



Towards a safer society

Sofia, November 22th 2018



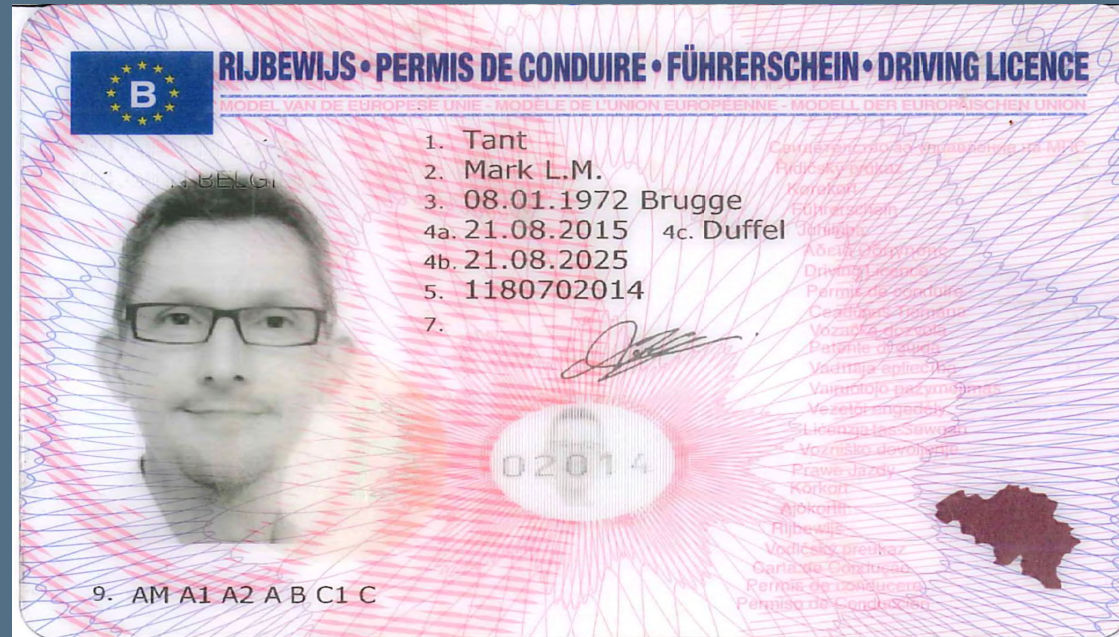
Agenda :

- ▶ Introduction
- ▶ Vias institute
 - ▶ General information
 - ▶ Mission
- ▶ Key Figures Road Safety Belgium
- ▶ The four killers
- ▶ Other Road Safety initiatives of Vias institute

I. Introduction

▶ Mark Tant, PhD:

- ▶ Responsible Cara Department: Centre for Fitness to Drive of Vias institute
- ▶ Senior Researcher
- ▶ Expert Vias



II. Vias institute

BRSI Belgian Road
Safety Institute

IBSR Institut Belge pour
la Sécurité Routière

BIVV Belgisch Instituut voor
de Verkeersveiligheid

BIVS Belgisches Institut
für Verkehrssicherheit



institute

Mission

- ▶ Vias institute is a knowledge centre that aims to reduce societal risks through sustainable behavioural change.
- ▶ We have been working for more than 30 years in the field of road safety. As from now, our expertise will be extended to the domains of mobility, security and health care.
- ▶ Vias institute carries out research, gives advice, develops innovative technologies and gives trainings.
- ▶ Our stakeholders and customers are citizens, policy makers, public authorities and companies, both nationally and internationally.

