

Road safety: IRTAD 2011 ANNUAL REPORT

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Outline

1. The International Transport Forum at the OECD
2. The IRTAD Group and Database
3. Road safety in the last Decade in OECD countries
4. National Road Safety Strategies 2011 2020
5. Reporting on serious traffic injuries



The International Transport Forum at the OECD:

- ▶ An **inter-governmental organisation** with 53 member countries focussing on transport:
 - ❑ China joined in 2011
- ▶ A **think tank** for global transport policy issues
- ▶ An **annual summit** of Ministers

Annual Summit



Road Safety at 2011 Summit



eSafety Demonstration



Exhibition



VIP Cycling Tour



Children's University

Seamless Transport: Making Connections

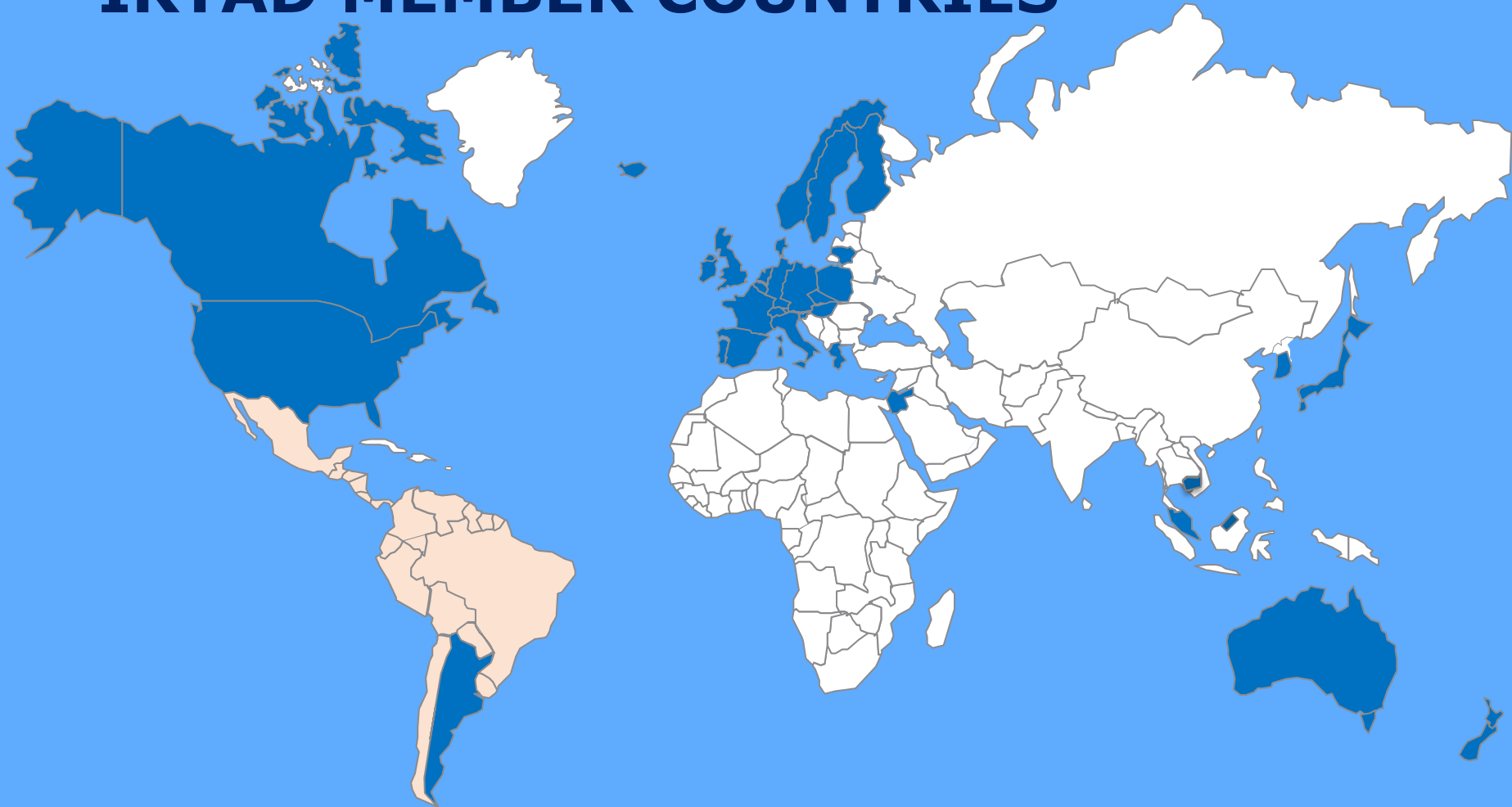
**2-4 May 2012
Leipzig, Germany**

- **Urban Connectivity: Improving the Door-to-Door Journey**
- **Rethinking the Last Mile: Urban Logistics**
- **Future Travel: e-Ticketing, Smart Phones, Data Sharing**
- **Creating Seamless Logistics**
- **Connectivity across Borders**
- **Smart Grids: Powering the e-Mobility Future**
- **Connections Between Modes: Road, Air, Shipping and Rail**
- **Connecting the Regions**


IRTAD: the International Traffic Safety Data and Analysis Group

- Permanent working group under the umbrella of ITF and OECD
- 60 members from 33 countries
- Mission
 - World standard road safety database
 - Networking for safety professionals
 - Research: special reports

