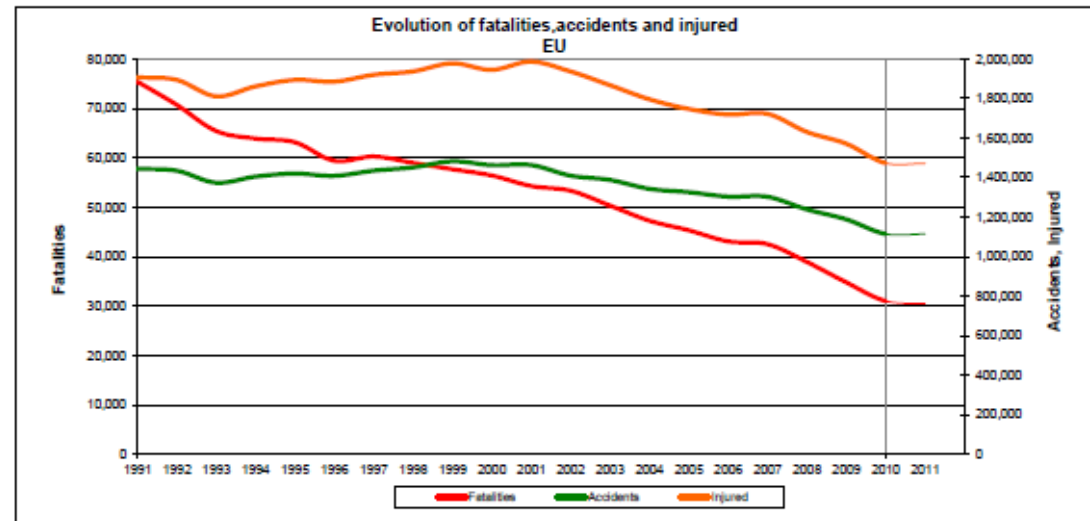
A focus on European Union roads

- Around 30000 deaths in 2010, a bit over the target
- Data from European Road Safety Observatory
- Central repository of data and knowledge to support evidence-based road safety policy-making:
 - data
 - legislations
 - Policies
 - projects
 -



Road safety evolution in EU

Mars 2012



Source : CARE (EU road accidents database) or national publications

European Commission / Directorate General Energy and Transport

International response

- UN General Assembly resolutions
 - Appointed WHO as UN co-ordinator for road safety
 - Mandated a first Global Road Safety Week in 2007 (and a second in April 2012 – will be celebrated from 6 to 12 May)
 - Prepared ‘good practice’ manuals on key risk factors (helmets, seat belts, drink-driving, speed, child restraints)
 - Mandated the first ever global Ministerial Conference on road safety
 - Declared 2011-2020 a Decade of Action for Road Safety
- World Health Assembly and European Region resolutions
- EC Recommendations and Plan
- Synergy with European Alcohol Action Plan and policies

The Decade of Action for road safety



- Called for by UN resolution in March 2010 (tabled by Russian Federation)
- Runs from 2011-2020
- Launched on 11 May 2011
- Plan of action encourages action in 5 pillars
- 39 European countries have launched for the Decade of Action for Road Safety (3 with the Head of State)

