

# Delivering road safety in Europe outside the EU

PACTS Conference: UK road safety and Brexit

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Stefan Siegrist, PhD EMBA, Deputy Director

Swiss Council for Injury Prevention bfu

s.siegrist@bfu.ch – [www.bfu.ch](http://www.bfu.ch)



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## bfu – Swiss Council for Injury Prevention

- Government mandate
- Private foundation
- Independent of economic and political spheres of interest
- Public health approach
- Research and prevention activities
- International networks
- Regionally anchored

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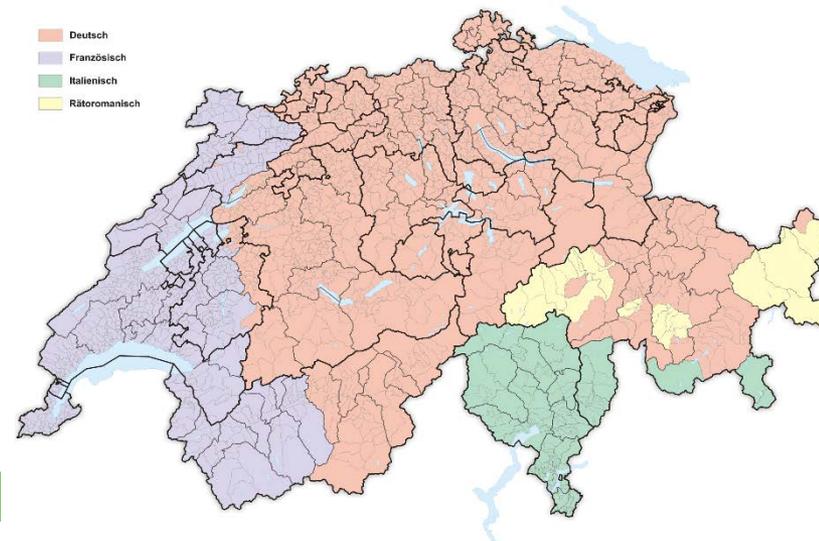
- Switzerland in Europe
- Road safety in Switzerland
- International bodies influencing RS in Switzerland
- Conclusions





# Switzerland

- Small country in the middle of Europe
- 8.3 million inhabitants
- Federalist
- Distinct democracy
- 4 different languages/cultures
  - German-speaking 64%
  - French-speaking 20%
  - Italian-speaking 6%
  - Romansh-speaking 0.5%





- 1999 ff: 7 bilateral contracts SUI-EU
- Feb. 2014: CH votes for self-controlled immigration
- No solution found so far
- Bilateral contracts endangered?
- Relevant for road safety: mainly research programmes

