

# How Traffic Law Enforcement Can Contribute to Safer Roads - PIN Flash report 31

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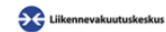
# European Transport Safety Council

**A science based approach to road safety**

- ✓ **Science based** approach to road safety
- ✓ **NGO** Brussels
- ✓ **58 member organisations** from across Europe
- ✓ More than **200 experts** contributing to ETSC's work
- ✓ Corporate sponsors
- ✓ Road safety projects

# Road safety and the European Union





# 26,313

people died in road traffic in the  
EU in 2015

# 135,000\*

seriously injured in  
road traffic in the EU  
in 2014

*\*MAIS3+ estimates by the European Commission*



European Transport Safety Council

+1%

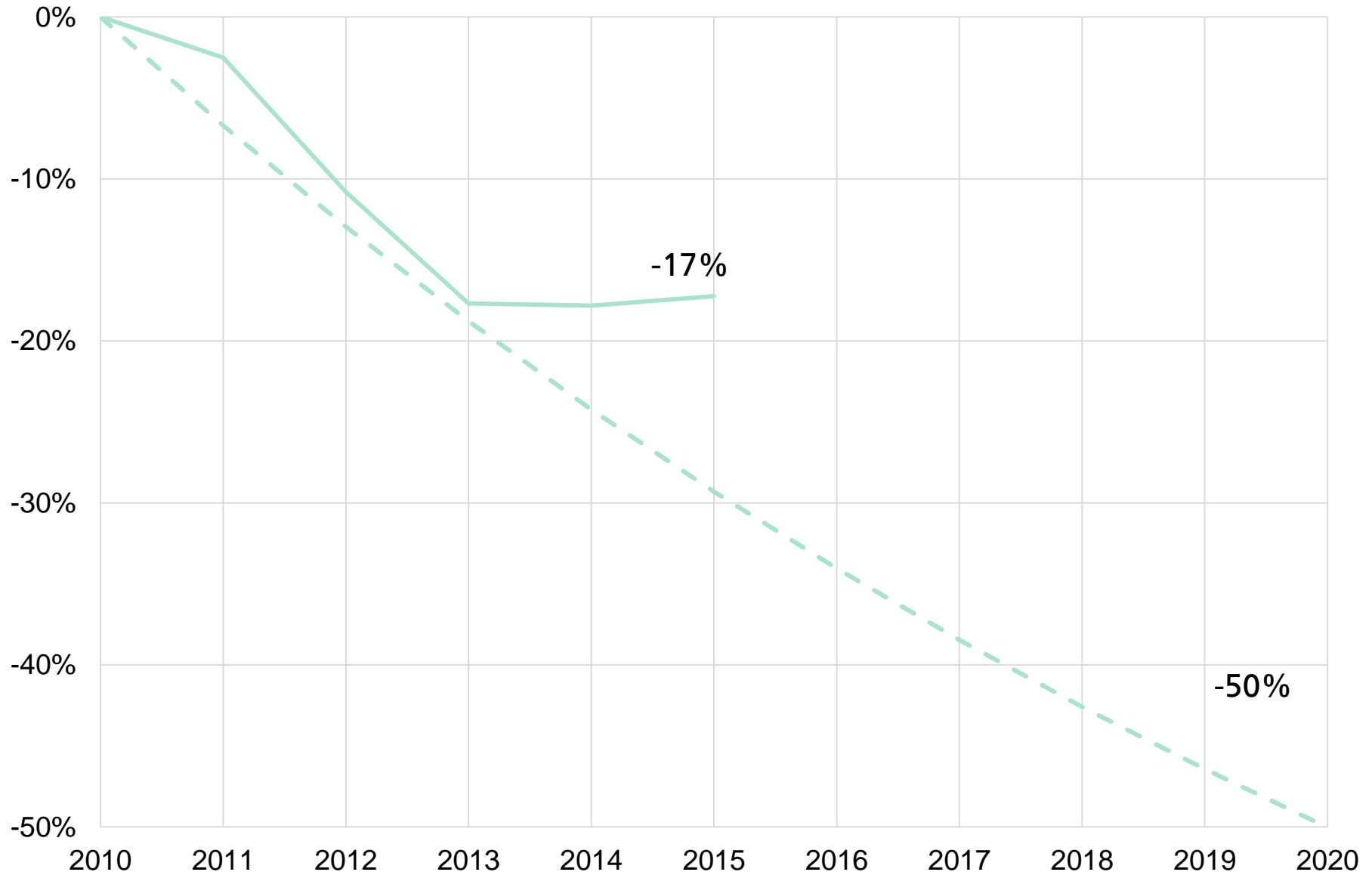