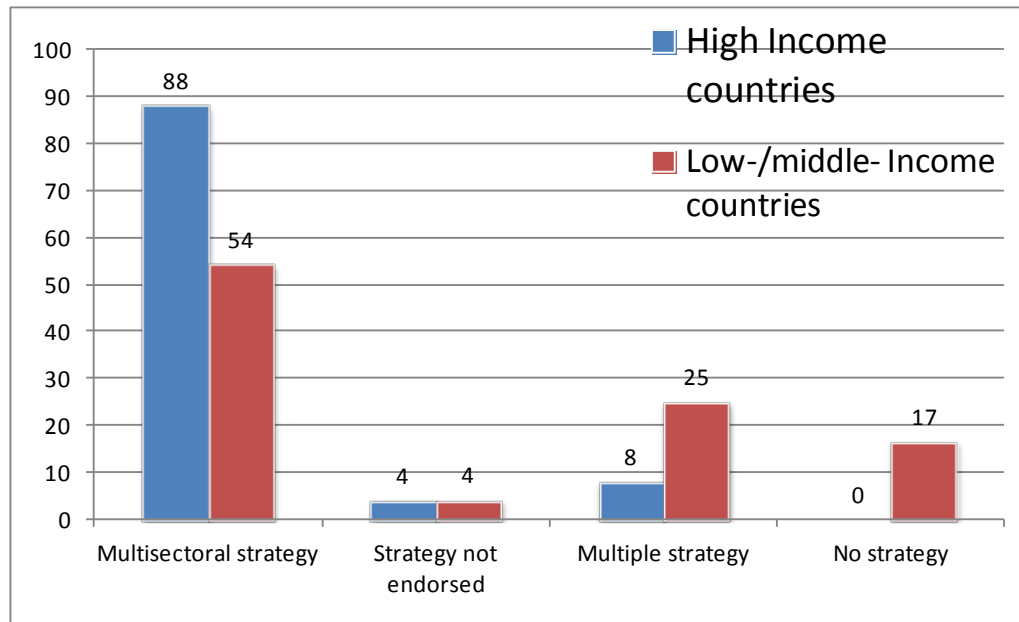


Risk factors and policy response

- Alcohol, speed, not using safety equipment, and aspects of transport policy and unsafe road infrastructure.
- In the European Region only 33% of countries have comprehensive laws relating to five key risks: speeding, drinking and driving, and the non-use of helmets, seat-belts and child restraints.
 - Legislation will only be effective if enforced, and few countries report that this is effectively enforced
 - Results will be updated in February 2013

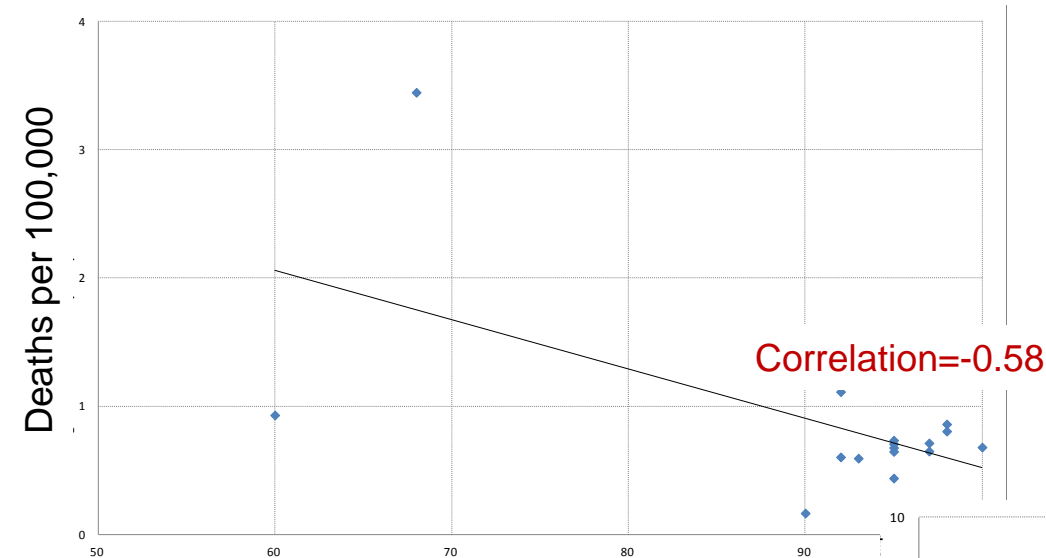
The facts: national strategies on road safety

National strategy on road safety by country income level

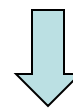


- Half of all low- and middle-income do not have a national multi-sectoral strategy on road safety
- Even in those countries with a strategy, this often does not set measurable targets nor present a clear budget plan

