

Reducing serious injuries in the EU

International conference on serious injuries, Dublin | 4 October 2023



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European Transport Safety Council

A science based approach to road safety

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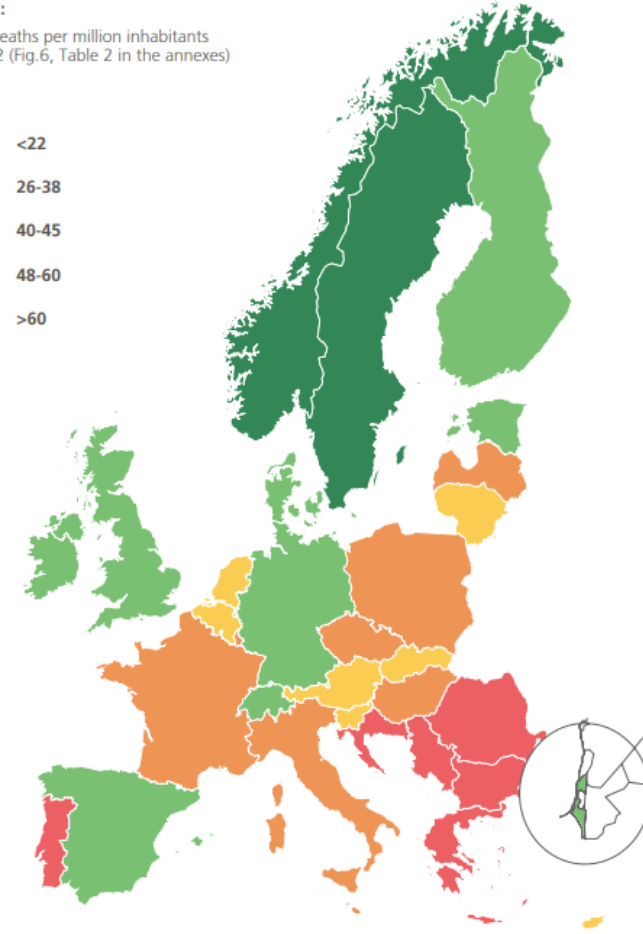
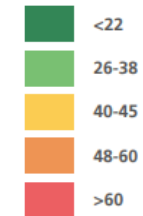
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ETSC PIN PROGRAMME

- Experts from the 32 participating countries, including all EU Member States
- Steering Group
- Annual report
- PIN Flash reports (44 to date)
- PIN Talks

MAP 2:

Road deaths per million inhabitants in 2022 (Fig.6, Table 2 in the annexes)



Serious Injuries

- Definition
- Data and the EU target
- Countermeasures
- Recommendations

Serious injuries – definition

- Fourteen PIN countries (BE, CY, DE, EE, ES, FR, EL, IE, LV, LU, PT, UK, CH, IL) similar definitions; *spending at least one night in hospital as an in-patient (or close variant)*.
- In practice, no standardised communication between police and hospitals. Categorisation ‘serious’ is often made by the police.