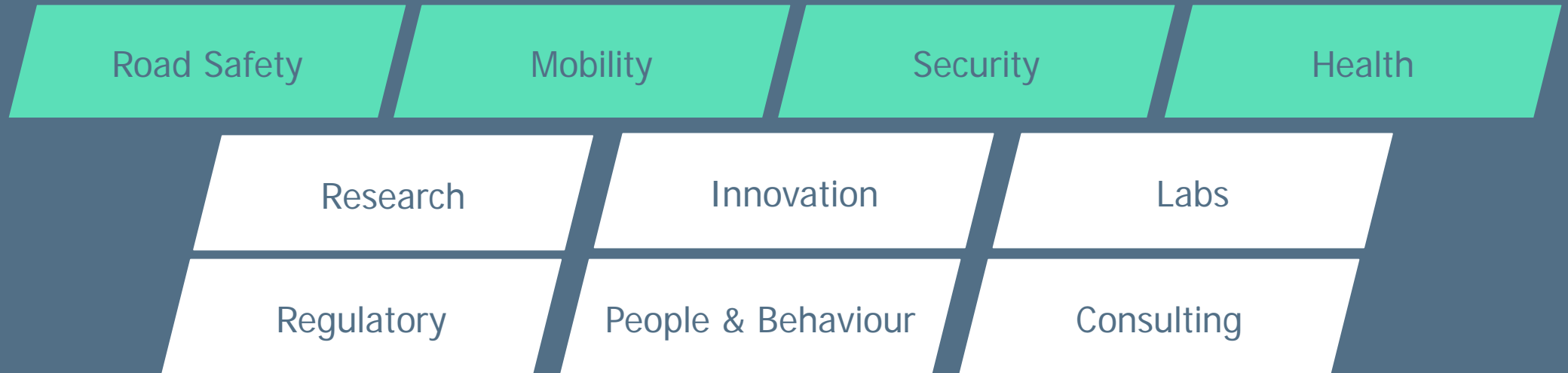
Vias institute - Annual Report



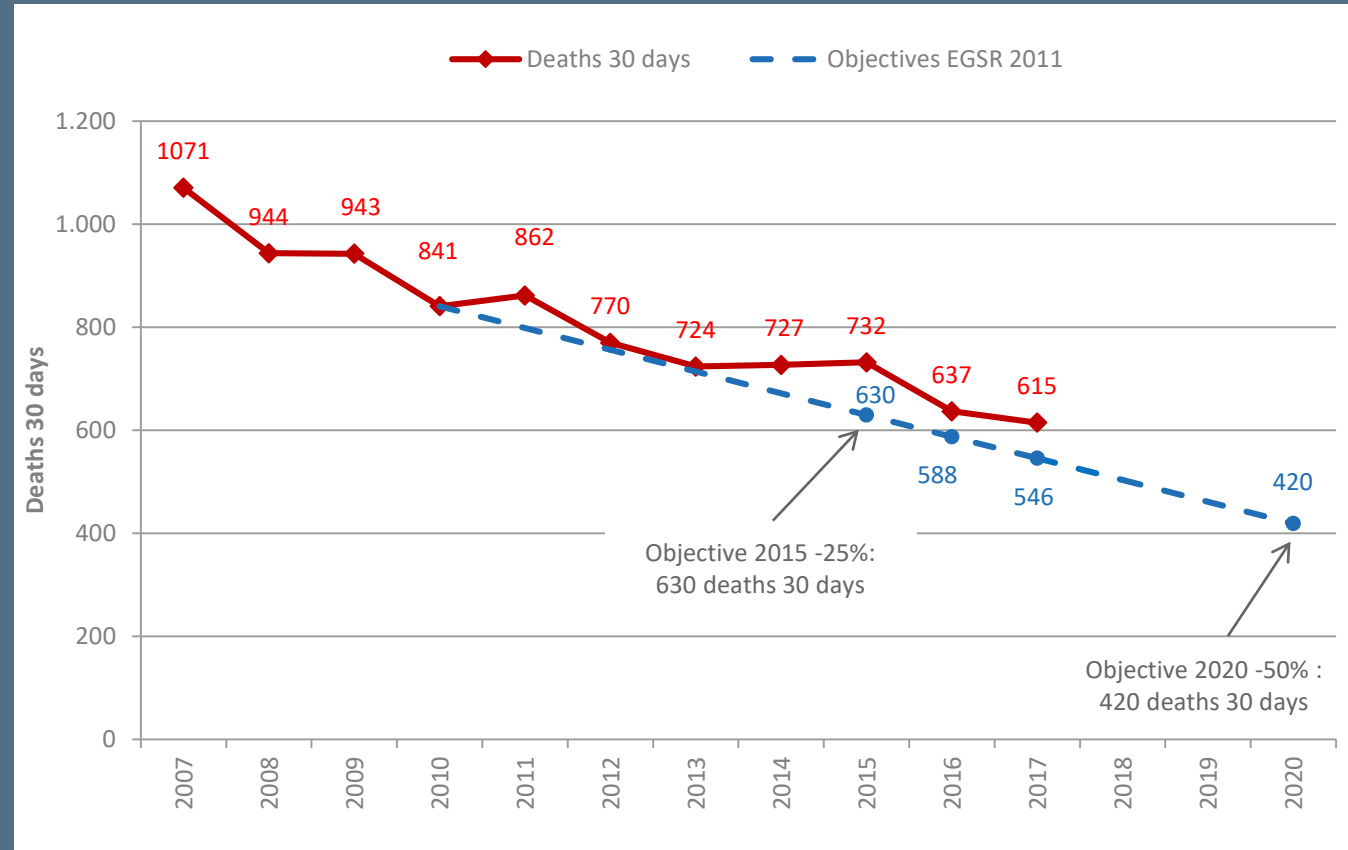
Vias institute: some key figures

- ▶ Our 135 experts include academic researchers, field experts, engineers, criminologists, psychologists, trainers as well as driver improvement coaches, legal advisors and consultants
- ▶ This variety of expertise is our strength
- ▶ Revenue **15 Mio €**
 - ▶ 60% gouvernement and 40% business