IRTAD MEMBER COUNTRIES

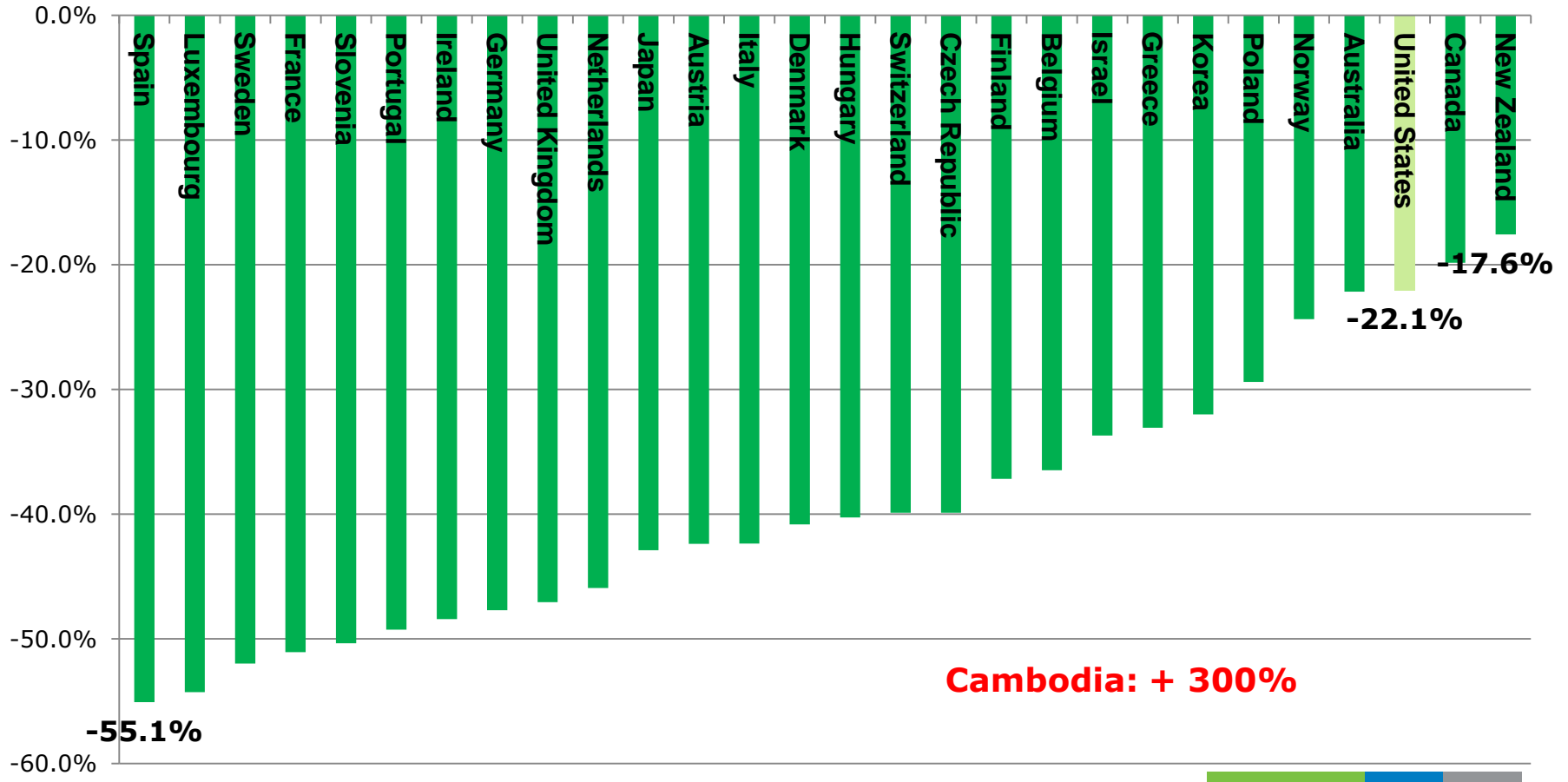


The IRTAD database

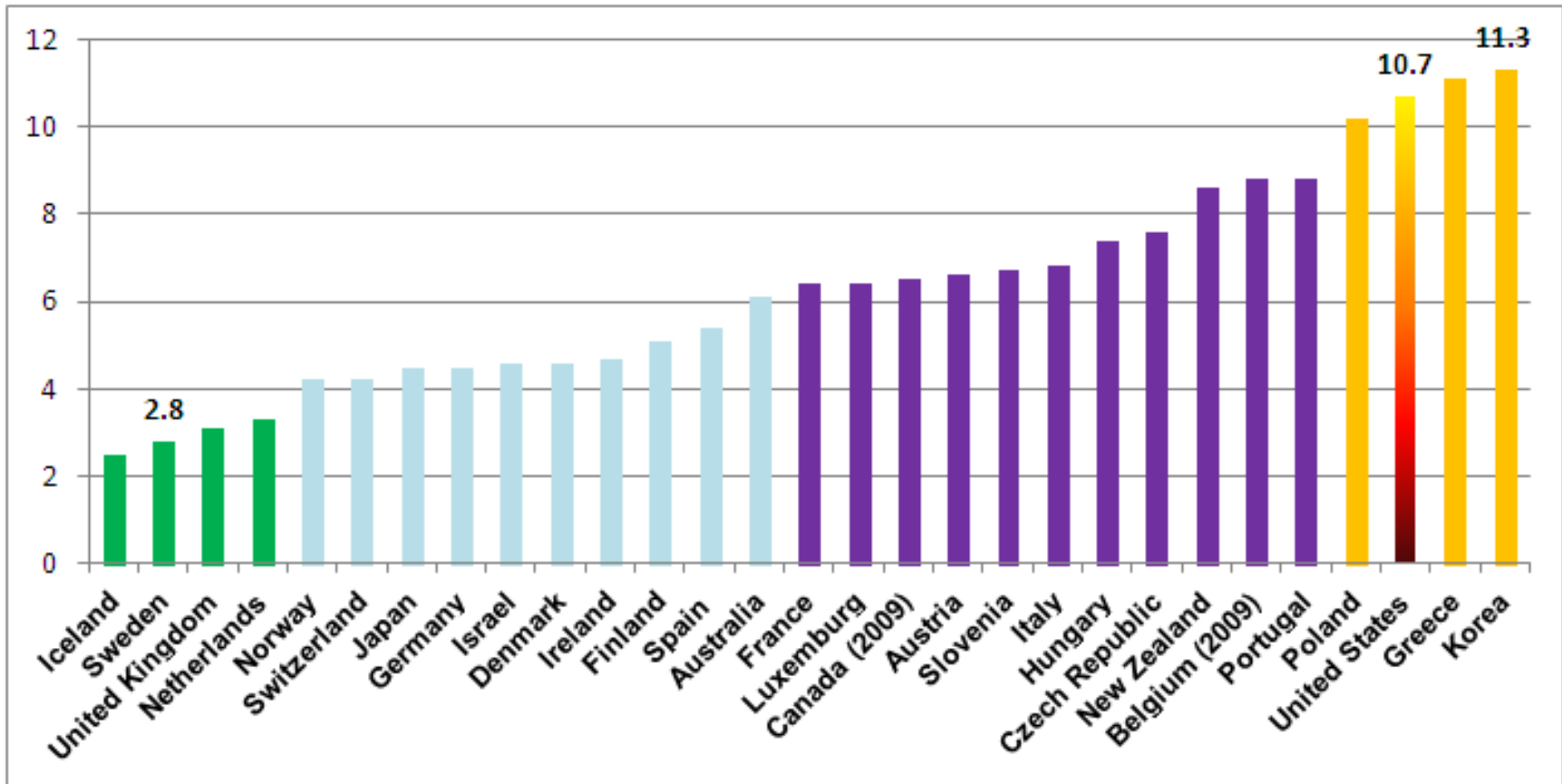
- Aggregated data, common definitions for 33 countries since 1970
 - progressively more countries. Twinning programmes with LMIC:
 - Argentina and Spain
 - Cambodia and the Netherlands
 - Cameroun (possibly with IFSTTAR, France)
 - Creation of the Ibero American Road Safety Observatory
 - Road safety analysis tool for.
 - Safety performance monitoring
 - International benchmarking
- 