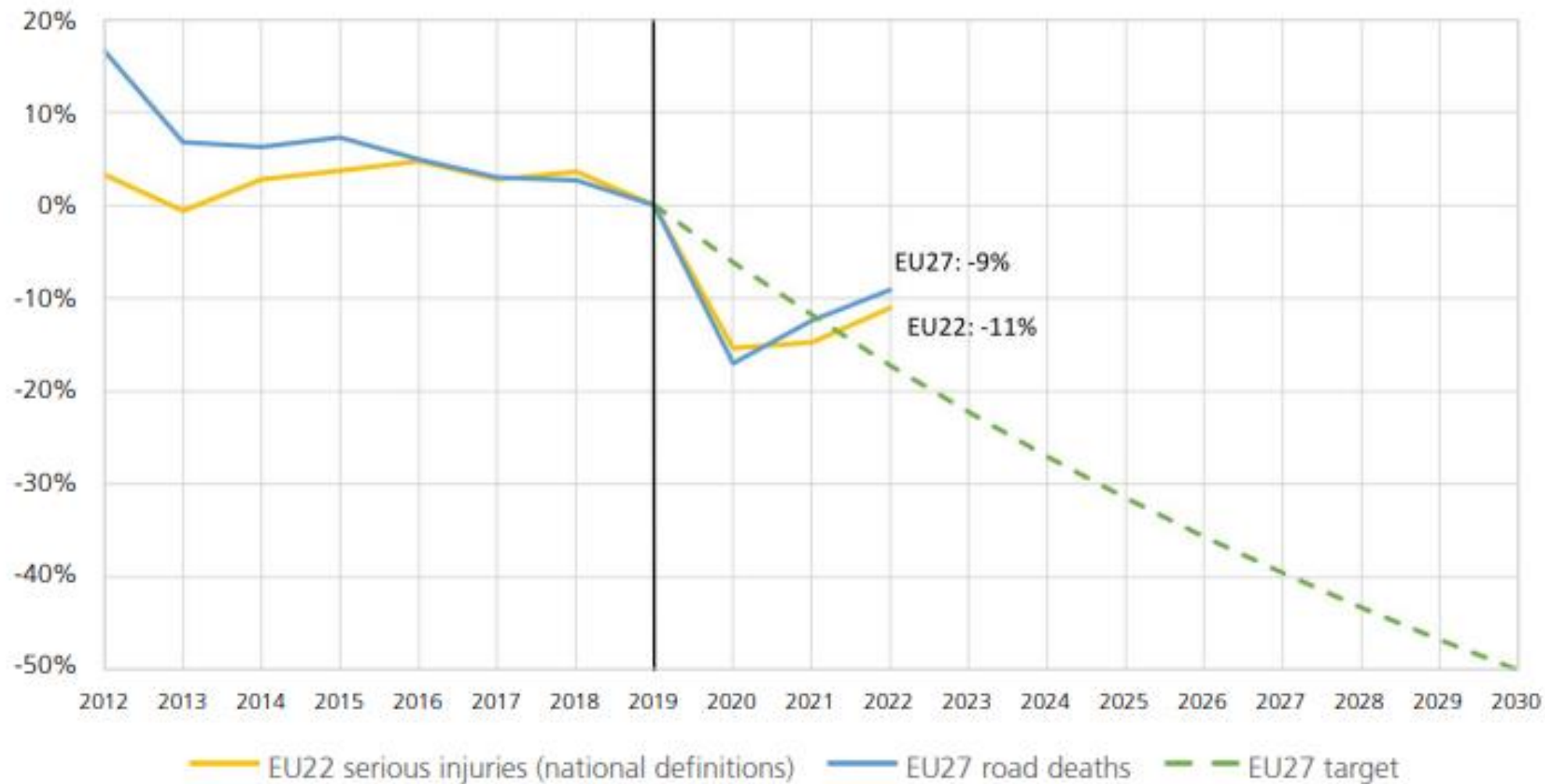
Serious injuries – definition – MAIS3+

- MAIS3+ (High Level Group on Road Safety):
 1. continue to use police data but apply a correction coefficient based on samples;
 2. report the number of injured based on data from hospitals;
 3. create a link between police and hospital data.

