ETSC Press Conference
8 October 2008

EU capitals ranked on road safety progress



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European Transport Safety Council

New PIN country ranking
Road Safety PIN Flash 11

En route to safer mobility in EU capitals



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Priority-based safety work



Monitoring EU transport safety policy

Road Safety Performance Index (PIN) - Ranking EU countries‘ performances

S·h·L·O·W !

Speed Programme



Preventing Drink Driving in the EU – **Safe & Sober**

Campaigning for the treatment of high risk infrastructure – **R2R**

Drink Driving Policy Network

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PIN works through …

- a well-placed expert **Panel Member** in each Member State, as well as Switzerland, Norway and Israel
- a **Steering Group** with members from research organisations, the EC, the PIN sponsors and the ETSC leadership
- a project team of 2+1 in the ETSC secretariat

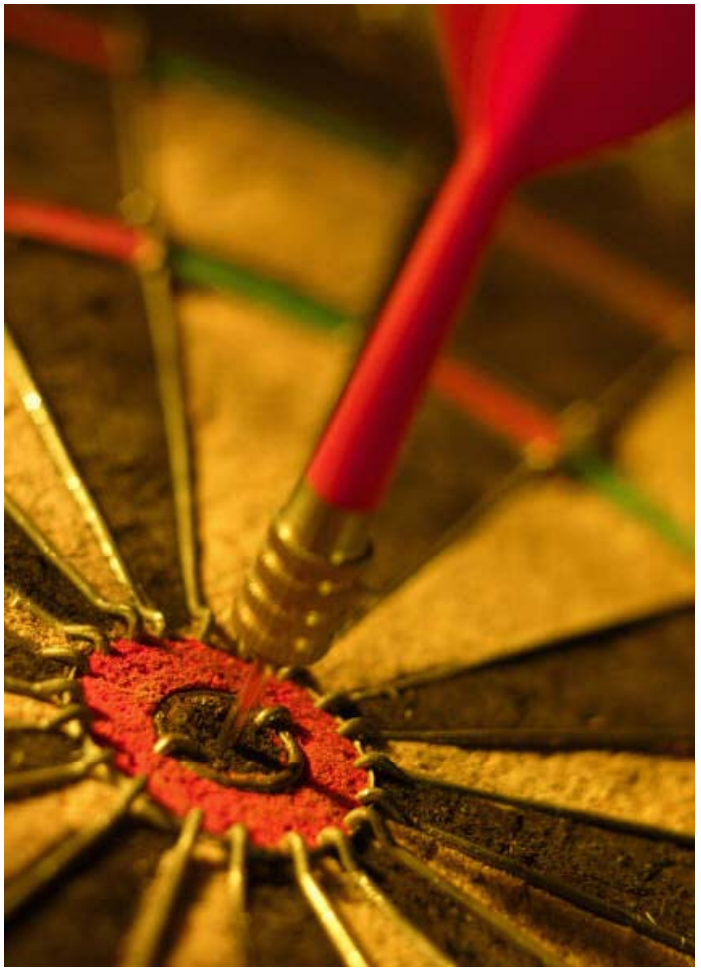
PIN is delivering …

- **Flashes** – profile-raising quarterly overviews of specific road safety topics
- **Reports** – wider-ranging annual reviews of aspects of road safety performance
- **International events** – to launch the annual PIN Report and make an annual Award
- **National events** – a PIN Talk to encourage that country's road safety effort