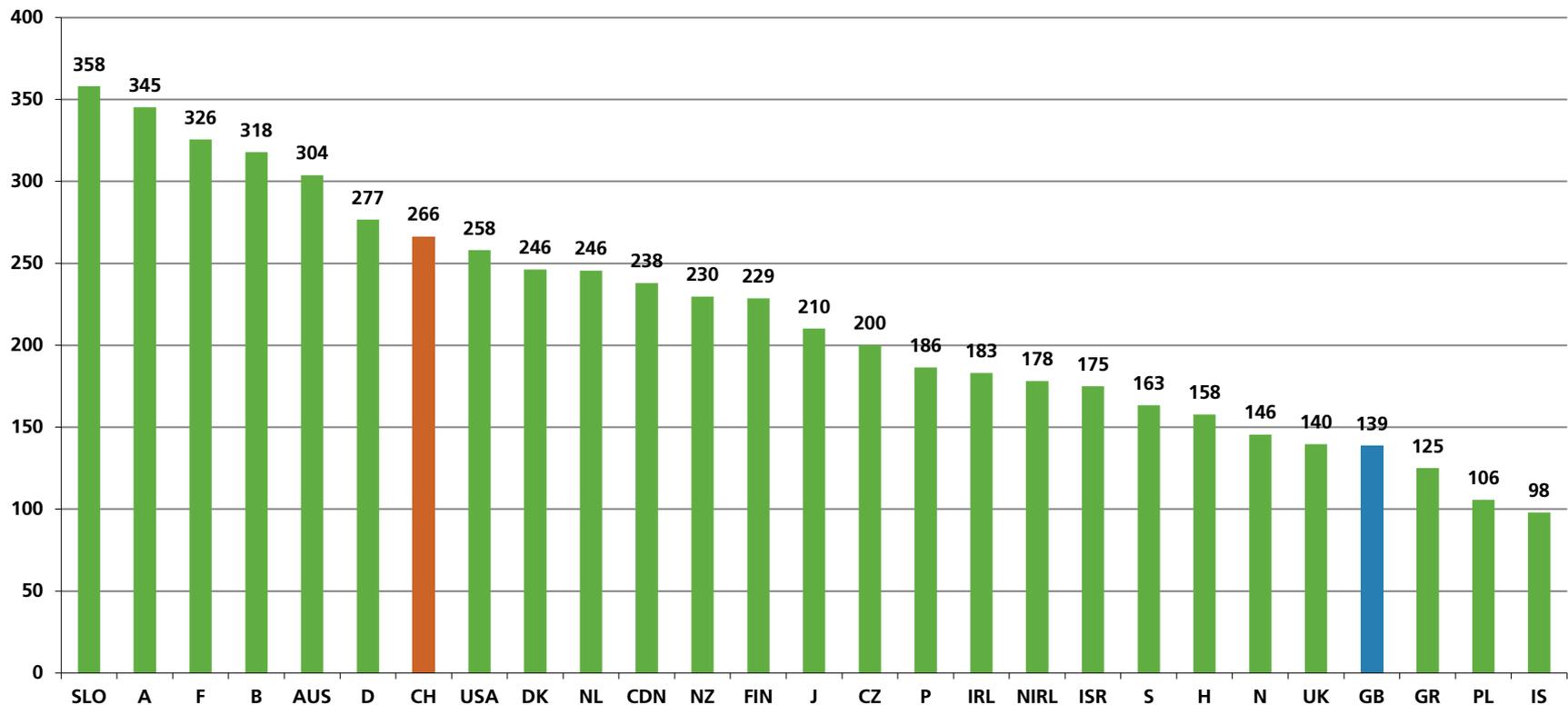
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