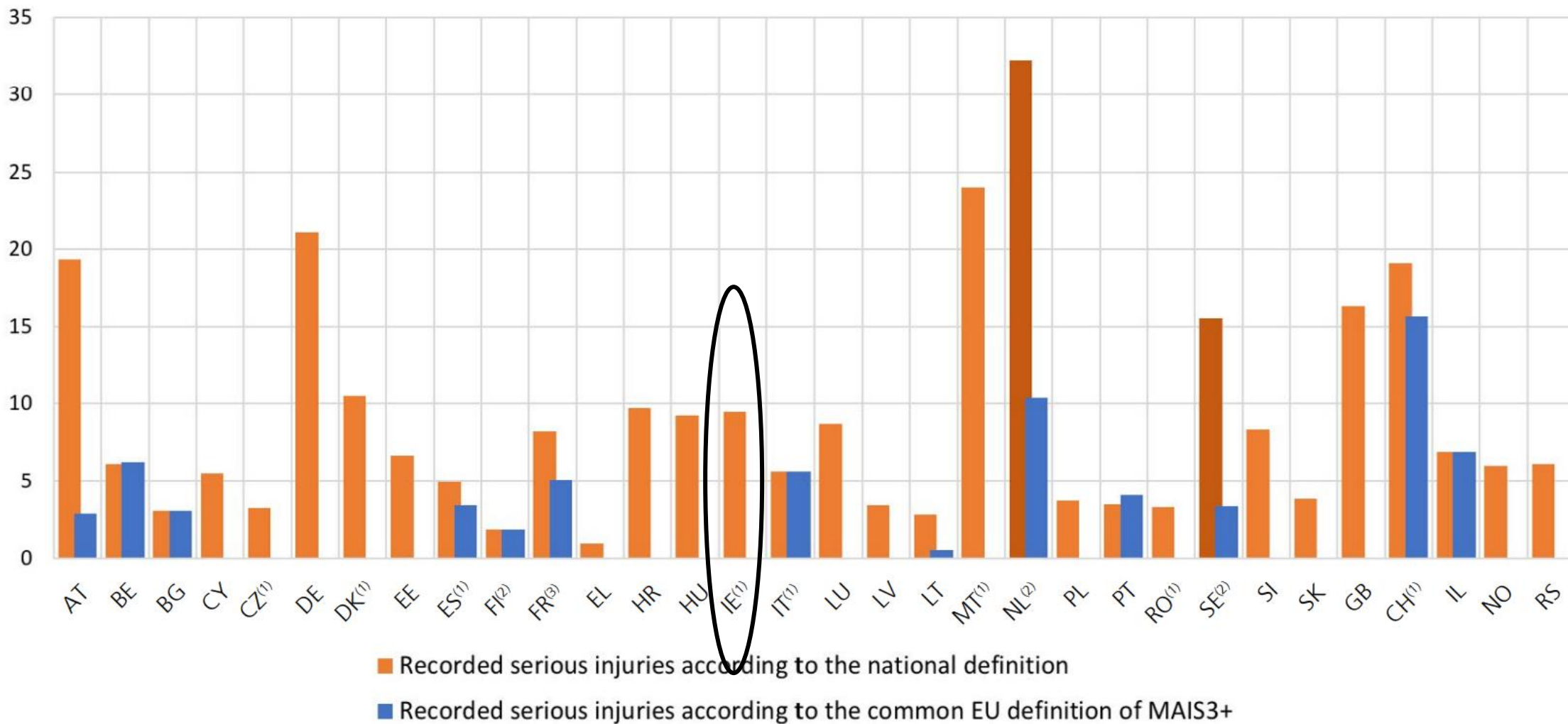
Serious injuries – underreporting

- Reporting levels vary between countries
- National legislation can improve reporting: eg.
 - In Germany police have to attend all collisions with personal injury
 - Insurance compensation can only be claimed if there is a report by the police.
- Underreporting higher for pedestrians, cyclists and motorcyclists than for vehicle occupants (also single vehicle collisions).