Performance of OECD countries in the last decade 2001 - 2010

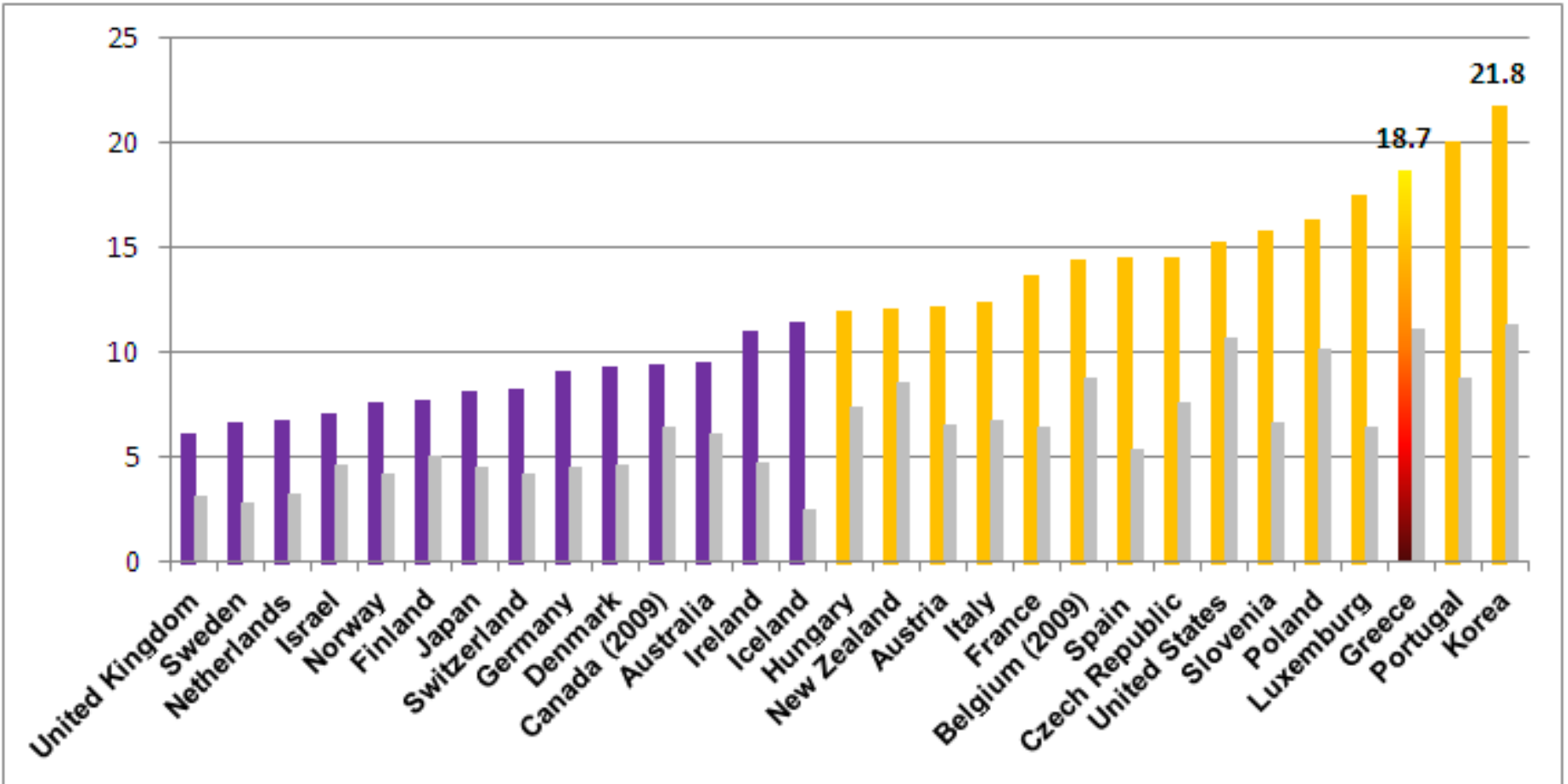