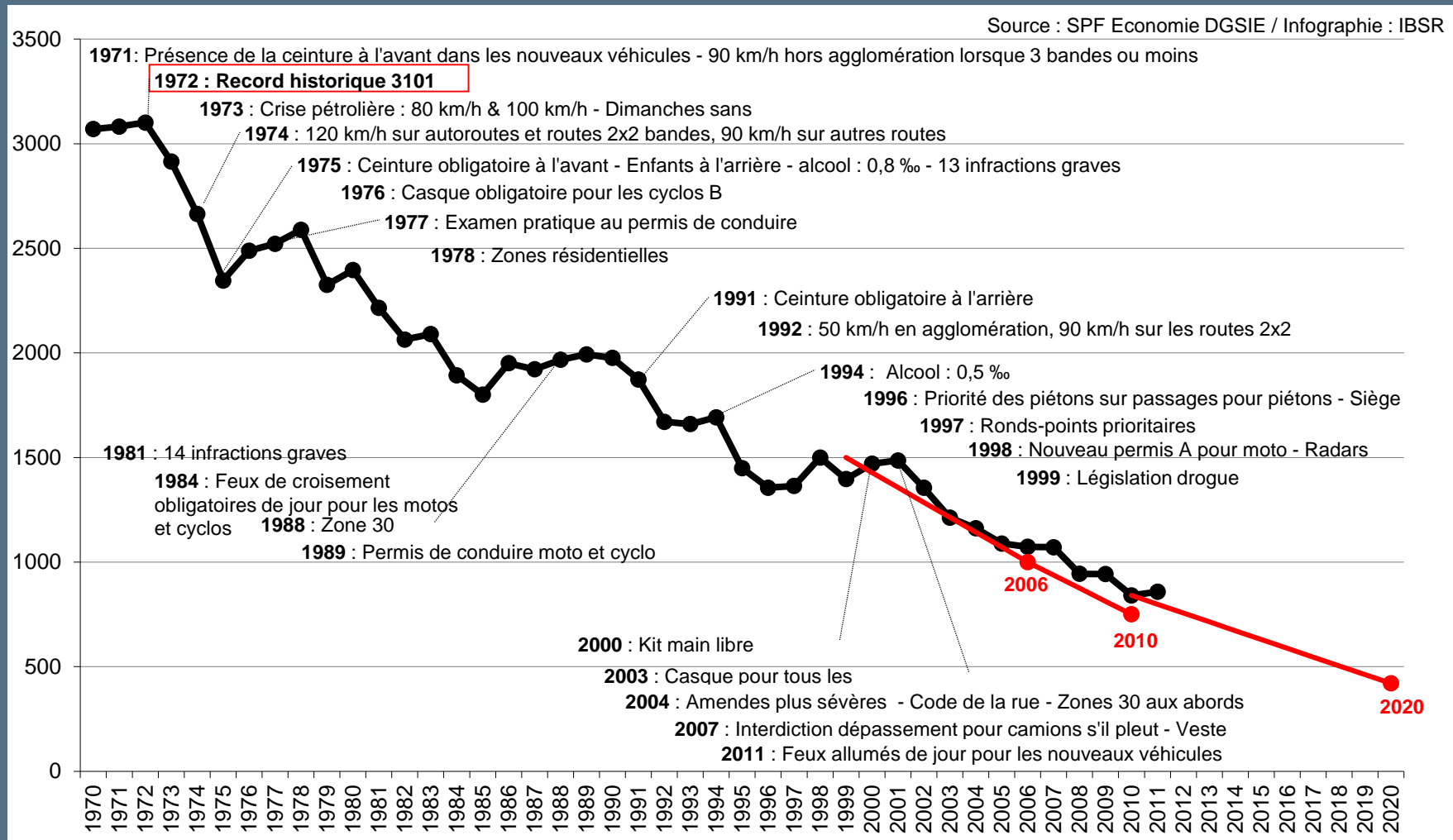
Our organisation



III. Key Figures Road Safety Belgium



Evolution and measurements in Belgium