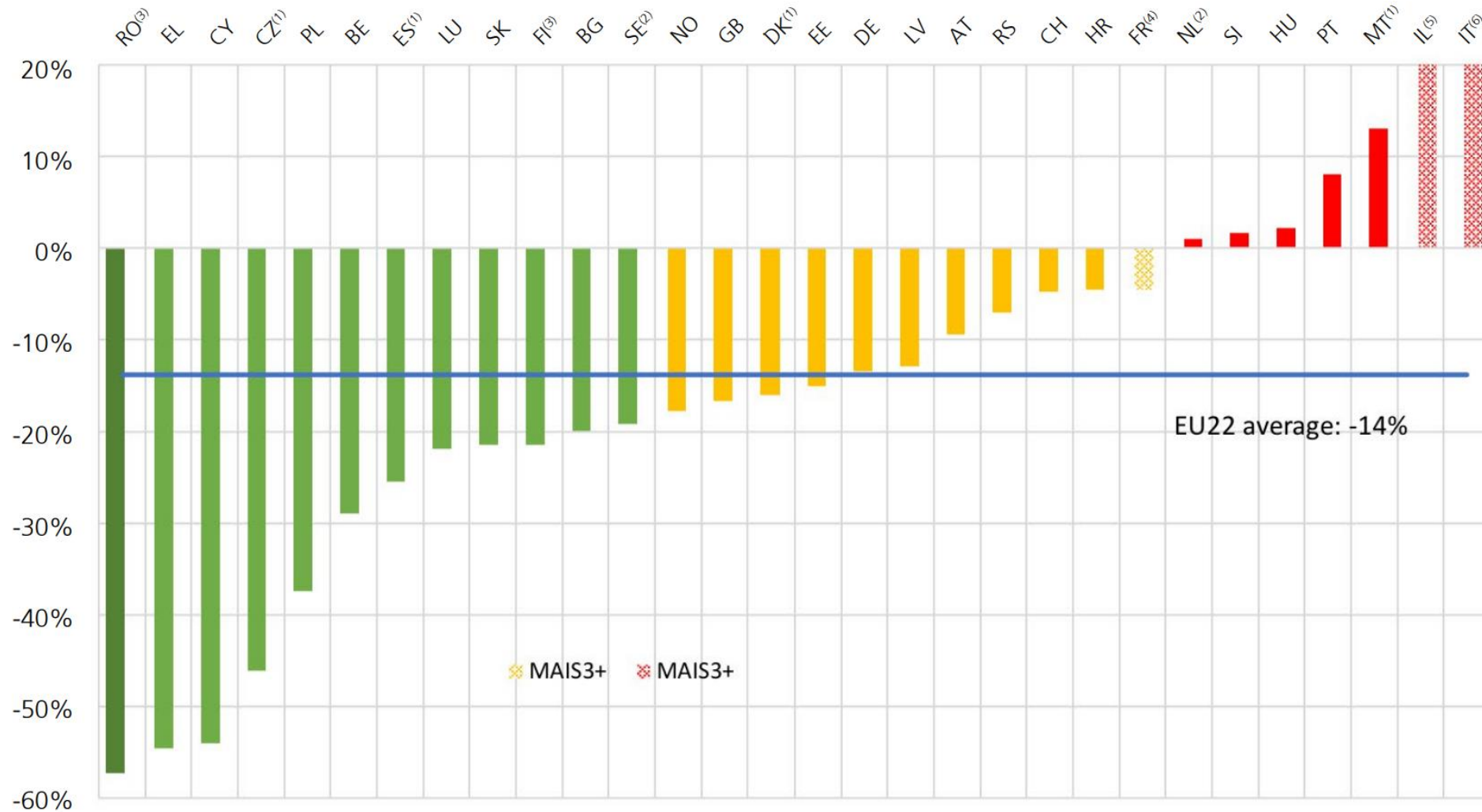
Serious injuries – towards the EU target