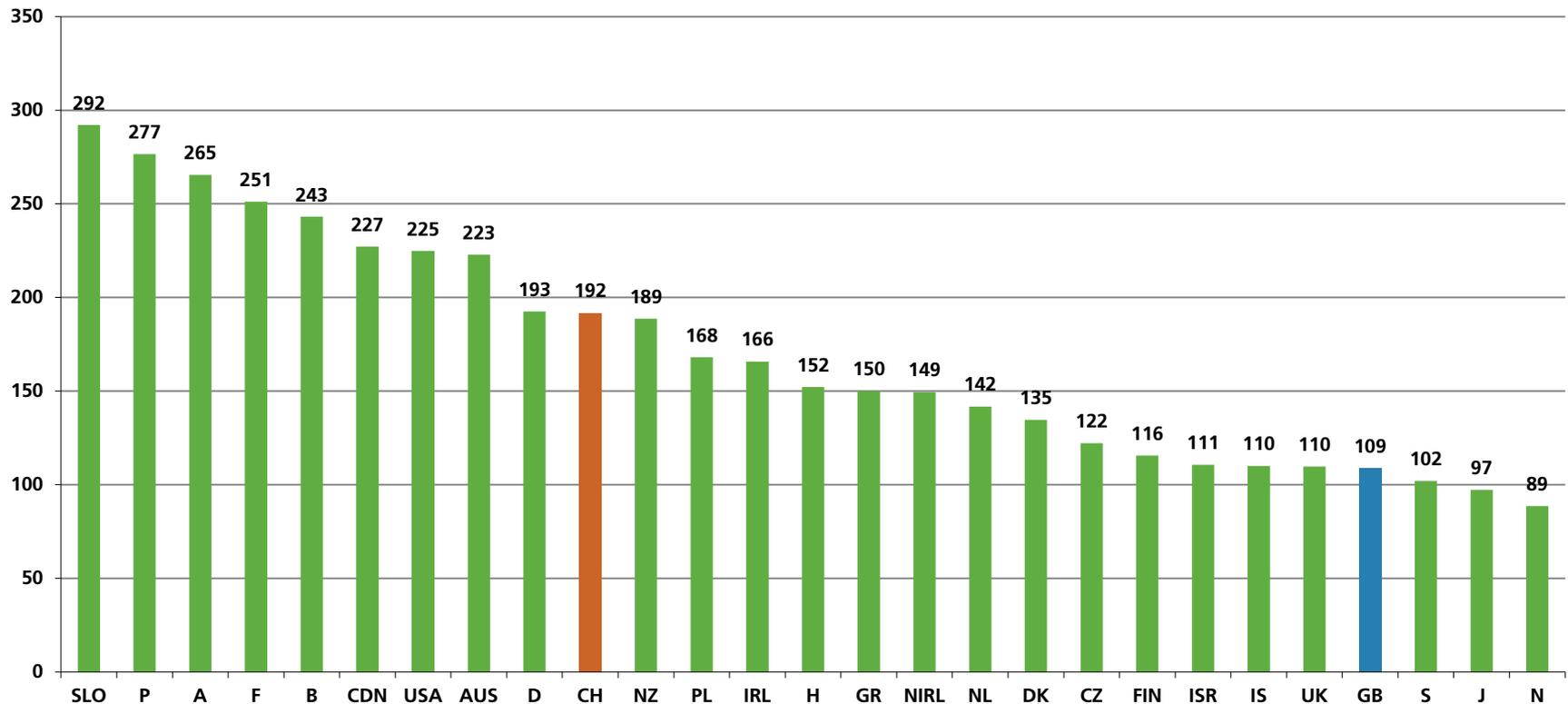
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