IV. The four main killers in traffic



Distraction



Speeding



Alcohol

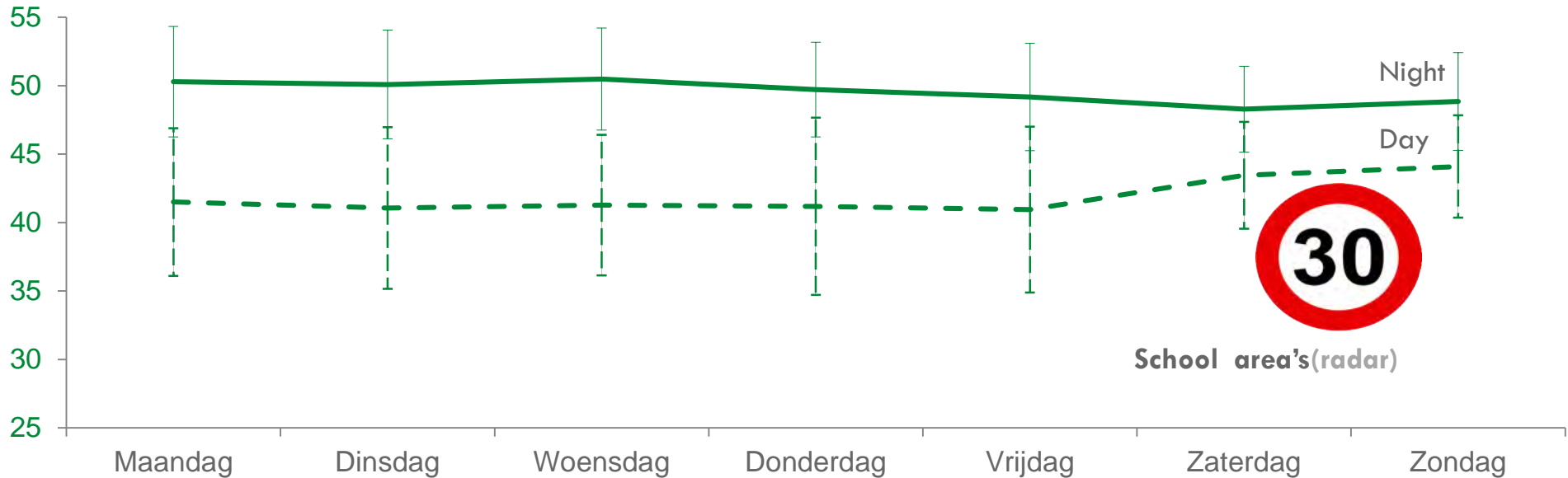
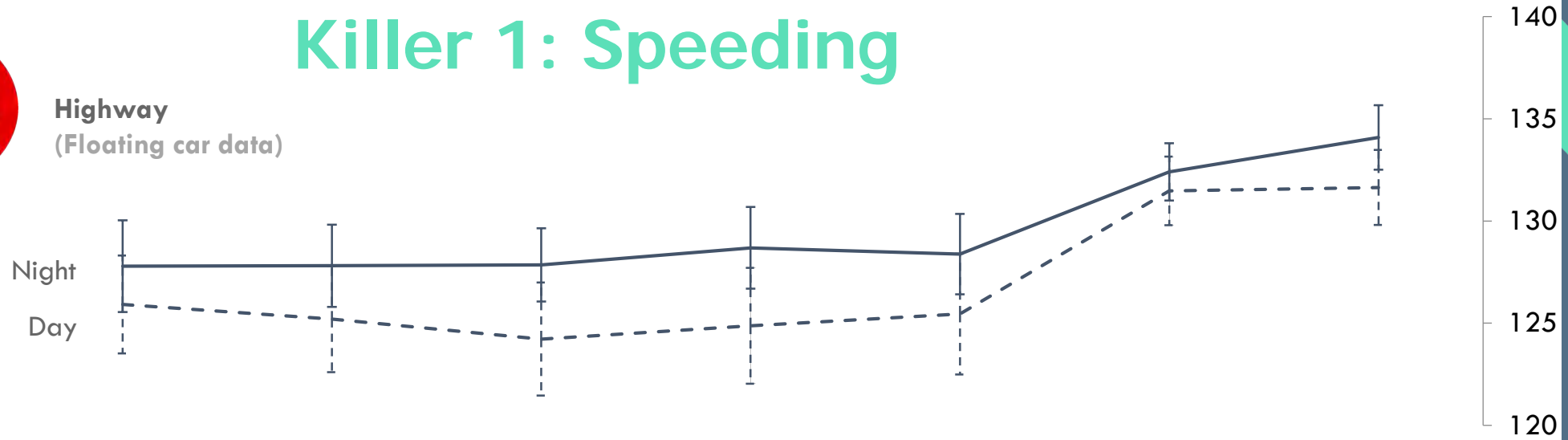