First increase in road  
deaths since 2001





# EU target at stake



# The three main road risks

☠ Inappropriate or excessive **speed**

Primary factor in **1/3** of road deaths



☠ Driving under the influence of **alcohol**

☠ **25%** of all road deaths

At least **5,600** deaths could have been prevented if all drivers involved in accidents and reported to be driving over the limit had been sober.

☠ Failure to wear **seat belts**

Around **8,600** car occupants survived serious crashes in 2012 because they wore a seat belt.

# HOW TRAFFIC LAW ENFORCEMENT CAN CONTRIBUTE TO SAFER ROADS



## Traffic offences covered

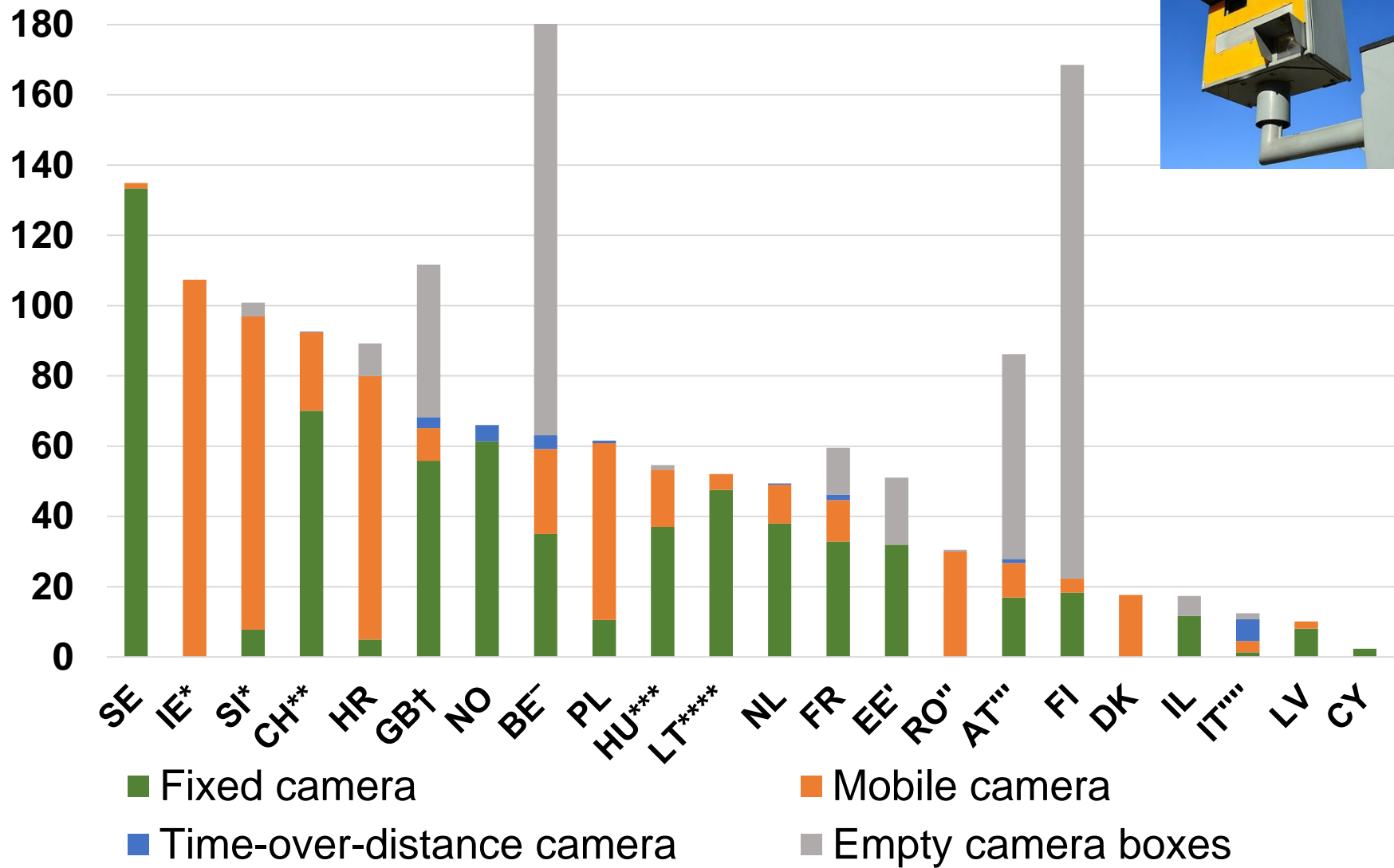
1. Speeding
2. Drink driving
3. Failure to use a seat belt
4. Illegal use of mobile phone