Seat belts and helmet wearing

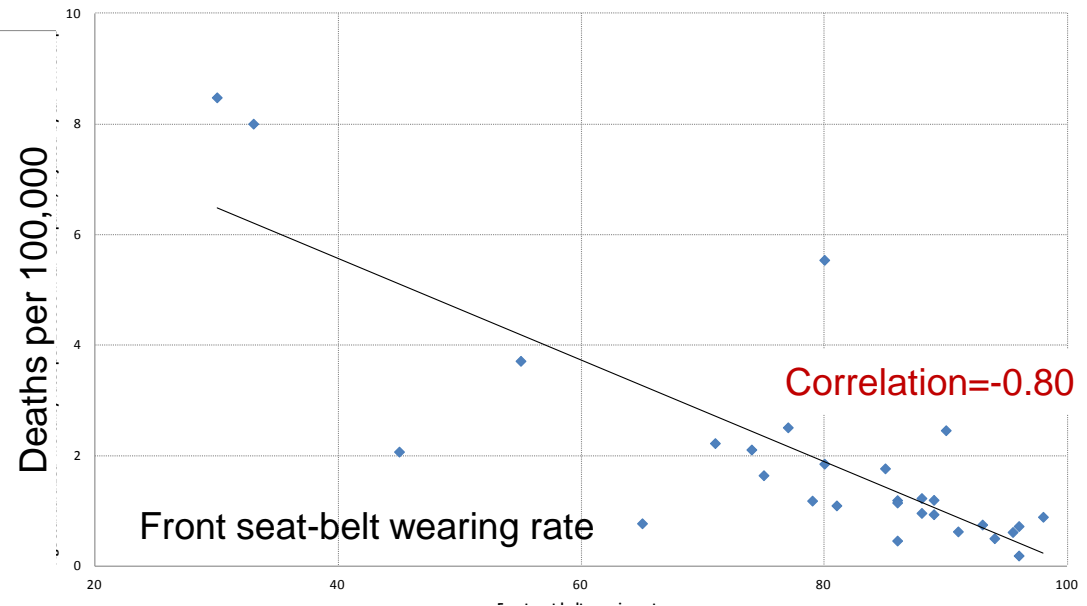


29 countries
Mortality adjusted