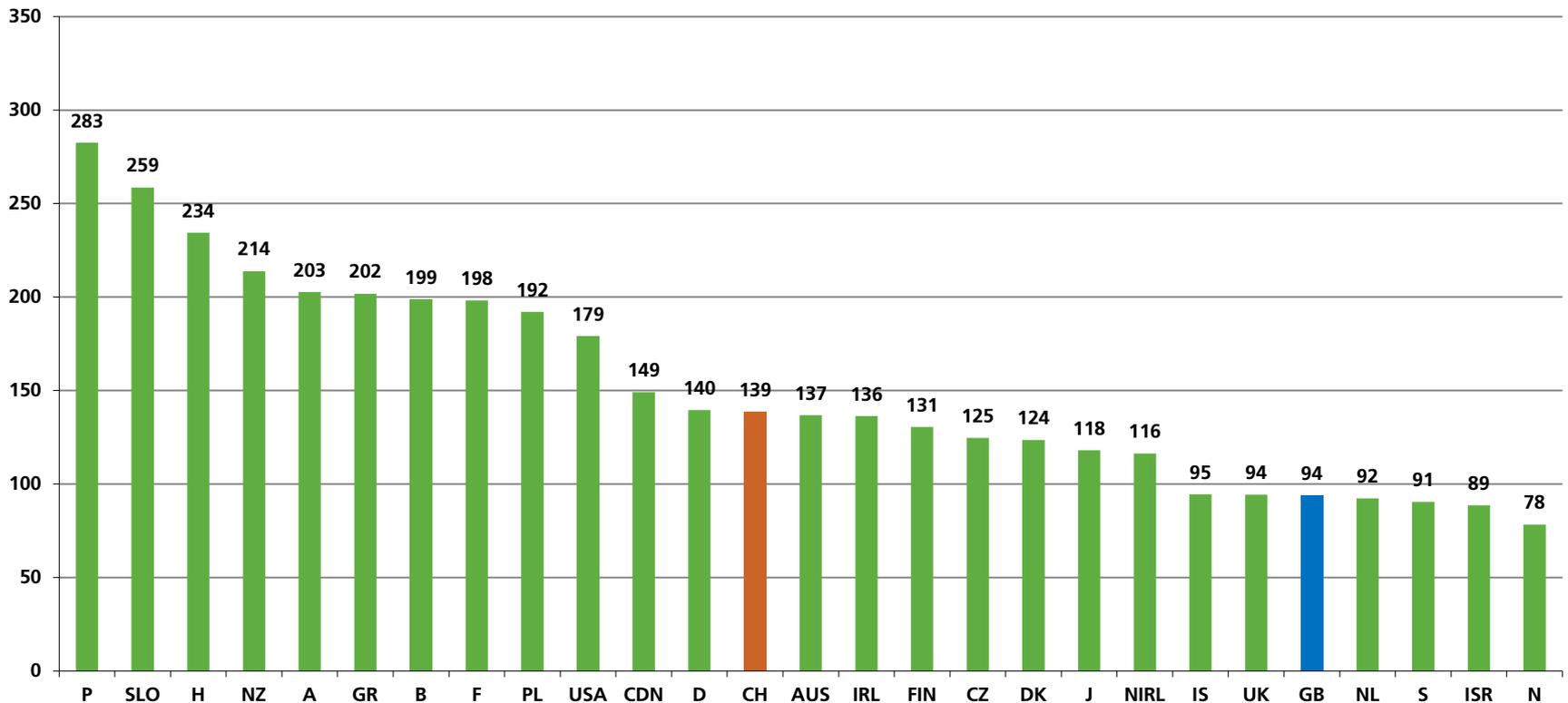
# Fatalities per 1 million inhabitants, 1970