EU ambition

EU target to cut by 50% yearly road deaths between 2001 and 2010

Countries have similar **national targets**

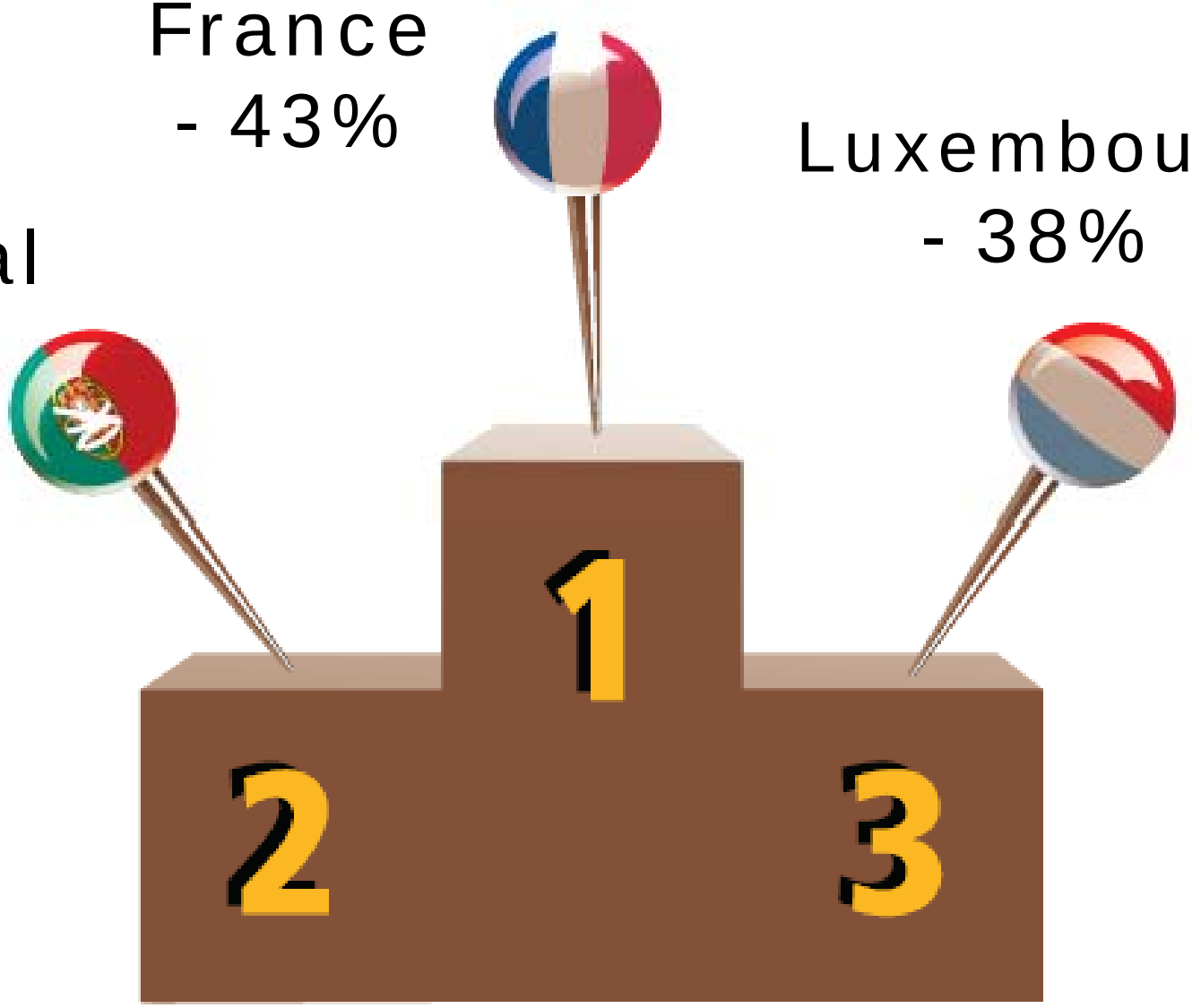


Best reductions 2001 - 2007

France
- 43%

Luxembourg
- 38%

Portugal
- 42%

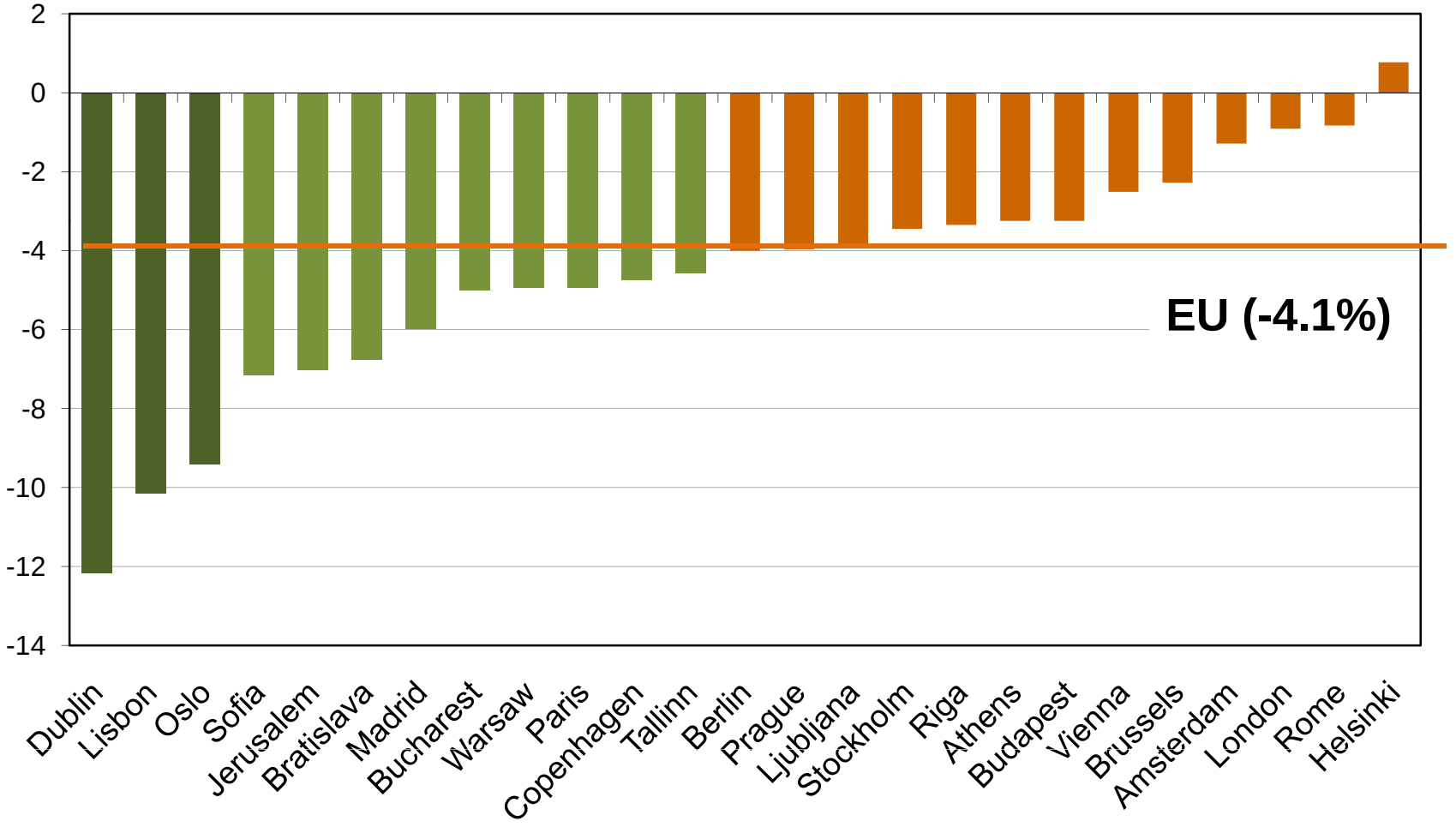


Road Safety in cities

- Over 60% of the EU population lives in urban areas
- 40 million people live in the 27 capital cities
  (= 8% of the EU population)
- EU Green Paper on Urban Mobility
- European Road Safety Day in Paris 13 October
  „*Road Safety in our cities*“
- Capitals: showcases for other cities

