number of serious road traffic injuries: 1) by applying correction factors on police data, 2) by using hospital data and 3) by using linkage between police and hospital data. Quality of data and method differ between Member States. The impact of this heterogeneity on final estimations is unknown. We aim to analyse the impact of a) the criteria used to select hospital casualties, b) on the converter to derive MAIS, and c) on the method used on the reliability of the estimation and the comparability across countries.

Methods Three sub-studies will be carried out:

a. A cross-sectional study of Hospital Discharge Data. This study will define criteria for inclusion/exclusion based on codes of the classification of diseases/injuries used (ICD9, ICD10, and AIS).
b. A sensitivity analysis to assess the impact of obtaining MAIS from different methods (codifying directly with AIS, or converting from ICD diagnosis with Icdpic (stata), ICDMAP-90, ECIP-Apollo, or EU-AAAM).
c. Comparison of the three methods to estimate number of serious injured.

Results The future results will help to report serious road traffic injuries by EU Member States with standard criteria that would allow comparisons.

Conclusions It is expected to provide specific guidelines for reporting serious road traffic injuries and to allow comparability between countries.

78 IMPROVING ROAD SAFETY IN THE BALTIC STATES- ROLE OF STRATEGIES

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Background In the beginning of 90's the Baltic states' road safety fatality records were among the worst in Europe. After that period, the situation has been improved essentially, but despite of that the Baltic states still remain not the safest countries in Europe. An important role here played the road safety strategies, first developed already in 1990's. This paper analysis the safety situation developments in the Baltic states as well the role of road safety strategies, which have been slightly different in three countries.

Methods Statistical analysis on road safety data gives us a rather clear picture about the safety situation in three Baltic states- Lithuania, Latvia and Estonia. The background data hereby has been included, in order to explain the transportation situation and it's impacts on safety. The content analysis of the strategies shows the similarities and differences of the strategies introduced in different countries, as well as the impact on the safety records.

Results The results of this research shows clearly that in spite of the different strategic approach towards the road safety, the basic trends of the road safety in three Baltic states have big similarities. It proves that even the measures introduced in three Baltic states and written in strategies are different ones, the basic safety trends are influenced not only by the strategies, but also by the social impact, like motorization or spatial planning.

Conclusions The role of road safety strategies have been important in order to evaluate the safety situation as well as to rank the countries with other countries. The numeric goals, included in the strategies are important in order to follow the main safety trends. But in spite of that, some general impact factors have been estimated to be as important as strategies. Here the main important could be listed – motorization, road network data, population, road user attitudes, etc.

79 THE CRIMINAL LAW AND UNAUTHORISED AND MALICIOUS INTERFERENCE WITH AUTOMATED AND CONNECTED CARS

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Background Driverless cars are no longer a science fiction and is clearly looming in the transport horizon. Software and wireless networks are increasingly controlling all aspects of transport's landscape. Advances in technology have outpaced research in human factors and policy therefore serious questions must be asked about the legal protections of the integrity of these new systems to guarantee community's safety. Furthermore the research knowledge to understand and define the key safety issues that the community required to advance a policy action plan is still in its infancy. Specifically we do not know how effective are the deterrence and penalties within Australia's criminal law in respect to the unauthorised and malicious interference with in-vehicle computer systems?

Method We discuss existing and near-future scenarios where there might be unauthorised and malicious interference with in-vehicle computer systems. Examples range from a malcontent hacking a vehicle's system to cause it to crash, to a third-party installing spyware on a vehicle to gather private data about the vehicle's movements. We then articulate the range of criminal provisions, at a state and federal level that cover the unauthorised and malicious interference with in-vehicle computer systems. The lack of detailed case law (reflecting a very low level of prosecutions) suggests that overarching difficulties might lie with the forensics of investigation and known problems with the policing of cybercrimes.

Results We show how Australian criminal law could cover future scenarios. We demonstrate a lack of case law suggesting that overarching difficulties might lie with the forensics of investigation and known problems with the policing of cybercrimes.

Conclusion This paper will help policy makers to build up a clear understanding of the adequacies of Australian state and federal criminal law successfully support transitioning into future of cooperative and autonomous transport systems.

80 DEVELOPING THE EUROPEAN ROAD SAFETY DECISION SUPPORT SYSTEM

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Background The European Road Safety Decision Support System (DSS) is one of the key objectives of the European co-funded research project SafetyCube in order to better support evidence-based policy making. The SafetyCube project results will be assembled in the form of a Decision Support System that will present for each suggested road safety measure: details of the risk factor tackled, the measure itself, the best estimate of casualty

reduction effectiveness, the cost-benefit evaluation and the analytic background. While the development and evaluation of the measures will be developed into a format and structure that will enable industry, policy-makers and other stakeholders to access the information in an efficient manner within the DSS.