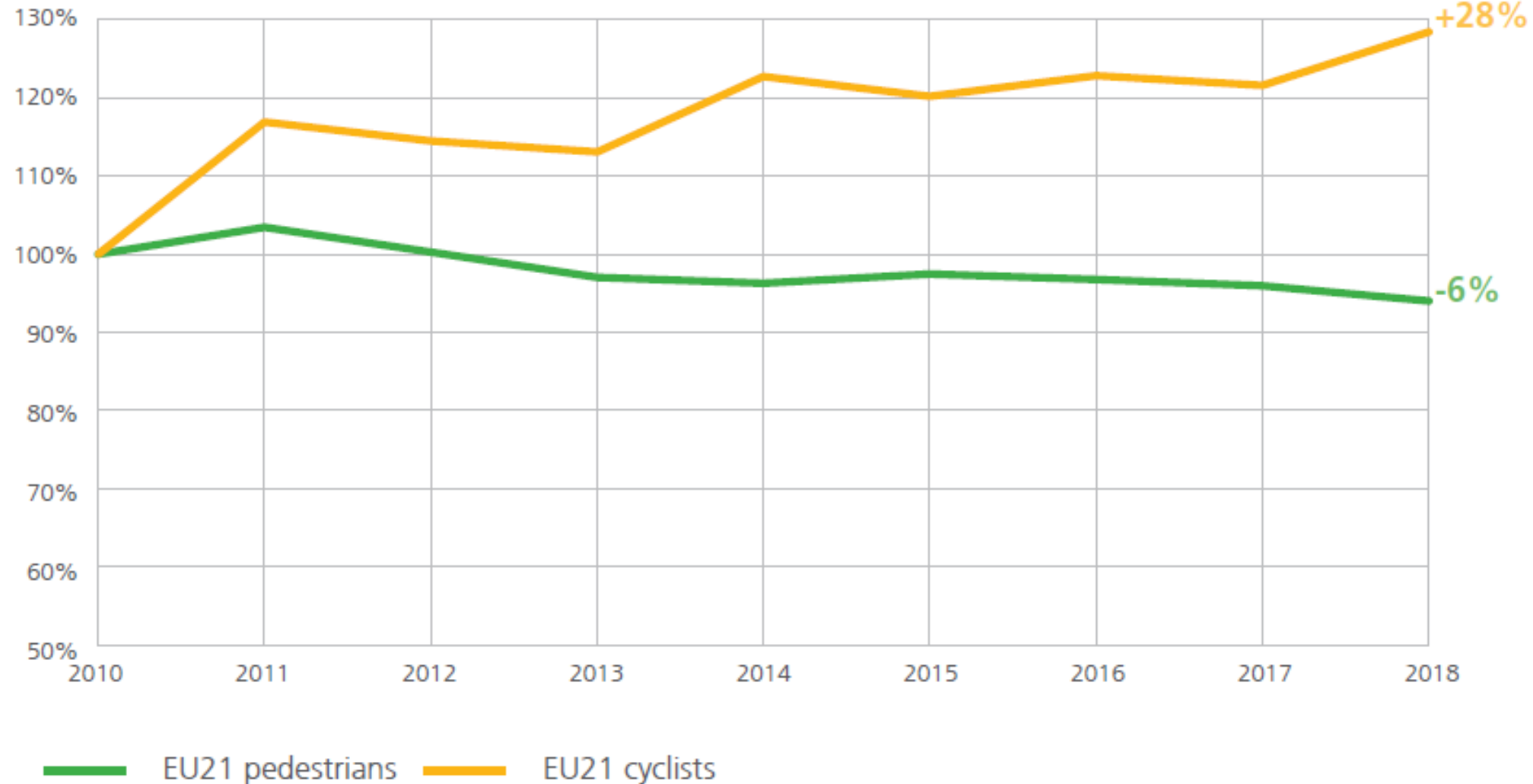
Serious injuries per 1 road death (2019-2022)