Change in fatalities 2010-2001



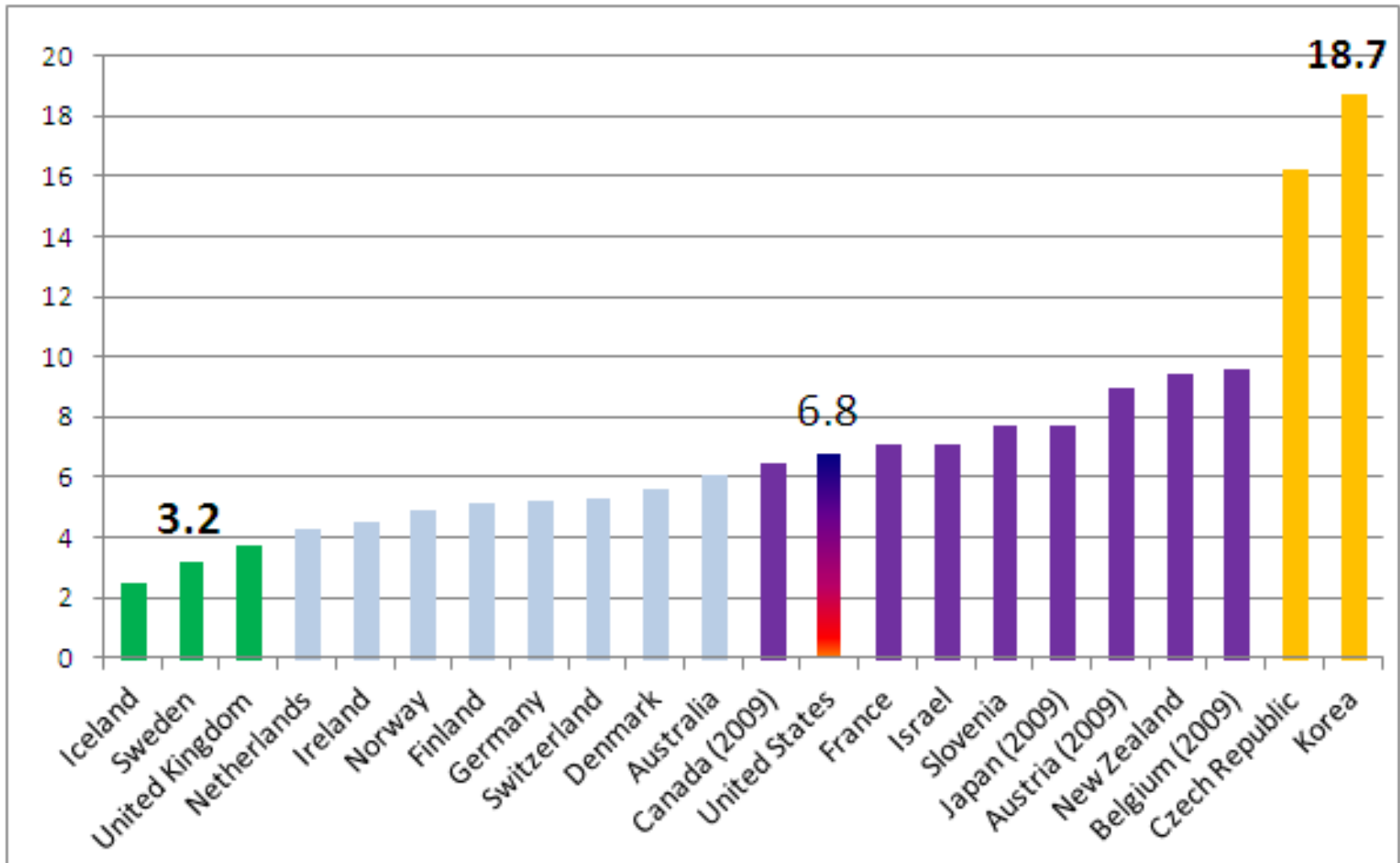
Killed per 100 000 Population in OECD countries in 2010