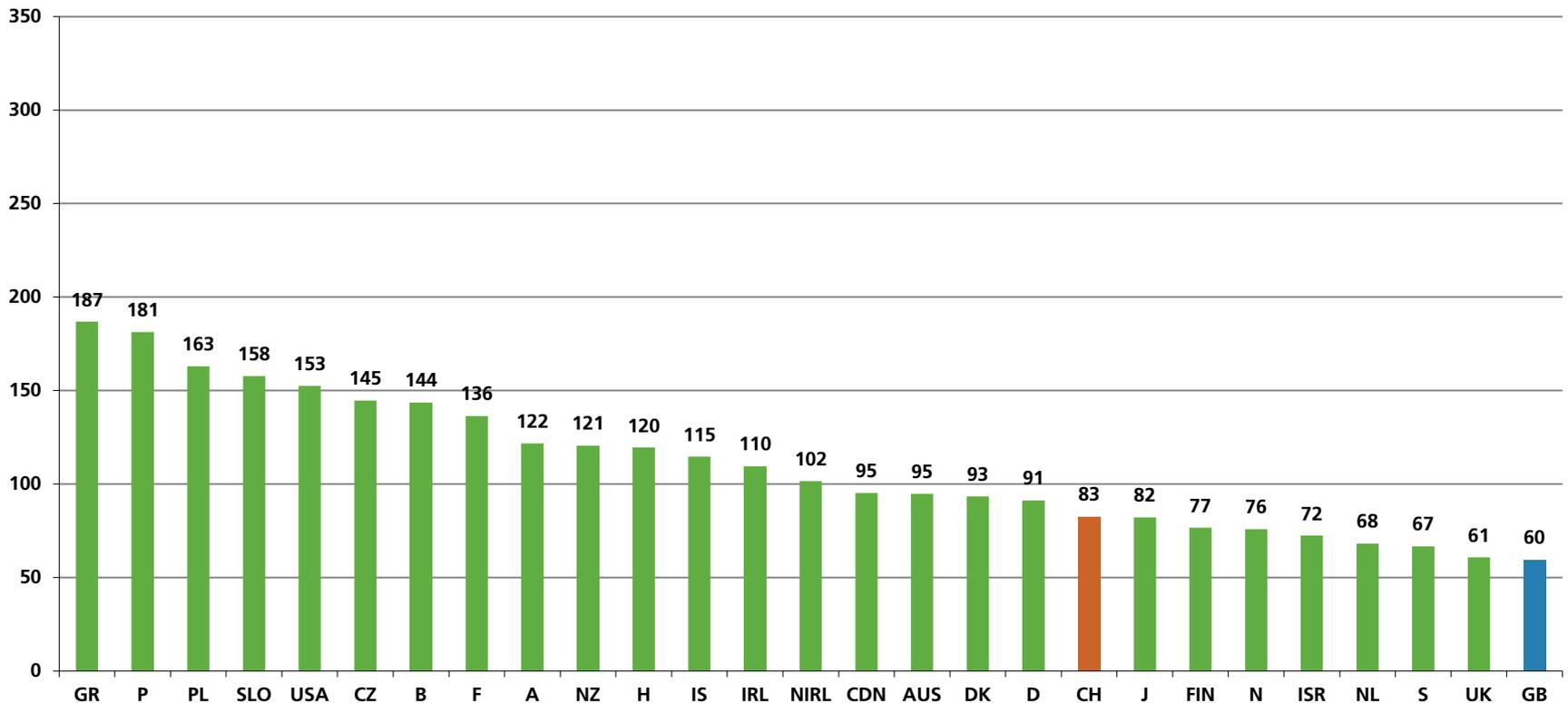
# Fatalities per 1 million inhabitants, 1980