Seatbelt



Killer 1: Speeding

Highway
(Floating car data)



School area's(radar)



Projects by Vias institute to attack this problem

- ▶ 'I also check speed'



- ▶ Blackbox- project



CAM Laboratory

1. Legal verification and calibration of average speed measurement equipment

- ▶ **What do we verify ?**
 - ▶ Distance
 - ▶ Time
 - ▶ Software

- ▶ **What do we calibrate ?**
 - ▶ Camera (ANPR)



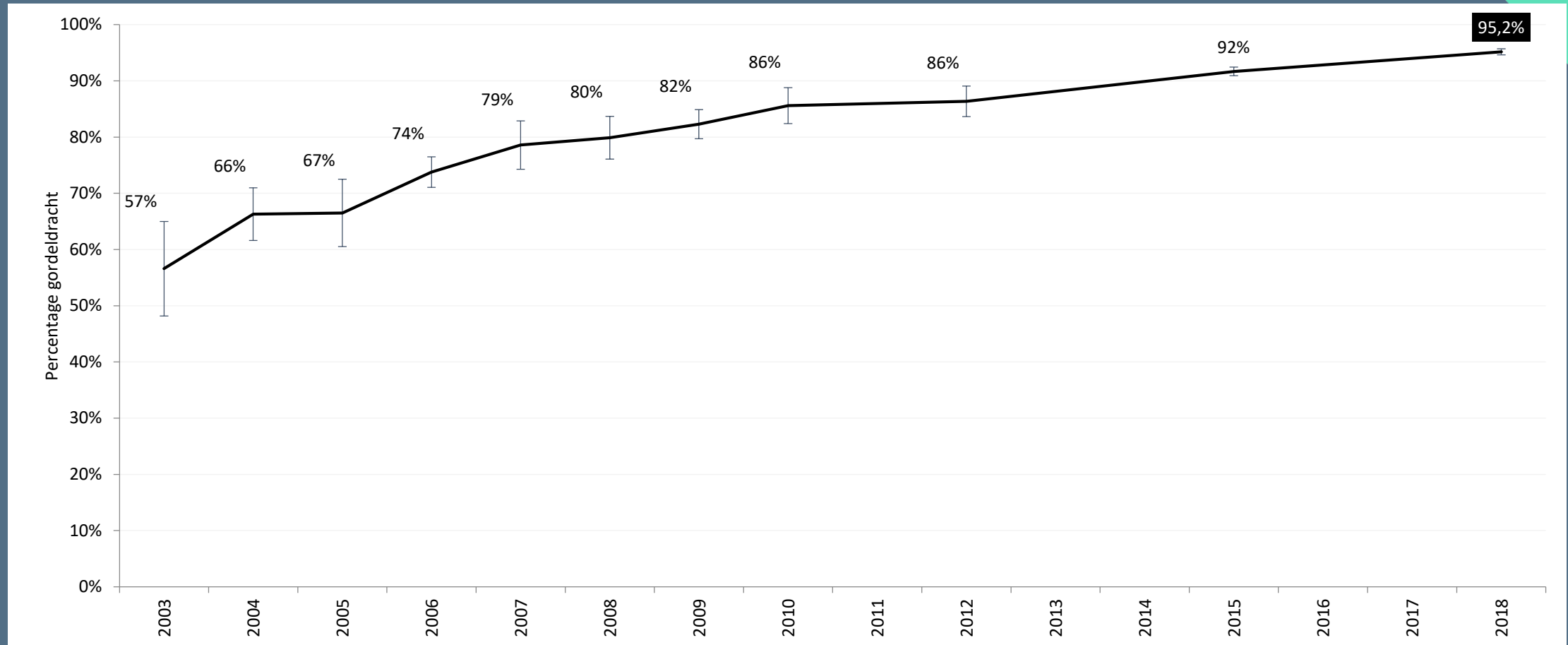