Relative change in recorded seriously injured 2012-2022

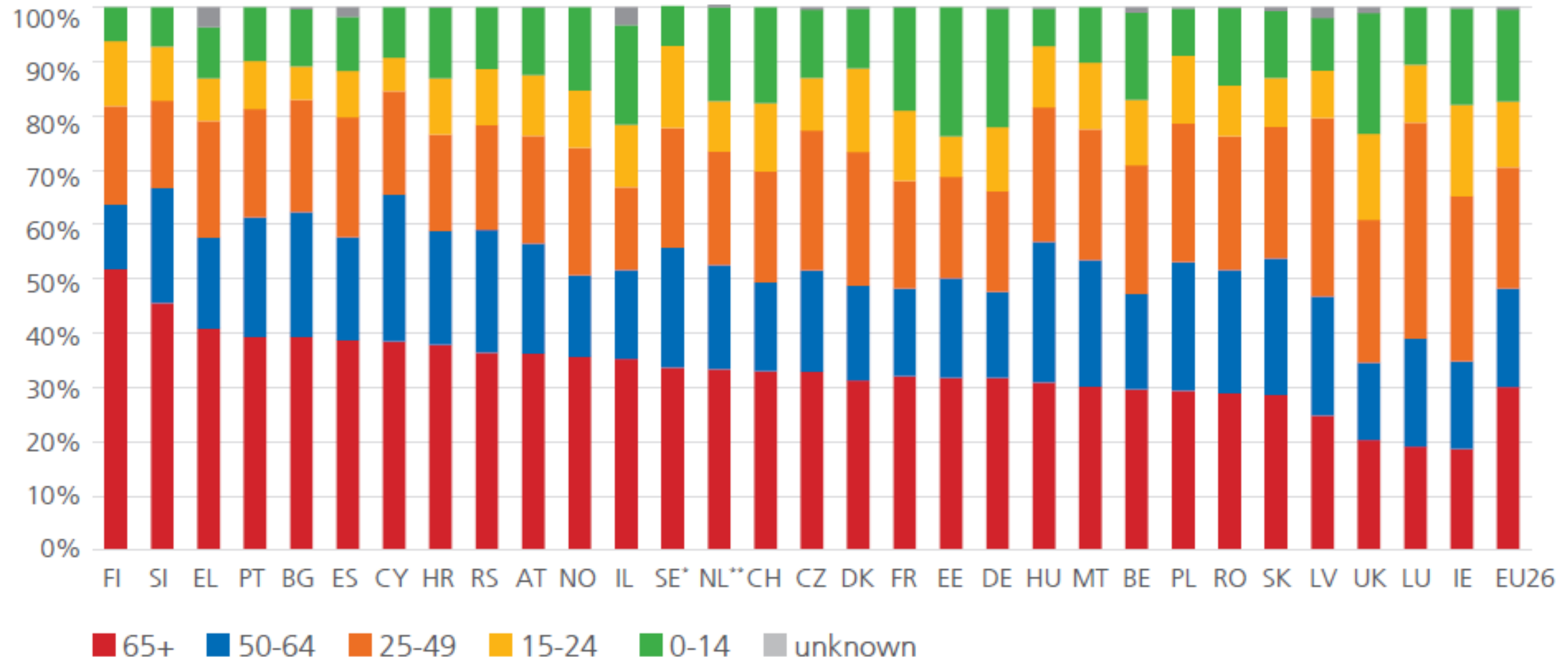


Serious injuries amongst pedestrians and cyclists



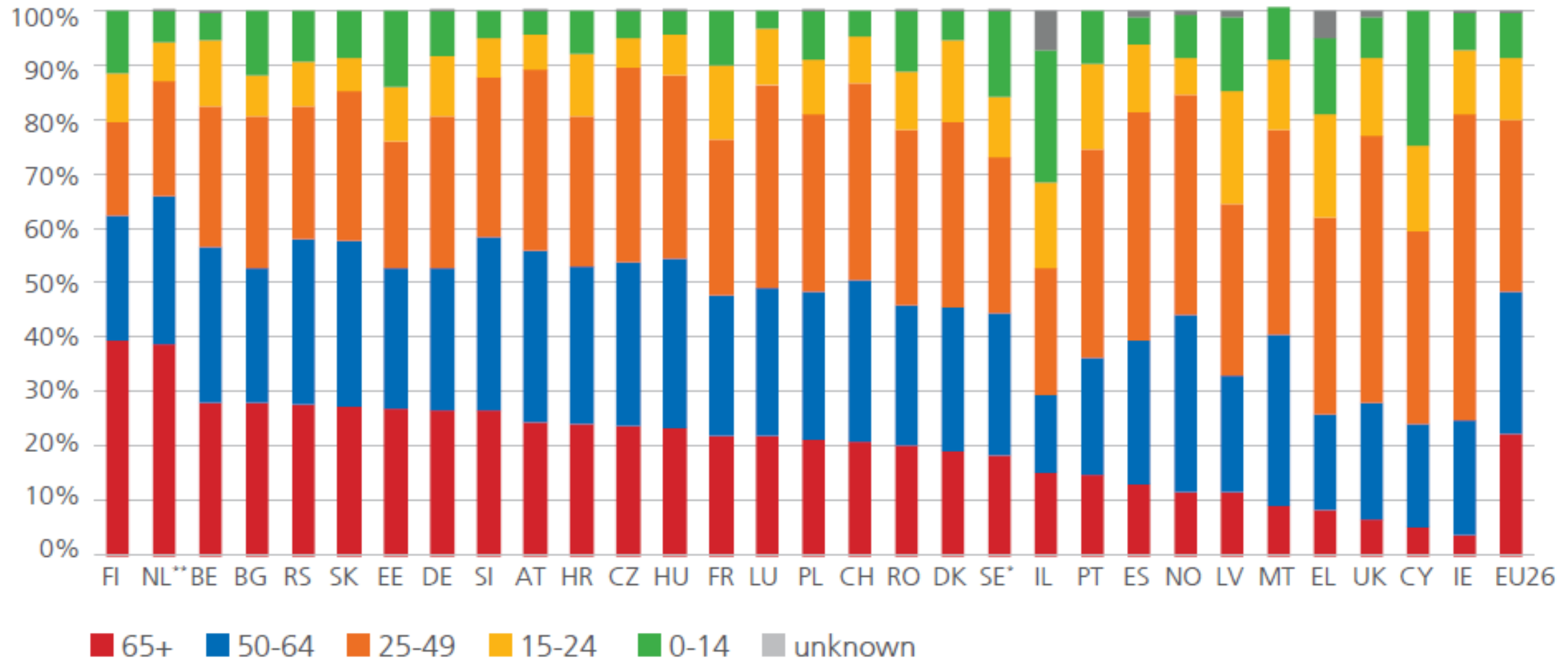
Progress in reducing the number of reported serious injuries (based on national definitions) of pedestrians and cyclists in 21 EU countries (2010-2018).

Serious injuries amongst pedestrians



(2015-2017)

Serious injuries amongst cyclists



(2015-2017)

Countermeasures



- Safe and credible speed limits
- Safer vehicles
- Infrastructure
- Protective equipment



HELMET WEARING RATES
IN THE COUNTRY WITH
THE HIGHEST RATE IS
1.5 TIMES HIGHER
THAN THE COUNTRY
WITH THE LOWEST RATE

Recommendations – National Governments

- Set national reduction targets based on MAIS3+ in road safety strategies.
- Collect data according to the MAIS3+ definition and continue collecting data based on national definitions.
- Include effects on the numbers of serious injuries in the impact assessment of road safety measures.
- Streamline the emergency response chain and increase the quality of trauma management.

Recommendations – the EU

- Adopt a new joint-EU strategy to tackle serious injuries
- Support Member States with an exchange of best practices in MAIS3+.
- Include the number of seriously injured in the impact assessment of countermeasures.
- Treat road injuries and deaths as a public health problem as well as a mobility issue.

THANK YOU!

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