In order to provide policy-makers and industry with comprehensive and well-structured information about measures, it is essential that a systems approach is used to ensure the links between risk factors and all relevant safety measures are made fully visible. The DSS is intended to become a major source of information for industry, policy-makers and the wider road safety community; it will incorporate the knowledge base of accident causation, risks and measures that will be developed in the project and the underlying methodological systems. It will enable a considerable advance in the provision of evidence-based road safety policies. It will be developed in a form that can readily be incorporated within the existing European Road Safety Observatory of the European Commission DG-MOVE.

Methods For the development of the European Road Safety Decision Support System a comprehensive common methodology is designed and applied in existing and new studies of road safety measures effectiveness evaluation. The DSS covers all types of road safety interventions, including the road user behaviour, infrastructure, vehicle, as well as road safety management.

Results In this paper, the structure and the functioning of the European Road Safety Decision Support System will be presented, together with the first results of the application of the common methodology for the evaluation of road safety measures effectiveness.

Conclusions The development of the European Road Safety Decision Support System presents a great potential to further support decision making at local, regional, national and international level, aiming to fill in the current gap of comparable measures effectiveness evaluation across Europe and worldwide.

81 POLICYMAKER PERSPECTIVES ON WHY EVIDENCE-BASED TRAFFIC SAFETY POLICIES ARE SUPPORTED OR OPPOSED

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Background The Centres for Disease Control and Prevention have recognised the United States' reduction in motor vehicle fatalities as one of the 20th century's greatest public health achievements. Public policy played a critical role in this progress. Regulatory oversight and public investment yielded safer vehicles and modern highways. State legislation was passed to encourage members of the public to drive safely and use protective equipment. Many jurisdictions however, both within the United States and internationally, are not benefitting from policies that have been shown to save lives. The purpose of this study was to increase our understanding of the barriers that prevent legislators from adopting evidence-based traffic safety policies.

Methods A review of legislative activity was carried in the 2013 and 2014 to identify traffic safety bills under consideration at state legislatures within the United States. Four bills were selected for study inclusion because there was scientific evidence that suggests they would likely have influenced injury outcomes, and they had received mixed votes within the state's legislative body. Legislators who had voted for and against the bills were invited to participate in semi-structured interviews. Discussions were audiotaped, and subsequently transcribed. They were then coded for themes. A sample of the data was also coded by a second reviewer, to ensure that a reliable coding scheme had been developed.

Results The characteristics of legislators who agreed and declined to participate in the study will be reported. The perspectives of policymakers who voted for and against the proposed safety laws will be contrasted, with regard to issue salience, factors influencing their vote, whether interest groups or constituents contacted them and what they believed that the consequences of the bill's passage would have been. General legislative insights into what safety advocates need to understand about a policymaker's perspective will also be presented.

Conclusions Many factors other than scientific evidence influence whether legislators support important safety legislation. More research is needed into how to overcome value-driven objections. Safety advocates would benefit from a more sophisticated understanding of the legislative process, and/or partnering with professionals who are more familiar with the policymaking environment.

82 SAFE ROADS || SAFE KIDS: PUBLIC PRIVATE PARTNERSHIPS TO INCREASE GLOBAL ROAD SAFETY FOR CHILDREN

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Background More than 500 children die each day from road-related injuries – 186,000 annually. By harnessing the reach, reputation and responsibility of corporations working with governments, NGOs and civil society, Safe Roads || Safe Kids demonstrates the power of public-private partnerships to elevate awaress of road safety for children and hasten adoption of changes to protect lives.

Description of the problem While high-income countries are experiencing declines in deaths from road injuries, death rates are rising in 68 countries. Children living in poorer nations are most at risk. More than 90% of child road deaths occur in low and middle-income countries. By 2030, deaths from road crashes are expected to surpass deaths from HIV/AIDS, malaria and other infectious diseases. And it is our most vulnerable road users – children – who are most at risk. This is a tragedy that we can predict and prevent.

Results

- In its 15th year, Safe Kids Worldwide's Walk this Way program, sponsored by FedEx, supported pedestrian safety in 10 countries, educating 1,298,000 students in 2,893 schools.
- In 2014, Safe Kids, FedEx, and partners launched Safe Roads | Safe Kids to focus attention, awareness and resources on road safety for children.
- In May 2015, Safe Kids, with support from FedEx, celebrated Global Road Safety Week, coordinating 300 events across 89 cities in 17 countries, drawing more than 46,000 participants. To date, the #SaveKidsLives campaign has 900,000 signatures.
- To date, Safe Roads || Safe Kids has resulted in new corporate support (Denso, BG Group), joining long-standing commitments from FedEx and GM Foundation.

Conclusions If we hope to meet the goal of saving 5 million lives by 2020 as set forth by the UN Decade of Action for Road Safety, we need a clear plan of action and a broad coalition poised for