# Effectiveness of enforcement

- ✓ Regular over a long period
- ✓ Unpredictable and difficult to avoid
- ✓ Highly visible and less visible activities
- ✓ Focus on traffic offences related to severe collisions
- ✓ Locations where violations are expected
- ✓ Follow-up by an effective and appropriate sanction
- ✓ Publicity

# Number of cameras / 1 milion inhabitants (2015)



# Speeding tickets /1000 inhabitants (2015)

*% by safety camera*

<b>Netherlands</b>	<b>393</b>	<b>99.6%</b>
<b>Belgium</b>	<b>300*</b>	<i>n/a</i>
<b>France</b>	<b>205</b>	<b>93%</b>
<b>Cyprus</b>	<b>108</b>	<b>29%</b>
<b>Estonia</b>	<b>102</b>	<b>66%</b>
Finland	93	80%
Denmark	73	91%
Croatia	66	<i>n/a</i>
Lithuania	50	98%
Poland	50	17%

*\*2014*



**IE, SI, RO, RS, GB, HU, PT, SE, IT**

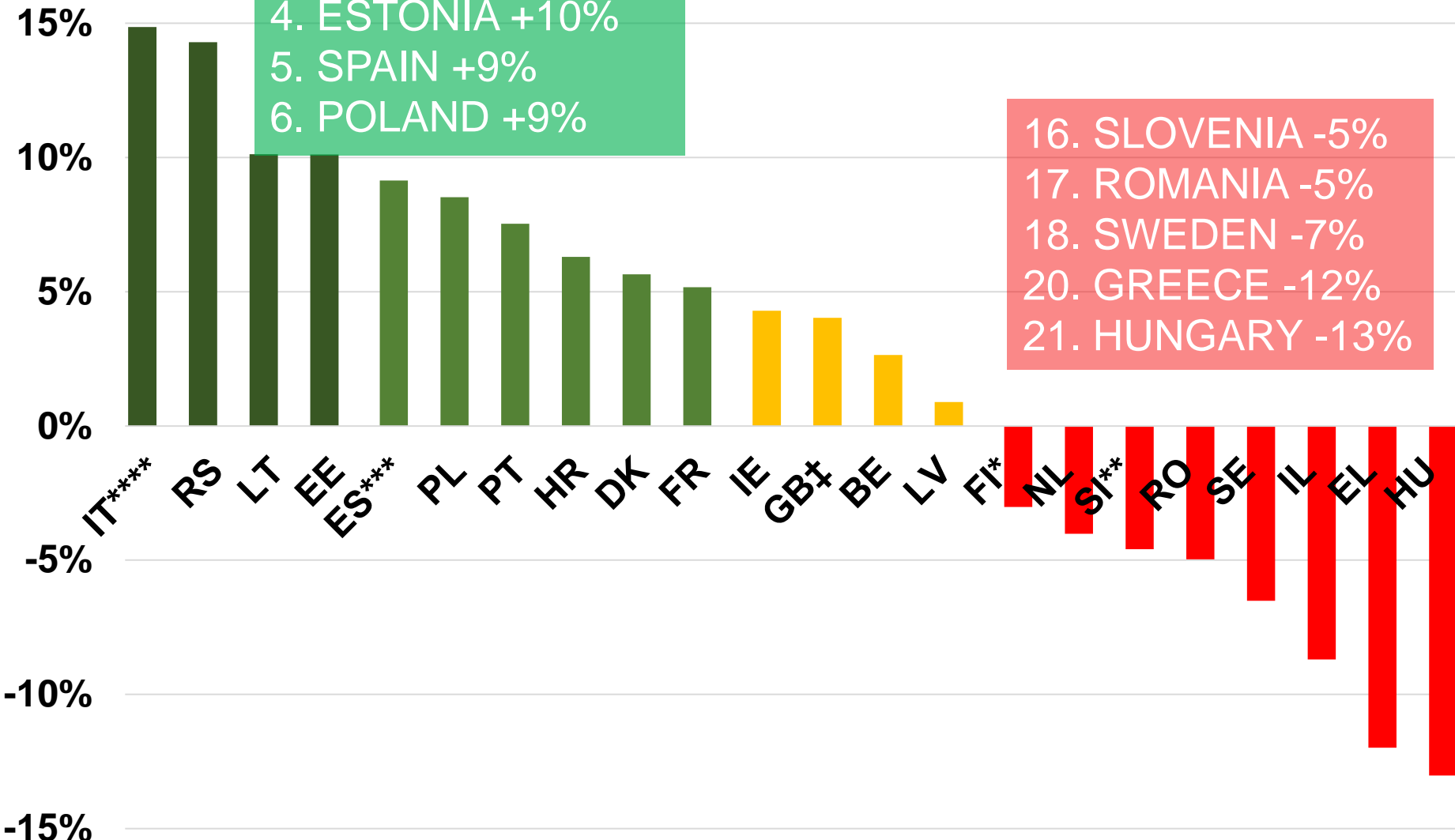
**50 or fewer**

# Annual change in speed tickets (2010-2015)



1. ITALY +15%  
3. LITHUANIA +10%  
4. ESTONIA +10%  
5. SPAIN +9%  
6. POLAND +9%

16. SLOVENIA -5%  
17. ROMANIA -5%  
18. SWEDEN -7%  
20. GREECE -12%  
21. HUNGARY -13%





Over **50%**

**think it is highly unlikely to be checked  
for speeding**

**\* SARTRE 4**



# 60%

**of drivers think it is unlikely  
to be tested for drink driving**

**\* ESRA** (European Survey of Road User's Safety)

# Drink Driving checks / 1000 inhabitants

	2015	2014	2013
Estonia	677	572	470
Poland	466	405	234
Finland	279	286	149
Austria	189	214	209
Slovenia	156	186	184
Greece	n/a	166	163
France	152	164	160
Hungary	135	124	121
Cyprus	135	138	146
Sweden	130	205	234
Romania	72	73	75
Ireland	71	86	96
GB	n/a	11	12