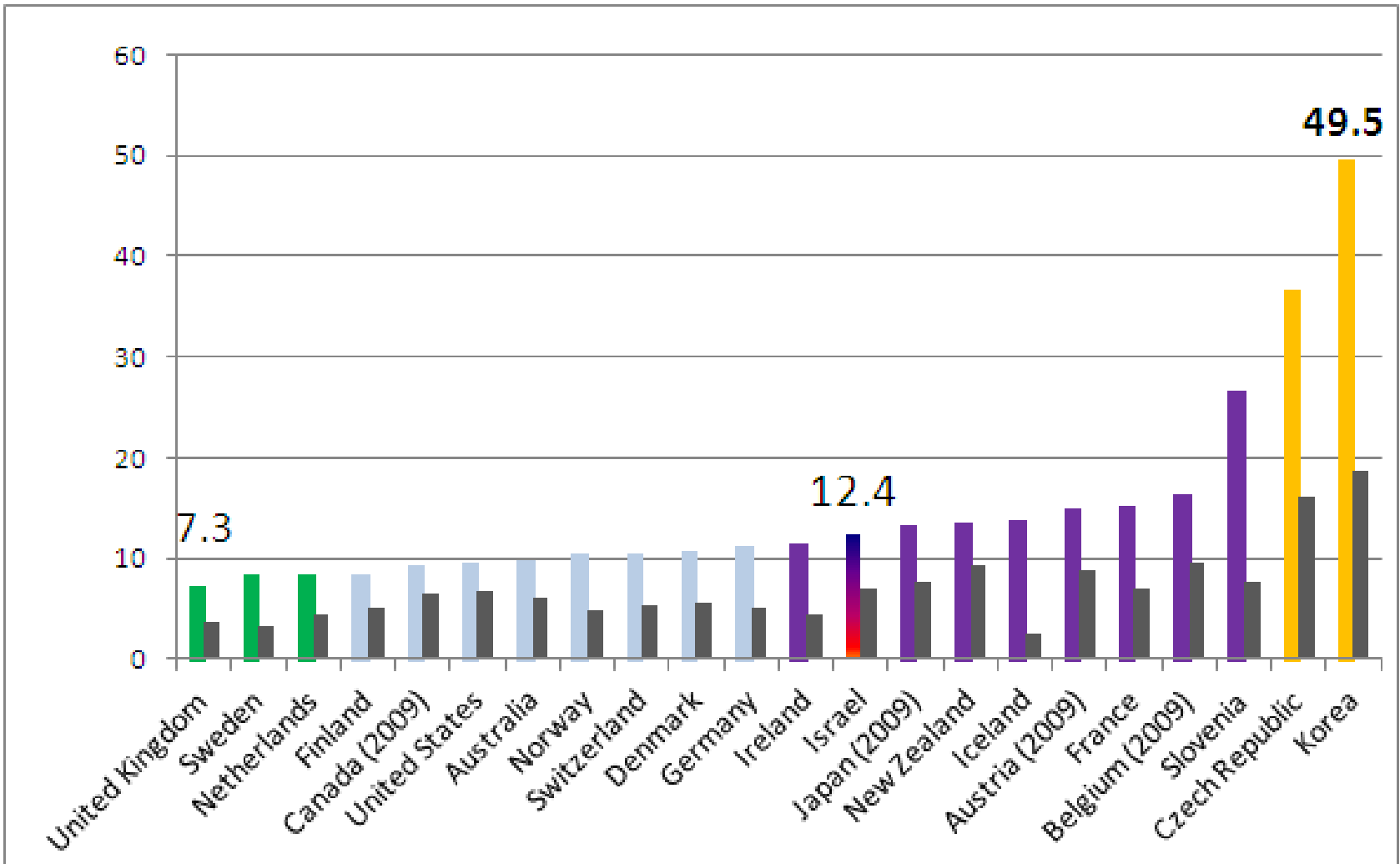
Killed per 100 000 Population in OECD countries 2000 and 2010