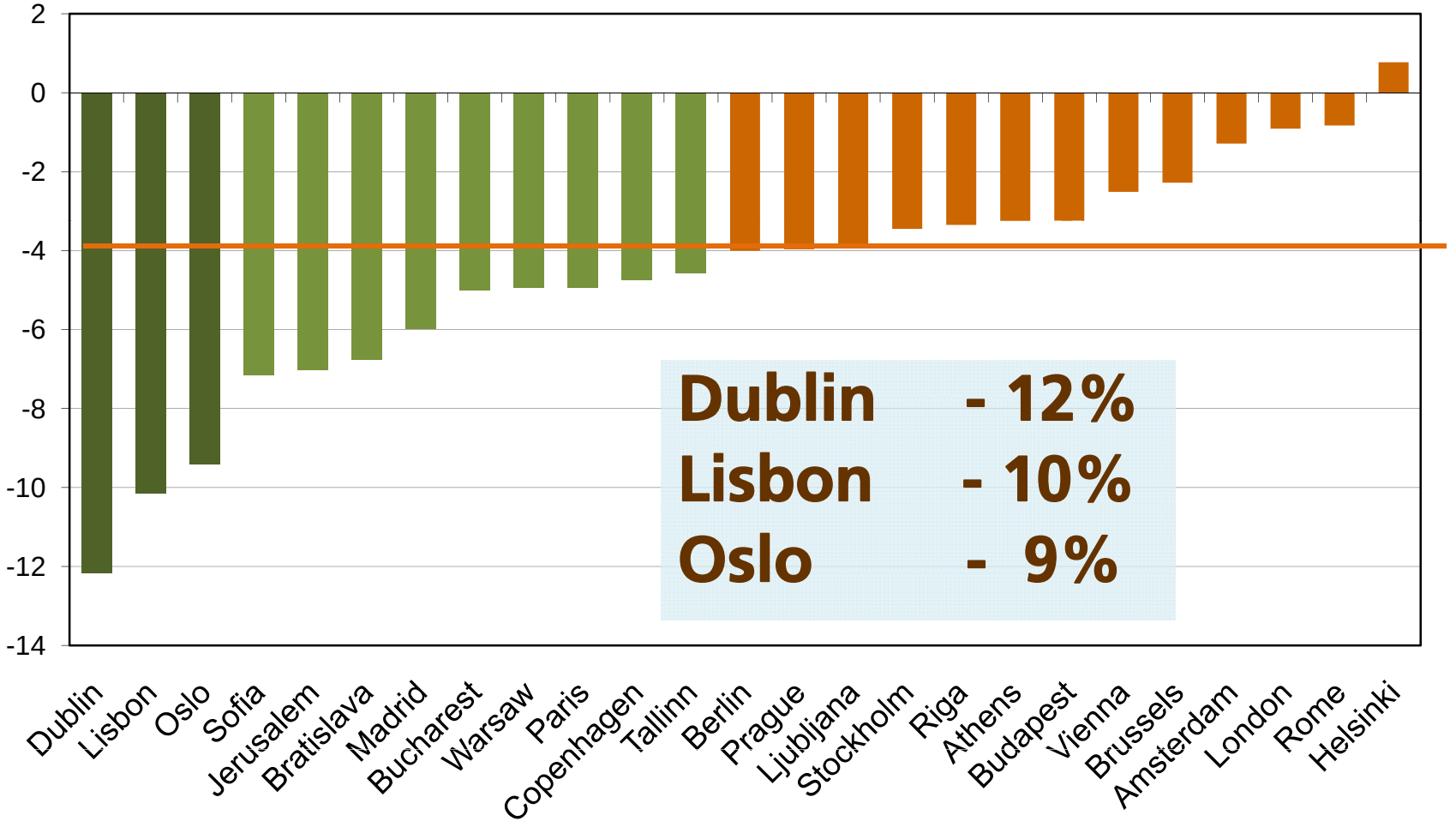
EU-27 capitals safer than 10 years ago

Average annual % change in deaths per inhabitants over 1997 to 2007