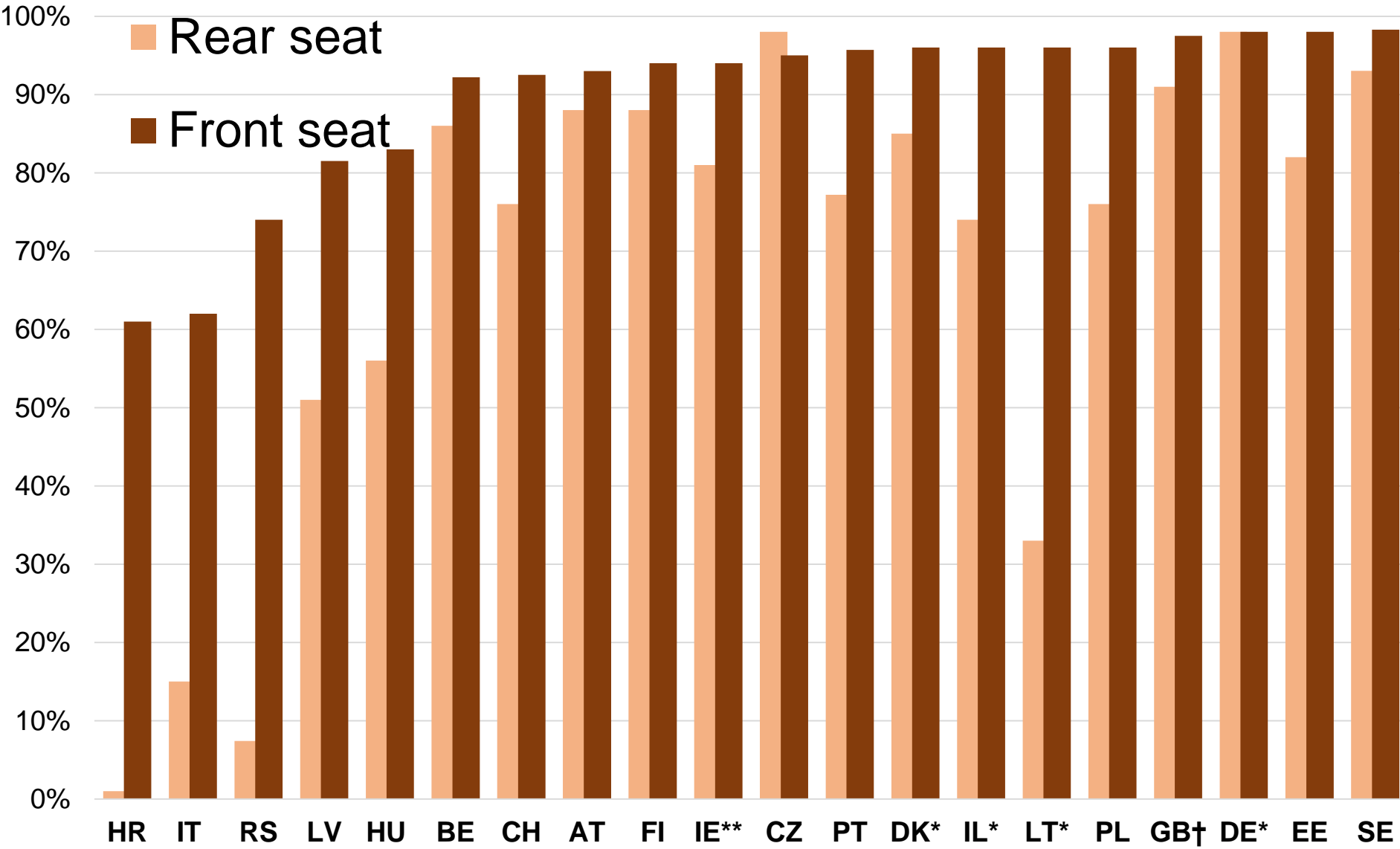


Not available in  
 Belgium  
 Czech Rep.  
 Germany  
 Denmark  
 Croatia  
 Luxembourg  
 Latvia  
 Netherlands  
 Slovakia