CAM Laboratory

2. Verification of speed measuring equipment

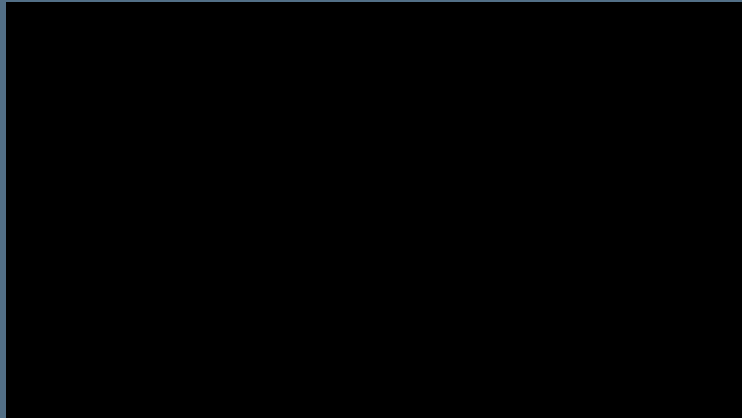
- ▶ LABO VERIFICATION (of mobile radars) :
 - ▶ Speed simulation
 - ▶ Control of the opening angle
 - ▶ Control of the antenna angle
 - ▶ Control of the frequency



Killer 2: Not wearing the seatbelt

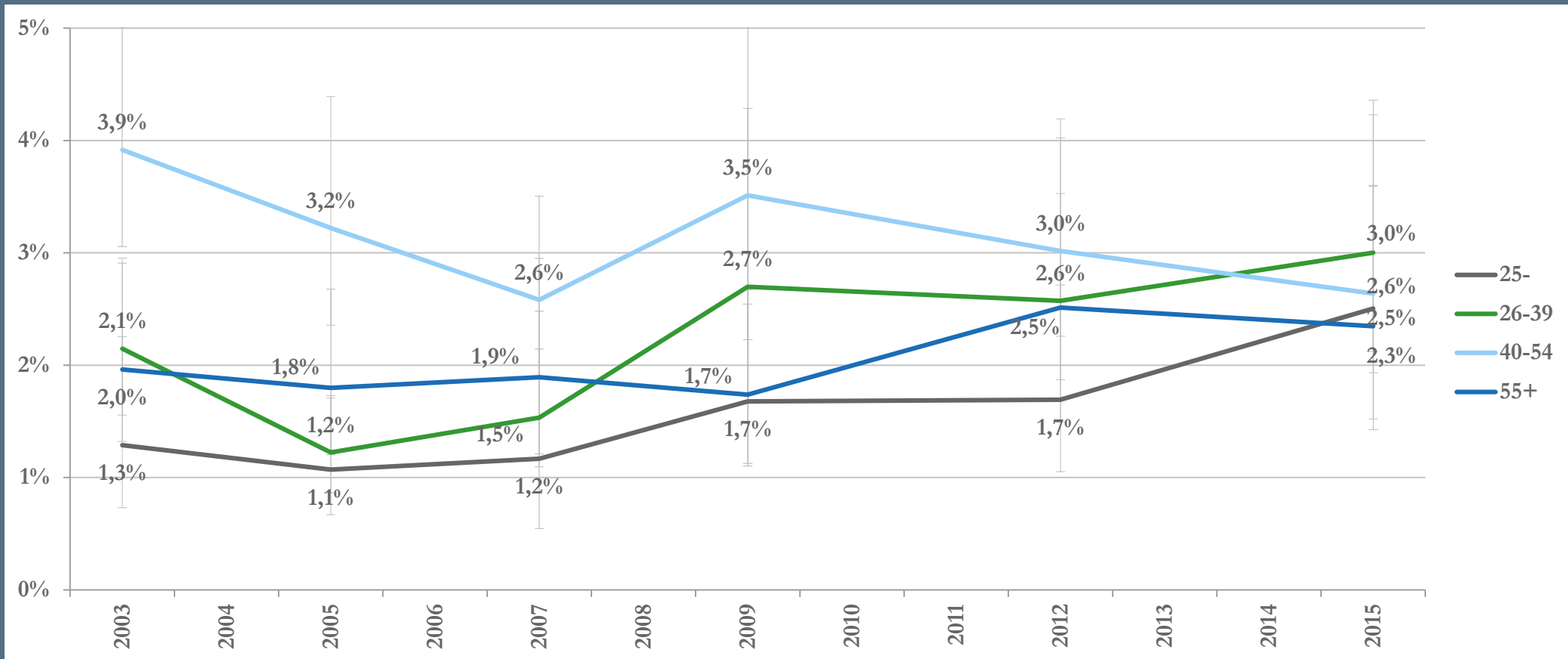


Killer 3: Alcohol



Behavioural Measurement: Driving under influence (age)