# Fatalities per 1 million inhabitants, 1990

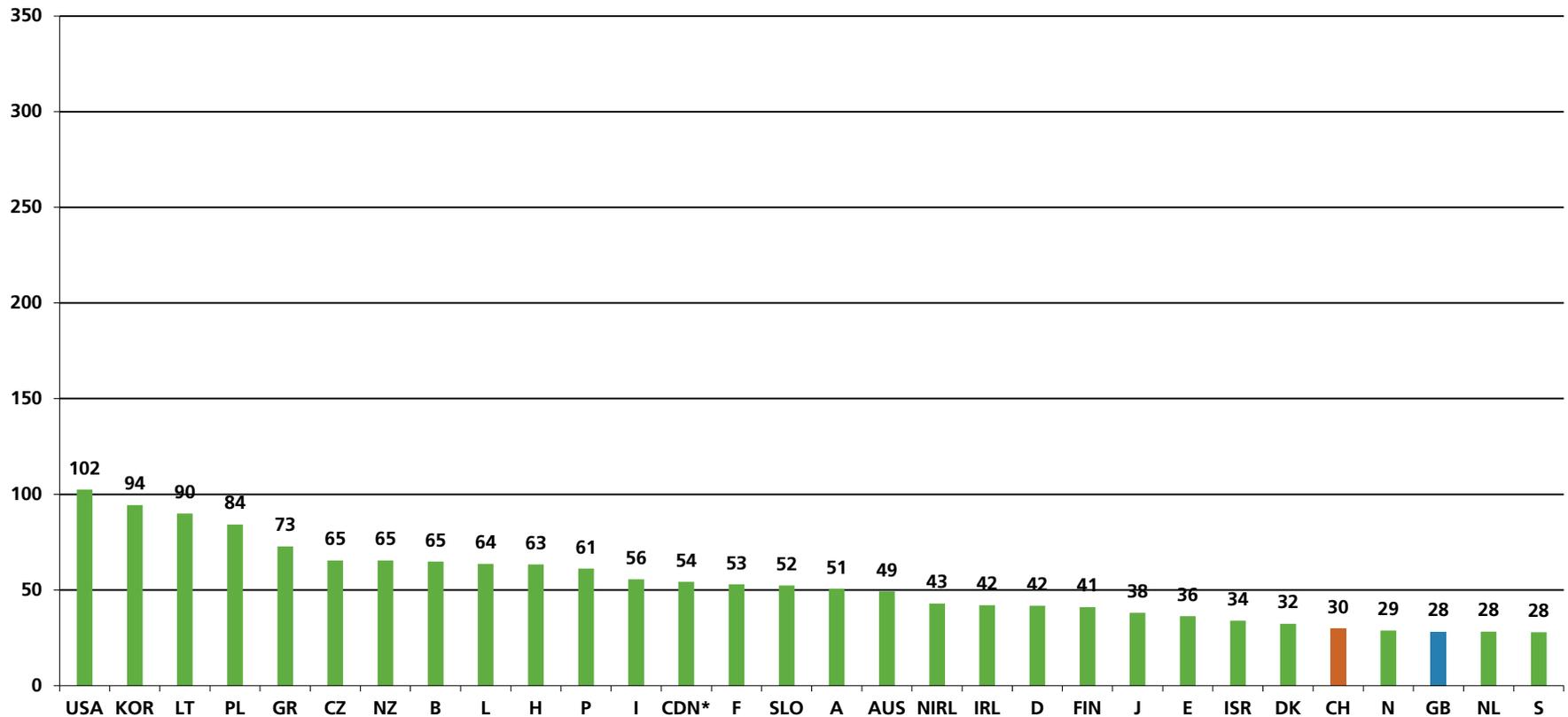


# Fatalities per 1 million inhabitants, 2000





# Fatalities per 1 million inhabitants, 2014





Country	Fatalities per 1m inhabitants, by travel mode, 2014				
	Cars	Motor-cycles	Bicycles	Pedestrians	Other
<b>CH</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>2</b>
GB	13	5	2	7	1
S	13	3	3	5	3

Source: OECD, IRTAD

USV.T.24/25



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## Challenges in road safety in CH

- Vulnerable road users, severe injuries
  - Heterogeneity of travel modes
  - Age structure
  - Transition to automated driving
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- Driver assistance (incl. pedestrian protection)
  - Increasing significance of health and physical integrity



# Number of persons injured in alcohol-related crashes





## Swiss road safety strategies

1. Road safety (Report: Isenschmid), 1969
2. Assessment of road safety (Report: Kopp), 1986
3. Road safety (Report: Koller), 1993
4. *Vision Zero*, bfu 2002 → *VESIPO* → *Via sicura* (2012)