for car ownership

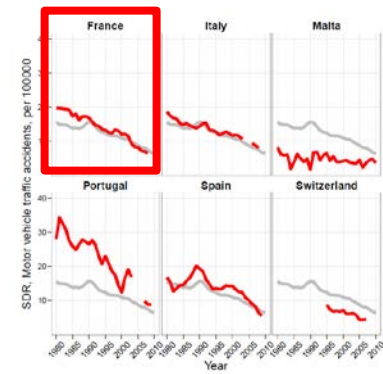
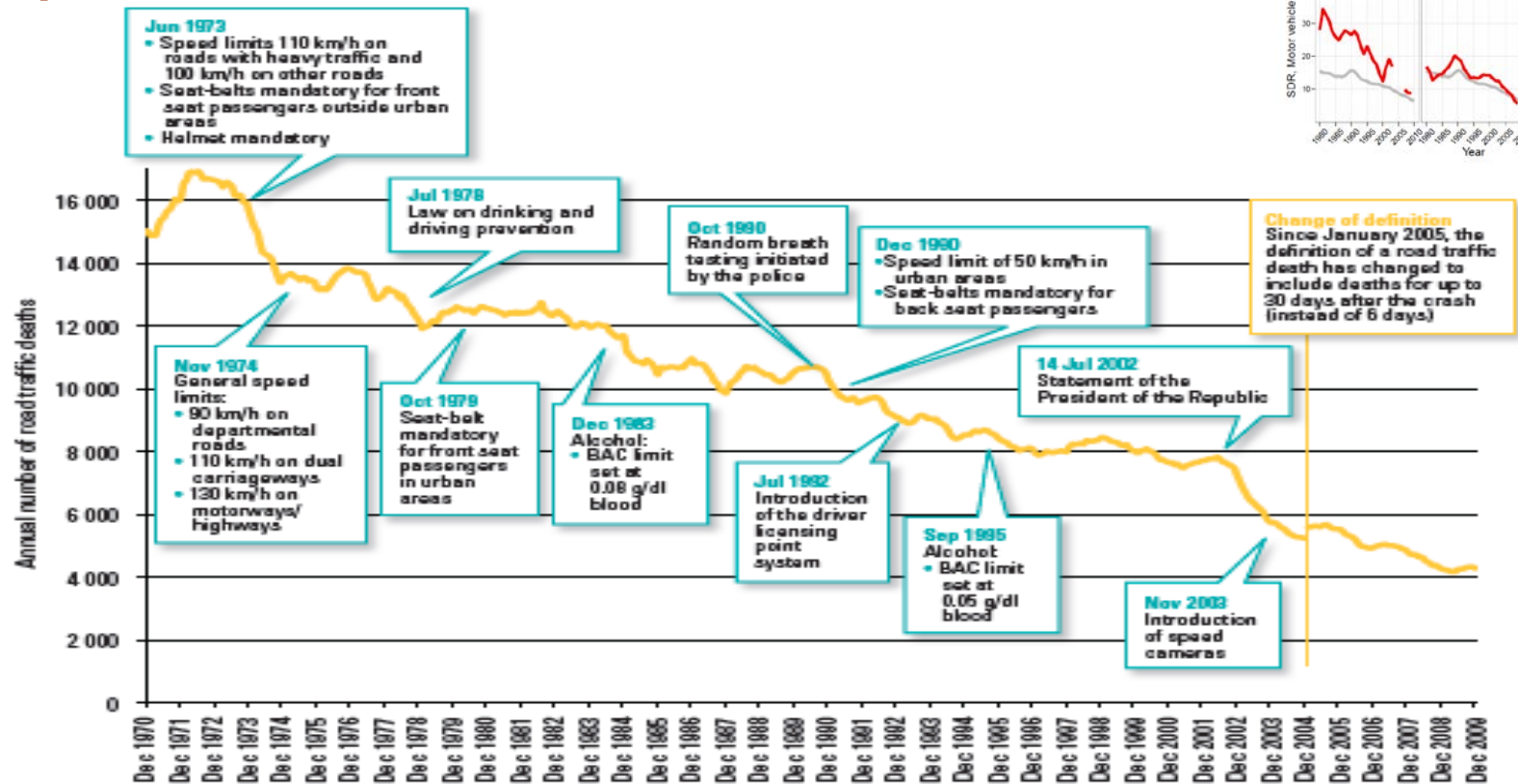