Evolutie van de ROI-prevalentie bij automobilisten op basis van de leeftijdscategorie



Solution for recidivism: Ignition interlock Device

Kris Cremers (45) wachtte niet op nieuwe wetgeving om slot te installeren na dronken ongeval

«ZONDER ALCOHOLSLOT»

Amper 37 Belgen rijden met een alcoholslot. Eén van hen is Kris Cremers (45). Na jaren van drankproblemen, een reeks beschonken ritten en twee ongevallen vroeg hij de rechter zelf om zo'n slot. -Het is een geruststelling dat ik nooit meer dronken kan rijden. Voor mij en voor mijn familie.» - +RECHTHERMANN

37 Belgen rijden nu met een alcoholslot

De maatregel werd opgelegd door de rechter, mogelijk hebben nog enkele particulieren deze afkopen in België. A las samen kregen 37 Belgen ook een alcoholslot.

Elk jaar sterven in ons land minstens 300

RIJ IK MISSCHIEN OOI EEN KIND DOOD»

Kris is nu overtuigd van het alcoholslot in zijn Toyota: «Waar het klinkt, ik heb er geen moeite mee, maar ik wil er niet om ik rij nu niet meer.» Foto: Jan Aelbers

Ze zijn zeftzaam, de Belgische automobilisten die moeten blazen in een roesmeting voor ze de motor van hun wagen kunnen starten. Enover praten willemsde mensen alcohol niet. Logisch, want op een alcoholslot ben je niet fier. Kris Cremers ook niet, maar hij wil wel afbreken a gevoel doen. Omdat hij de moeilijke acht maanden het eemaal overtuigd geraakt van het slot in zijn Toyota, ze mogen het het slot auto installeren, glimlacht hij, toen hij hij ons meentoon raaren gesprek kameerje in de archipel in Zoutel, een stekelhuis a delling voor wie een drankprobleem of of er zoale Kris ooit ben had. «Veel kan ik julle niet aak-beden, want ik ben hier niet thuis.» Thuis is enkele kilometeren verderop in Noordzee waar Kris alleen woont. Enwaar hij bang is om ten proot te vallen aan een ambulance en de alcoholde daarvoor hem bijloort, «Vorige zomer ben ik mijn vrijwilliger job in een opvoedingsschool lewigeraakt, omdat het katoener veruutde. Bij de V.D.B. vermelden ze dat ik ten voegte dit jaar met een weerkerlingstrajet zou kunnen starten. Maar ik weet uit mijn verleden dat het geen goed idee is om vijf dagen perweek alleen te zitten, dus heb ik liever stier wat omhandens»



Testing laboratory Alcohol



Activities:

Legal verification of breath analysers and alcohol interlocks

Type evaluation of alcohol breath analysers – alcohol interlocks – electronic test devices – chemical test devices for single use.

Testing laboratory Alcohol



Activities: (Cont.)

Engineering assistance for manufacturers of breath alcohol test devices

Training Police Force: driving under the influence of alcohol.

Working group on European standards (Afnor-Cenelec)

OIML R126- Breath analyzers

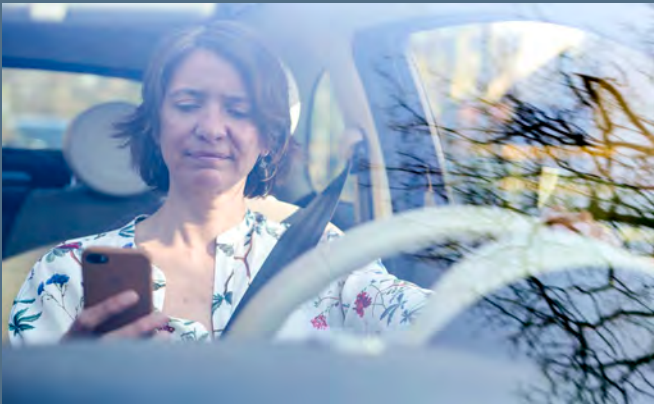


en trots erop.