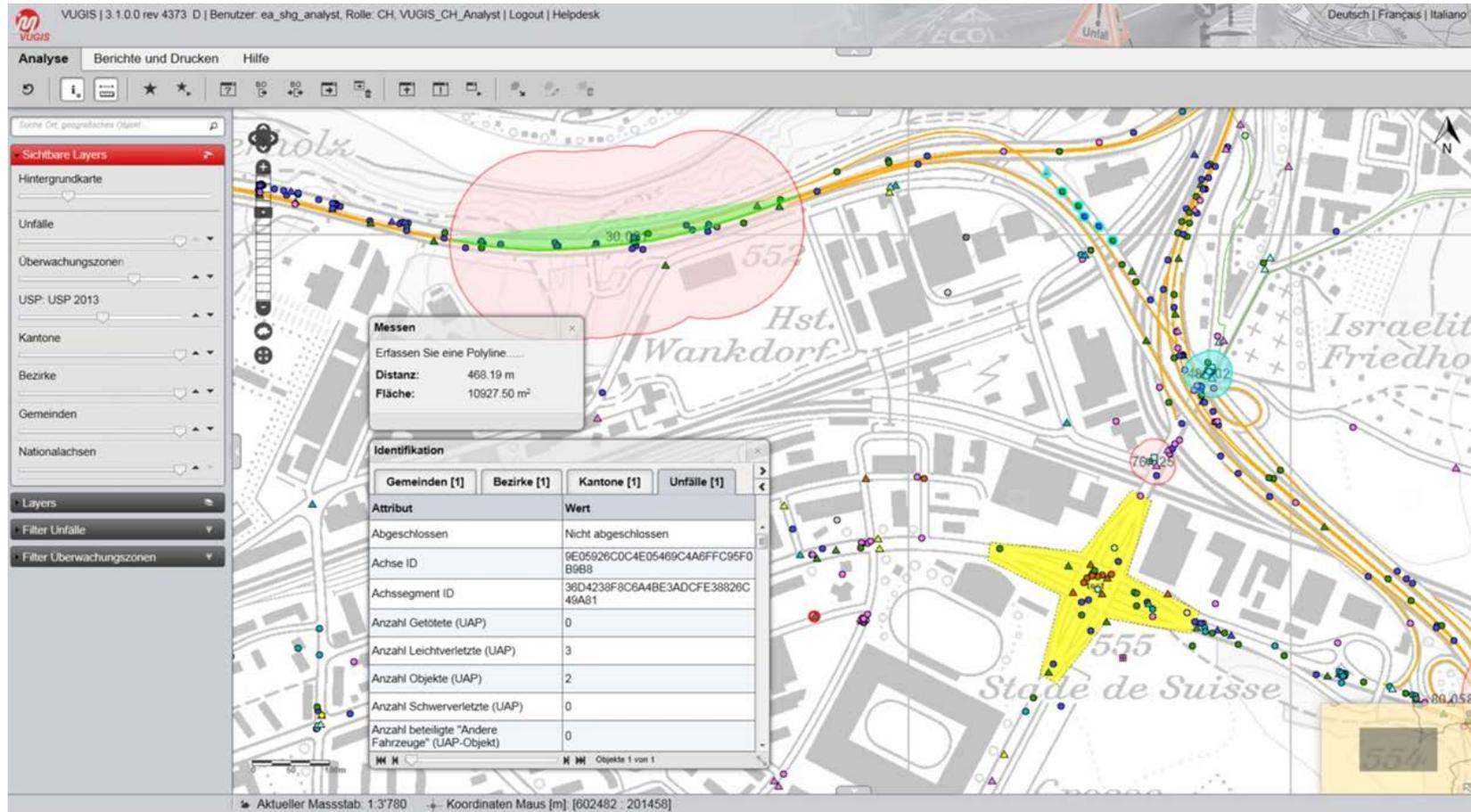


## Targets for Swiss road safety

- 1969: < 1300 (–20%) (1577)
- 1986: < 350 (1034)
- 1993: < 350 (954)
- 2002: < 300 (–50%) for 2010 (597 in 2000)



# Instruments for a safe road infrastructure





## Success factors

- Lead agency
- Evidence into practice (lead agency)
- Good foreign practice incorporated into national activities
- Permanent social debate
- International standards (UN ECE, EU ...)
- National road safety programmes (19 ..... 2012)
- ... based on several consultations
- ... instruments facilitating implementation