Killed per billion vehicle –kilometres 2010



Killed per billion vehicle –kilometres 2010 and 2000



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

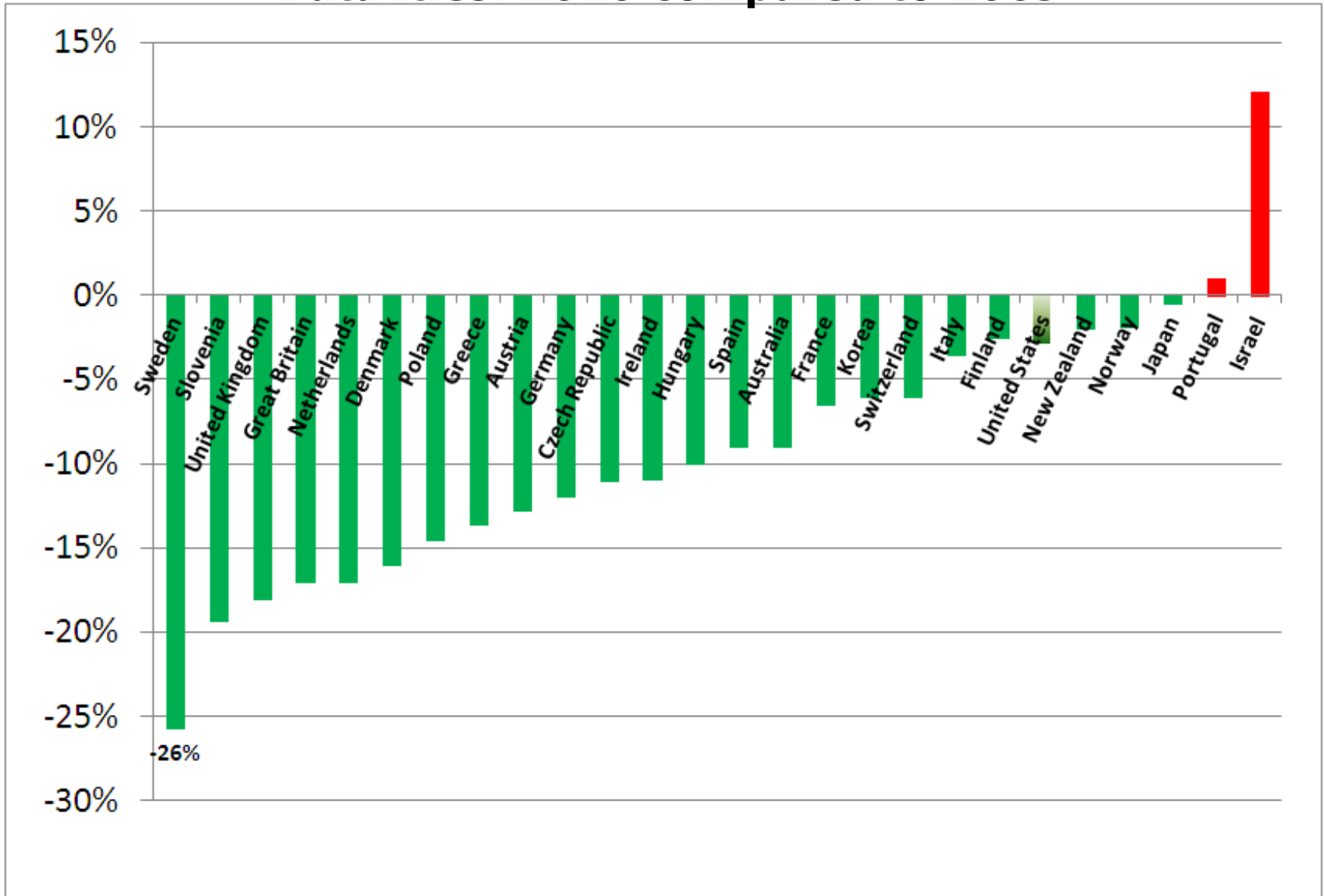
5. Regular monitoring



- Active and passive safety of vehicles
 - Passenger protection (EuroNCAP)
 - Electronic Stability Control
- 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 data Fatalities: 2010 compared to 2009



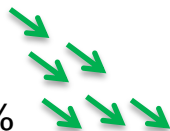
Preliminary figures for 2011

Austria		New Zealand	  
Australia		Norway	  
Czech Rep		Poland	 
Denmark		Slovenia	
France		Spain	 
Greece	  	Sweden	  
Germany		Switzerland	
Hungary	  	UK	
Israel			
Italy	 		

Decrease up to -5%

Decrease up to -10%

Decrease more than 10%



Increase to +5%

Increase to +10%

Increase more 10%



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

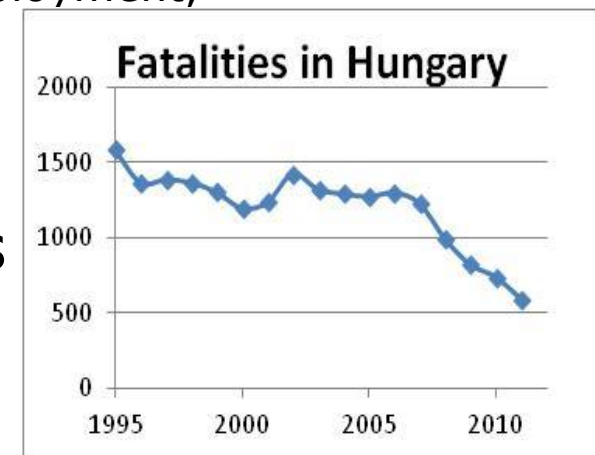
➤ But very difficult to quantify it

➤ 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



2011 – 2020 UN DECADE OF ACTION NATIONAL ROAD SAFETY STRATEGIES

- Based on Safe System approach :
 - Long Term Vision
 - Interim quantitative targets
 - Set of performance indicators to monitor progress
 - Action plan (5 pillars of the UN action plan)