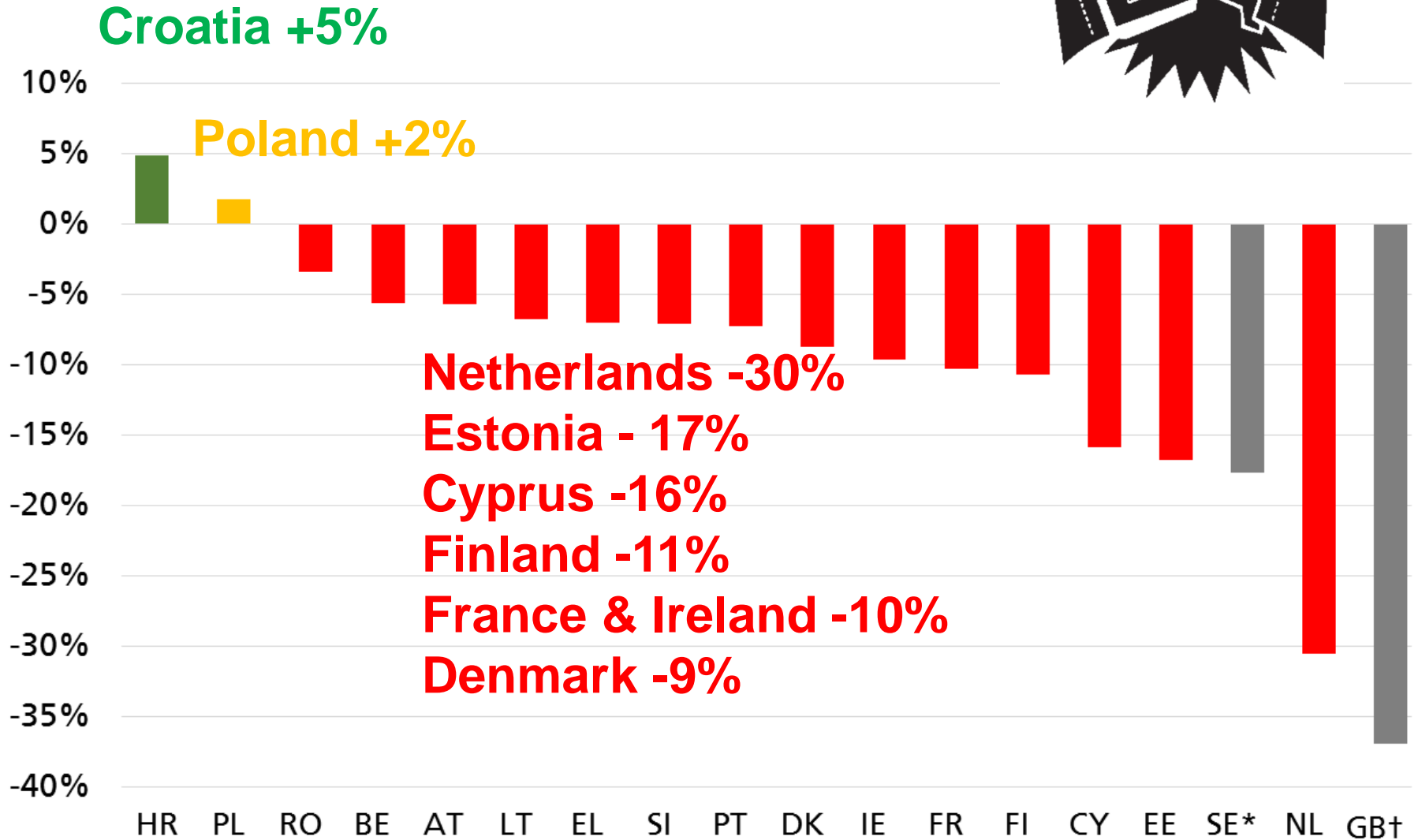
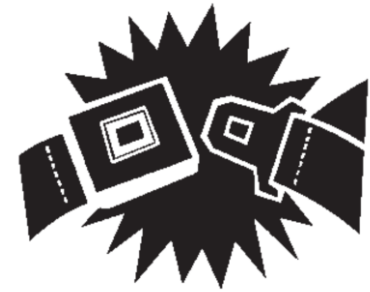
58%