↑
Helmet wearing rate

16 countries



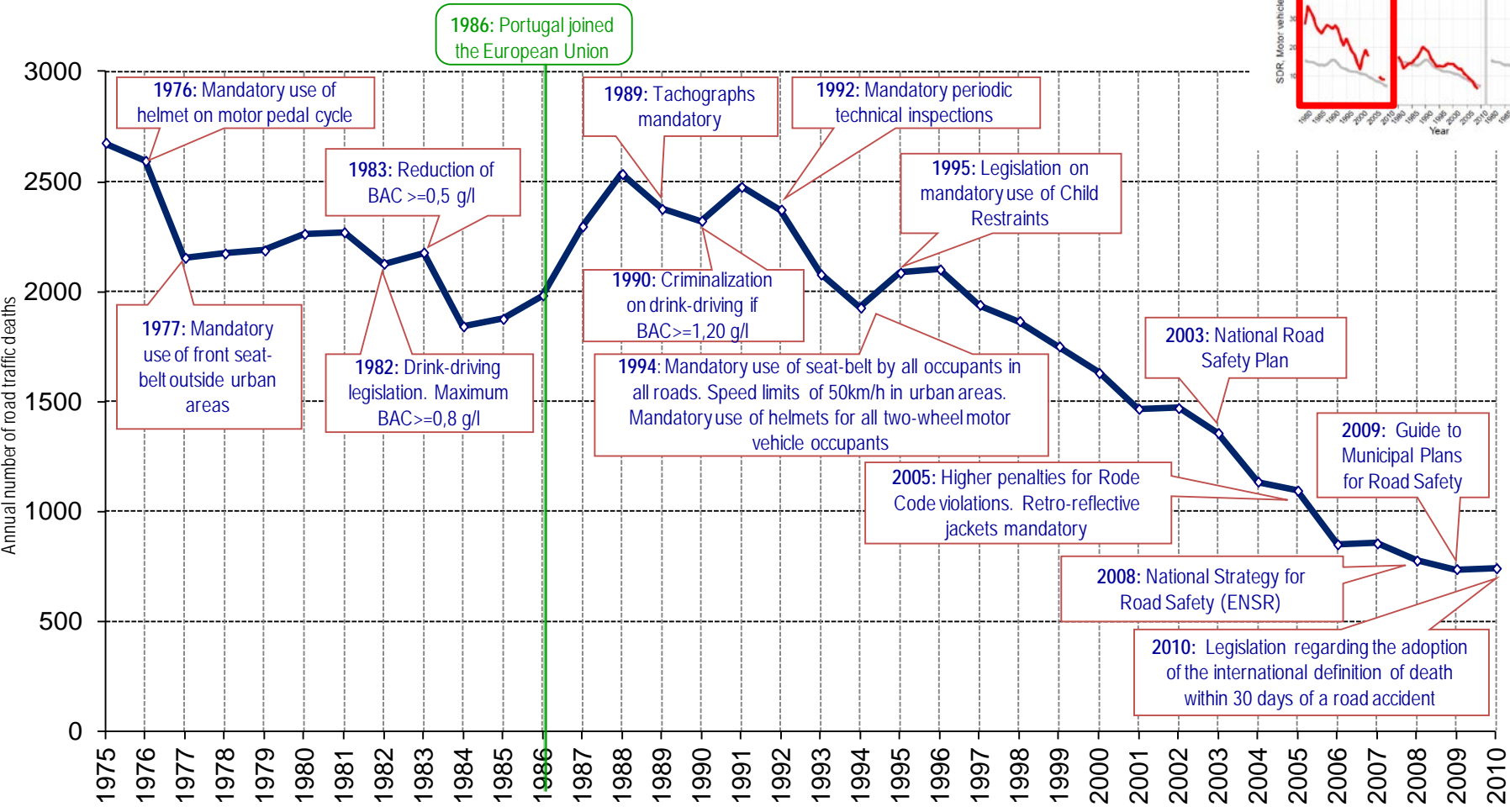
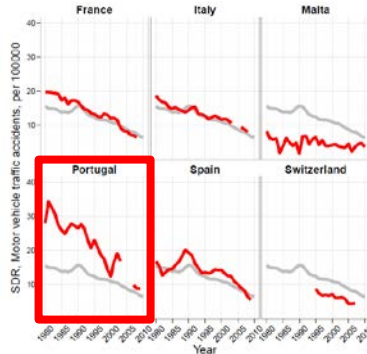
Southwest Europe Metropolitan France, 1970-2009



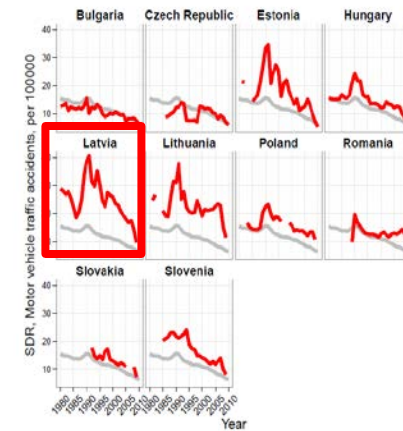
Source: Graphique reproduit avec l'autorisation de l'Observatoire national interministériel de la sécurité routière (ONISR), France

Comprehensive road safety policies require numerous actions as demonstrated by the example of France but steep decline after 2002