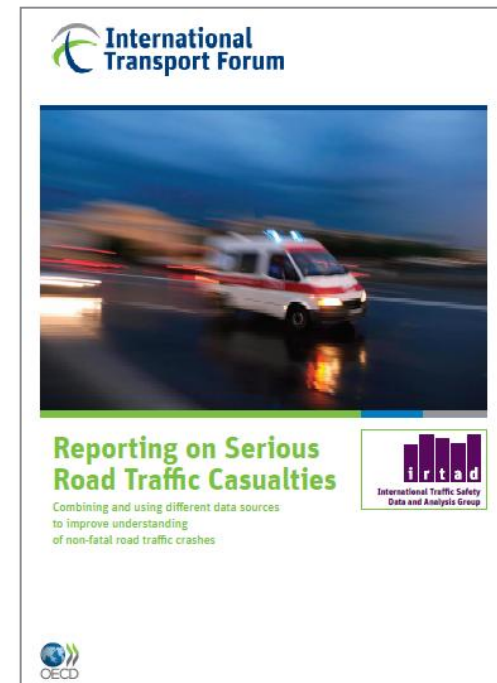


2011 -2020 RS strategies: Vision and Targets

Australia	Vision Zero	-30 % fatalities -30 % seriously injured
Austria	Become one of the safest countries in Europe	-50% fatalities -20% seriously injured
Canada	« rethink road safety » to make Canada's road the safest in the world	No target
European Union	Towards Zero	-50% fatalities
Germany		-40% fatalities
Netherlands	Sustainable safety	No more than 500 fatalities by 2020
New Zealand	Safe systems	Several SPI
Norway	Vision Zero	-19% KSI
Spain	Vision Zero	Less than 3.7 killed / 100 000 pop -25% serious injuries
US	<i>Under preparation</i>	

Next priorities: addressing serious injuries

- Safe system= reducing fatalities AND serious injuries
- Much progress done on fatalities
- 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



Reporting Serious injuries: recommendations of IRTAD

1. **Full picture of road crashes needed, to fully understand entire consequences of crashes and monitor progress**
2. Need to collect information on serious injuries
3. **While police data remains the main source of information, they should be complemented by hospital data**
4. Data from emergency department might shed more light on road casualties.
5. **Assessment of severity of injuries by medical professionals and not by the police officer at the scene of the crash**
6. Medical staff should be trained to systematically classify injuries using International Classification of Diseases and to assess severity with indices (AIS, MAIS)
7. Other sources of data exist (insurance, forensic register..) to enrich main data sources
8. **Linking police and hospital data: method exist : deterministic method or probabilistic method**
9. Capture Recapture method + Linking police and hospital data useful to give fuller picture
10. **Having an internationally agreed definition of serious injuries will help the research community**
IRTAD proposes to define a 'seriously injured road casualty' as a person with injuries assessed at level 3 or more on the Maximum Abbreviated Injury Scale i.e. "MAIS3+"



What is the Maximum Abbreviated Injury Scale?

Region	Injury description	Abbreviated Injury Scale
Head and Neck	Cerebral contusion	3
Face	No injury	
Chest	Flail chest	4
Abdomen	Minor contusion of liver	2
	Complex Rupture Spleen	5
Extremity	Fractured Femur	3
External	No injury	0
MAXIMUM INJURY SCALE		5

Full report available at.

<http://www.internationaltransportforum.org/irtadpublic/pdf/Road-Casualties-Web.pdf>



Conclusions

- Major progress achieved in OECD countries in the last Decade, and especially in the last 3 years
- Research needed to understand
- Situation much different in developing emerging countries
- Ambitious targets and programmes set for the Decade 2011-2020 based on Safe System,
- Need to monitor injuries
- Proposal for international definition: MAIS 3+

IRTAD Annual report available in the coming weeks, including detailed reports for each country.



Thank you

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