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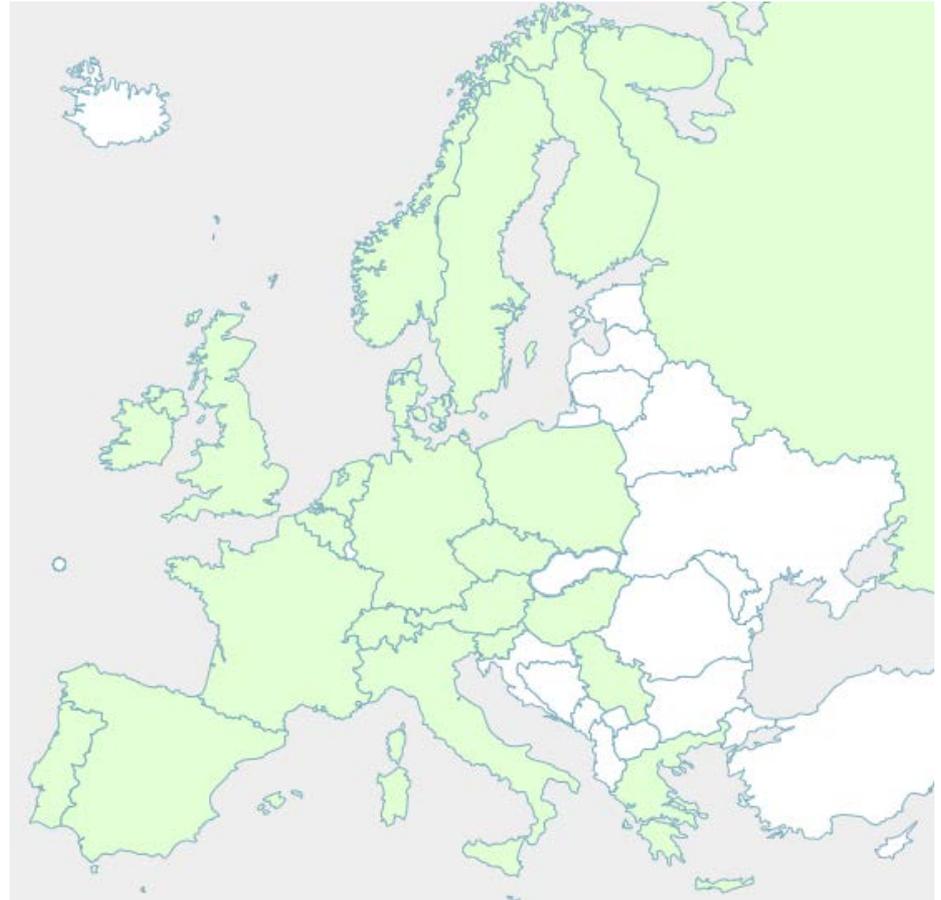
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# FERSI Forum of European Road Safety Research Institutes

**FERSI**  
Road Safety Research

- 21 members from 21 countries
- Non-profit association



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## FERSI – Forum of European Road Safety Research Institutes

- CH (bfu) founding member in the 90s
- GB no longer present (due to changes at TRL)
  
- Very valuable network
- Exchange of
  - research activities
  - national findings
- Access to research projects (consortia)



# ETSC – European Traffic Safety Council



- Knowledge transfer to EU commission
- CH = member
  
- International comparisons (benchmarks)
- Programmes like PRAISE (work related safety)



# UN ECE – The United Nations Economic Commission for Europe



**UNECE**

- CH is a member of
  - WP.1 Road Safety Forum
  - WP.29 Harmonization of vehicle regulations
- Get information in time
- Hardly any influence, maybe GB?
- GB has not signed up and has been absent for 7 years



## EU – European Union: High Level Group for Traffic Safety



- CH is a visitor
- Visitors get information on EU plans 1 year earlier than non-visitors
- Better chance of being ready when a new directive is coming into force
- EU research projects: fewer, bigger consortia, decreasing knowledge gain



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## E.g. EURO Norm 4 for motorcycles

- ABS for PTWs above 125 ccs
- Rule can be taken over
  
- Influence on the content of the new EU norm?
- Being informed in time
  
- Relevant for exporting countries not being a member of EU



## Others



- CH is active in IRTAD
- OECD reports: contribution, e.g. new report on safe system approach
- ITF: research cooperation (theoretically possible)



## Somewhat less important



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## Conclusions

The EU is probably more important for economic cooperation than for setting safety standards, BUT:

- EU high level group for traffic safety: important to be a visitor
  - Contribute ideas
  - Get information 1 year earlier
- FERSI, ETSC: important network, worthwhile investing the time
- UN ECE WP.1 and 29: possible and important to be a member