Southwest Europe: Portugal



Central and Eastern Europe: Latvia

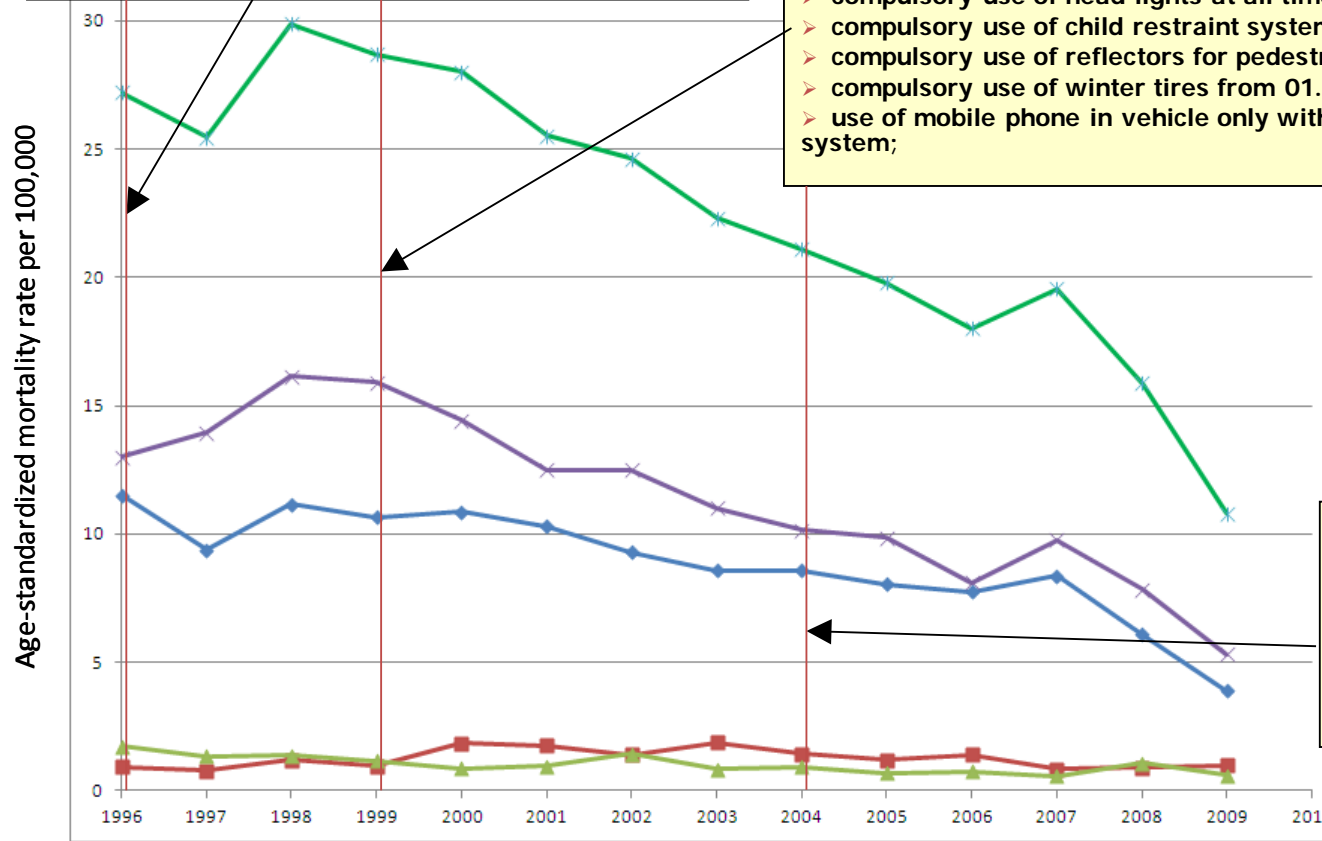


From 1st of January, 1996:

- speed limit in built-up areas limited to 50 km/h;
- mandatory use of safety belts, helmets;
- mandatory use of head lights from 01.10. till 01.04.

From 1st of April, 1999:

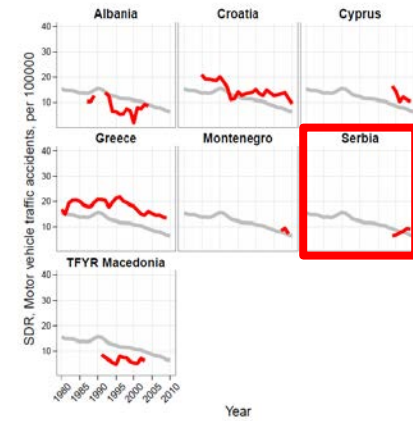
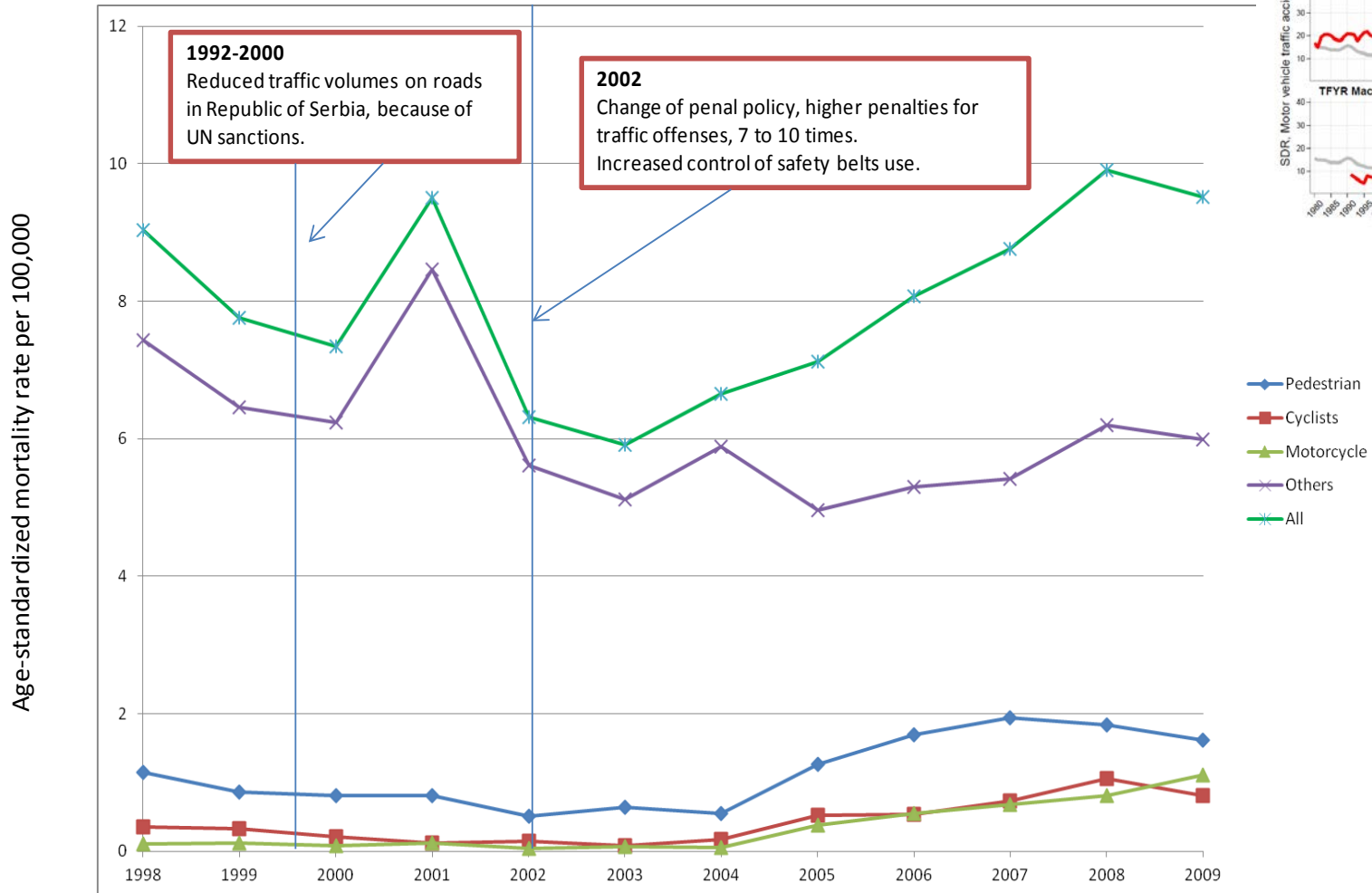
- compulsory use of head lights at all time;
- compulsory use of child restraint systems;
- compulsory use of reflectors for pedestrians in darkness;
- compulsory use of winter tires from 01.12 till 01.03;
- use of mobile phone in vehicle only with hand free system;



From 1st of July, 2004:

- introduction of penalty point system;
- testing of riders of moped is mandatory for obtaining license.