\* SARTRE 4

# Seat belt wearing rates 2015



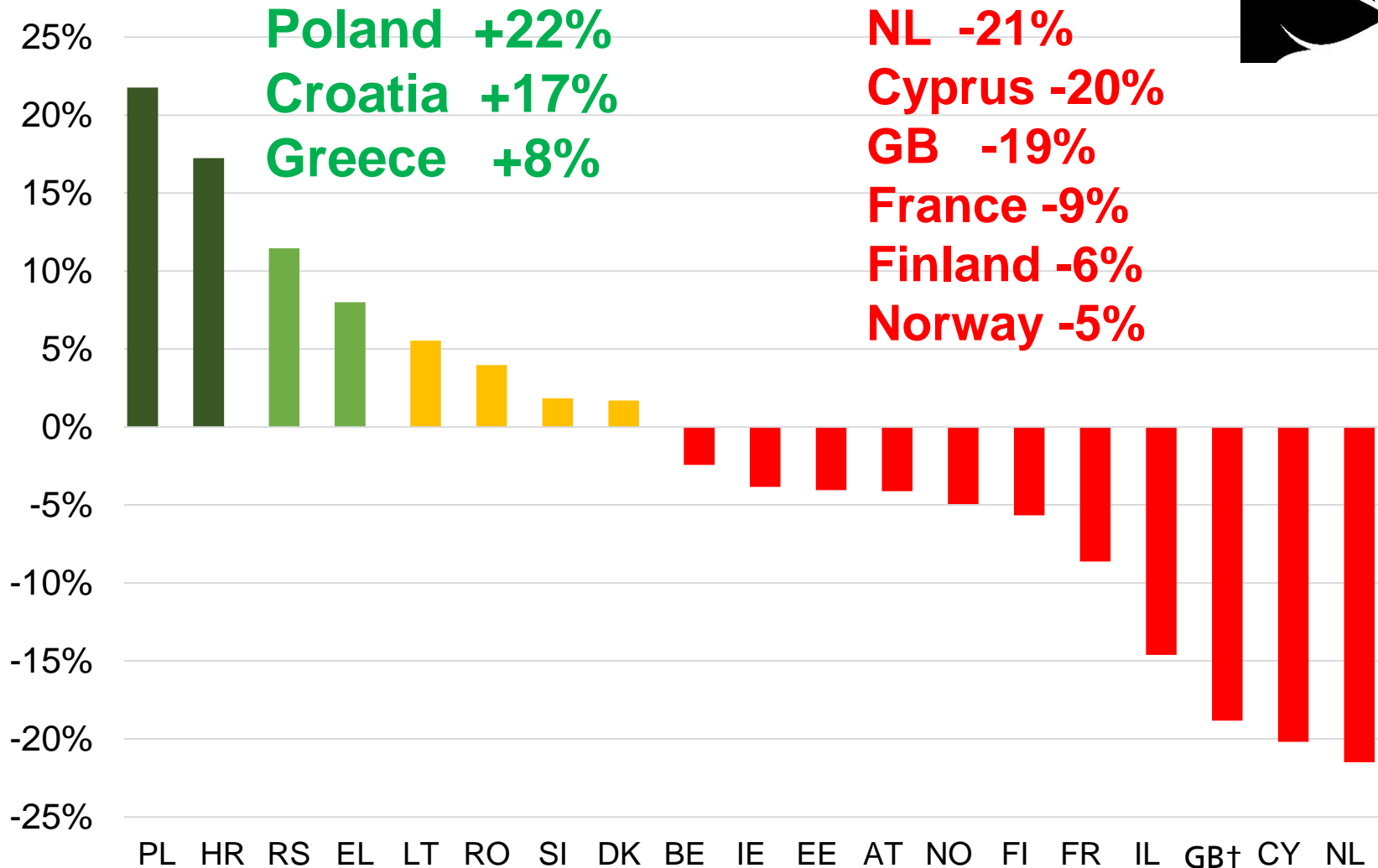
# Annual change in number of seat belt tickets 2010-2015