Killer 4: Distraction

- ▶ Between 5 tot 25% of all accidents are caused by 'distraction', mainly the smartphone



- ▶ 37% read a text message or email while driving in the past year
- ▶ 28% of the Belgian car drivers talked on a hand-held phone in the past year
- ▶ 41% talked on a hand-held mobile phone while driving

What are the effects of hand-held phoning?

- ▶ Experiment with 'eye-track glasses'
 - ▶ Less focus on road signs
 - ▶ Less focus on other road users
 - ▶ Less use of the side mirrors



V. Other Road Safety initiatives of Vias institute

- ▶ Driver Improvement courses for convicted offenders / Rehabilitation measures
- ▶ Fitness to drive (elderly and medical problems)
- ▶ Laboratories
- ▶ International projects

Driver Improvement / Rehabilitation measures

- ▶ Recidivism Sartre Consortium 2012: 25-40% of the accidents are due to alcohol
- ▶ DRUID hospital study: 38,2% in hospital more than 0,5 g/l alcohol in the blood

- ▶ High rate of recidivism:
small group of offenders responsible for high share of road accidents
- ▶ Classic penalties have little effect on this group
- ▶ To break this habitual behaviour, some alternative behavioural measures are developed

- ▶ 4 killers : Speed, Alcohol and drugs, Seatbelt and Distraction

Driver Improvement / Rehabilitation measures

- ▶ **Driver Improvement**

- ▶ Since 1995, educational measure in group
- ▶ Goal : awareness-raising as far as the risks are concerned, social responsibility and behaviour change

- ▶ Methodology: CBT and planned behaviour
- ▶ Techniques: group dynamics and motivational interviewing

- ▶ Different modules : Alcohol, Drugs, Speed, Agression, Young drivers, Moped

Fitness to drive: CARA department

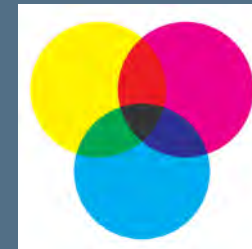


DIRECTIVE 2006/126/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 December 2006 on driving licences

Article 7: ... and who meet medical standards, in accordance with ...
Annex III: Minimum standards of physical and mental fitness ...:

Fitness To Drive evaluation: medical
(neuro)psychological
driving practical (on road)

Multi-disciplinary decision: solution seeking



Fitness to drive: CARA department



Laboratories

- ▶ We do the legal verification, inspection and testing of equipment and devices to help road users safely on their way
- ▶ Our well-equipped laboratories have 2 main activities :
 - ▼ testing (ISO 17025)
 - ▼ inspection and certification (ISO 17020)

Automobile Inspection Center Laboratory

The list of devices that we check :

- ▶ 4 gas exhaust analysers
- ▶ Leakdetectors (LPG)
- ▶ Smokemeters
- ▶ Headlamps aiming systems
- ▶ Support floors for headlamps aiming systems
- ▶ Braketesters, mobile braketesters (trucks)
- ▶ Suspension testers
- ▶ Control devices for the coupling calibers (semitrailers)
- ▶ Candelameters (taillight intensity)
- ▶ 3D control devices of the vehicule's frames



Helmets Laboratory



- ▶ State of the art laboratory
- ▶ Established in the years '70
- ▶ Accredited ISO17025/ISO17020
- ▶ Testing of motorcycle helmets and their visors (R.22)
- ▶ Testing of bicycle helmets (EN1078) and helmets for little children (EN1080)
- ▶ Testing of bicycle helmets for riders of speed pedelecs (NTA8776)

International Project : ESRA (E-Survey on Road users Attitudes)

ESRA is a fast-evolving network of 26 research organisations and road safety institutes; the project had collected data in 38 countries across the world.



International Project : ESRA (E-Survey on Road users Attitudes)

- ▶ **International survey research led by Vias institute**
 - ▶ Online
 - ▶ Identical methodology in all the countries
 - ▶ Comparable data about behaviour, attitudes, number of police checks, etc
 - ▶ Country fact sheets
- ▶ **ESRA 1 (2015-2017) in 38 countries**
- ▶ **ESRA2 (2018-2020) in +50 countries**
- ▶ **WWW.ESRANET.EU**

International project: Safer Africa- Algeria and much more...

- ▶ Vias institute is a privileged partner for numerous projects in Africa. We not only have a vast expertise in road safety but are also capable to share that knowledge. Our flexibility to adapt ourselves to the local context is also a big advantage.



VI. Q&A

Thank you!

www.vias.be