Southeast Europe: Serbia



- ◆ Pedestrian
- Cyclists
- ▲ Motorcycle
- × Others
- ✱ All

CIS countries

- The countries of the Caucasus (Armenia, Azerbaijan and Georgia) appear to have RTI mortality rates which are stable or late and lower than those of the EU
- In contrast the Russian Federation, Ukraine, Belarus and the Republic of Moldova have RTI mortality rates far higher than the EU
- Size of the problem and implementation in Russian Federation
 - speed limits
 - seat-belts

Next steps


- Examine policy implementation for country groups using results of survey for European status report on road safety 2013
- Examine data for CIS countries
- Obtain detailed policy data for countries such as Estonia, Lithuania, Portugal, Kazakhstan, Ukraine, Russian Federation, Sweden, France

Possible implications for health policy

- Successful policy: good governance structure, intersectoral working, policies with targets, lead authority for road safety, strong capacity, civil society involvement in safety, societal capacity etc
- Unsuccessful policy: e.g. poor governance, no road safety plan with targets, no lead authority, weak capacity, inadequate resources, etc.


Conclusions

- Need of better data
- Can the declines in RTI mortality be attributed to policy
- What is the reason for these between country differences
- Lessons for other areas of health policy
- Limitations of this approach:
 - difficulty in ascertaining if policy is implemented
 - shortfalls of trend analysis and looking for associations
 - difficulty in measuring infrastructure changes
 - transport policies for vulnerable road users




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**PREVENTING ROAD TRAFFIC INJURY:
 A PUBLIC HEALTH PERSPECTIVE
 FOR EUROPE**



Francesca Racioppi
 Lars Eriksson
 Oles Tingvall
 Andres Villaverde



 EUROPE

INJURIES AND VIOLENCE IN EUROPE

**Why they matter
 and what can
 be done**

EUROPE

**YOUTH AND ROAD SAFETY
 IN EUROPE**






 ROAD SAFETY IS NO ACCIDENT

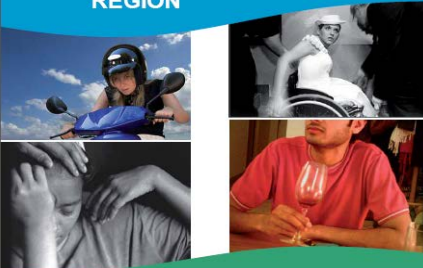


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PROGRESS IN PREVENTING INJURIES IN THE WHO EUROPEAN REGION




Implementing the WHO Regional Committee for Europe resolution EUR/RC55/R9 on prevention of injuries in the WHO European Region and the Recommendation of the Council of the European Union on the prevention of injury and promotion of safety






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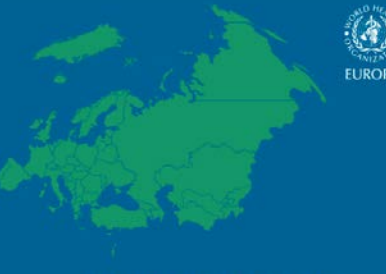

EUROPEAN REPORT ON CHILD INJURY PREVENTION






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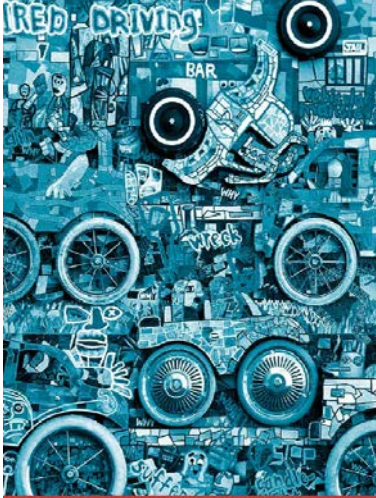
PREVENTING INJURIES IN EUROPE


**From international collaboration
 to local implementation**



RED DRIVING



European status report on road safety
 Towards safer roads and healthier transport



 EUROPE

February 2013

Global Status report on Road Safety 2

- Will be launched in February 2013
- A regional fact sheet
- Later on: a European report that should focus on pedestrian safety
- 51 countries out of 53 (no MON and TKM)
- Information on data availability, key risk factors, evidence-based interventions, national policy, trauma care
- Data collection started in April 2012