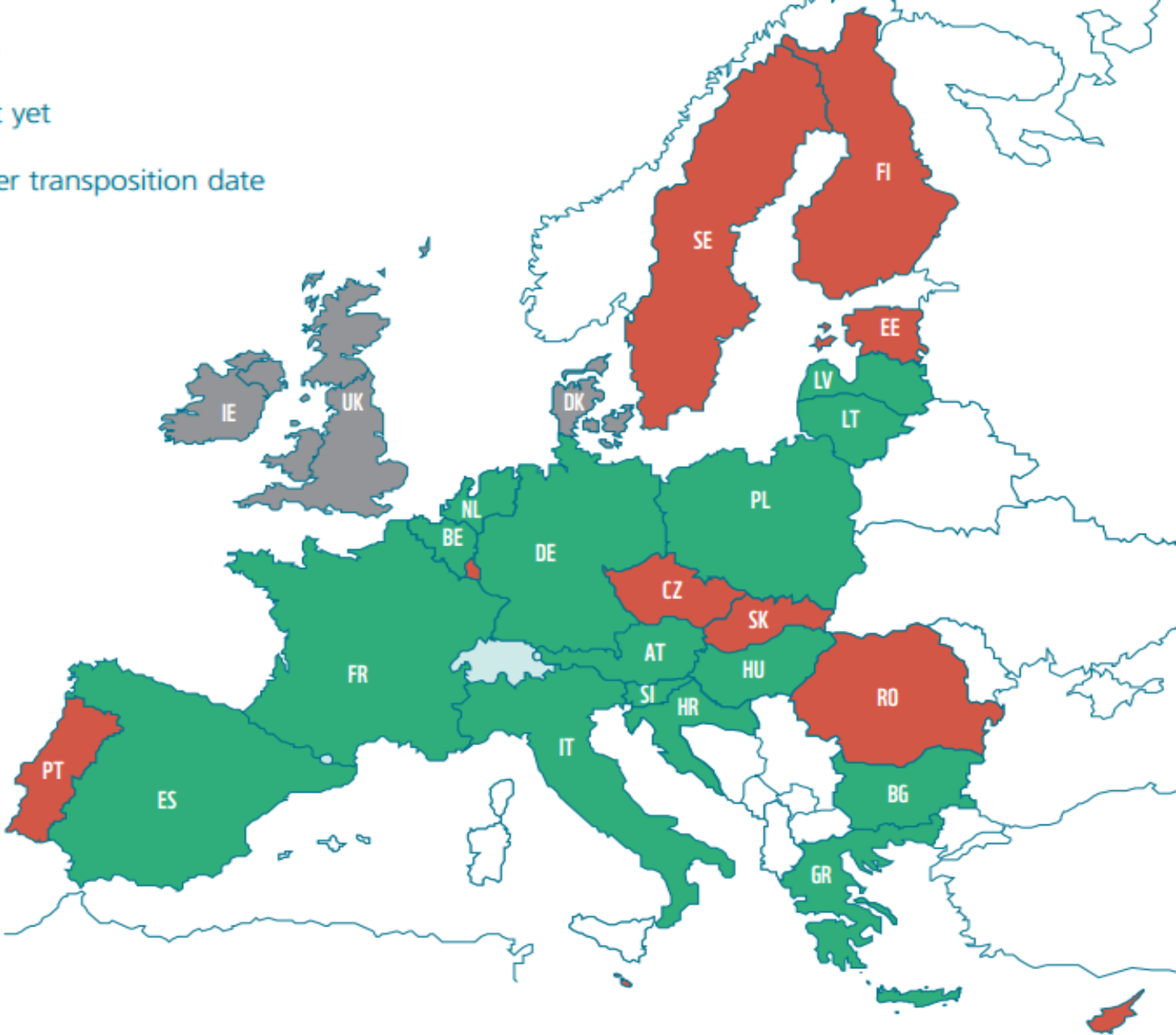
**220 times/day**

# Annual change in mobile phone tickets (2010-2015)



# Cross border enforcement

- Yes
- Not yet
- Later transposition date





# Recommendations to countries

- Increase/maintain human and financial resources for the Police to enforce traffic law
- Each time a driver is stopped: check compliance with traffic law
- Improve follow-up of non-resident offenders
- Set national enforcement plans

# Recommendations to countries

- Set up transparent system for the allocation of revenues generated by fines and channel revenues back to road safety work

Thank you!

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