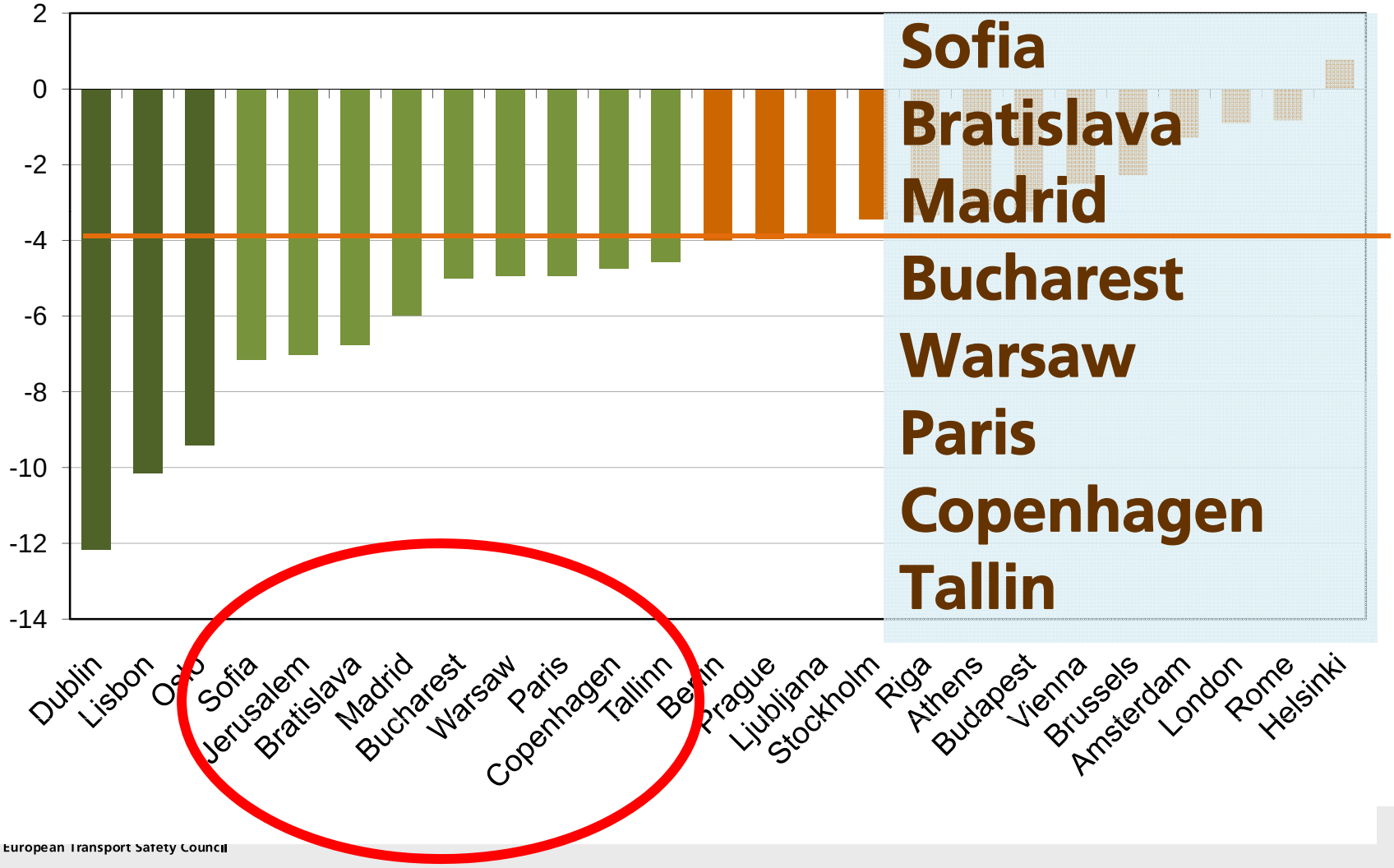
And the winners are

Average annual % change in deaths per inhabitants over 1997 to 2007



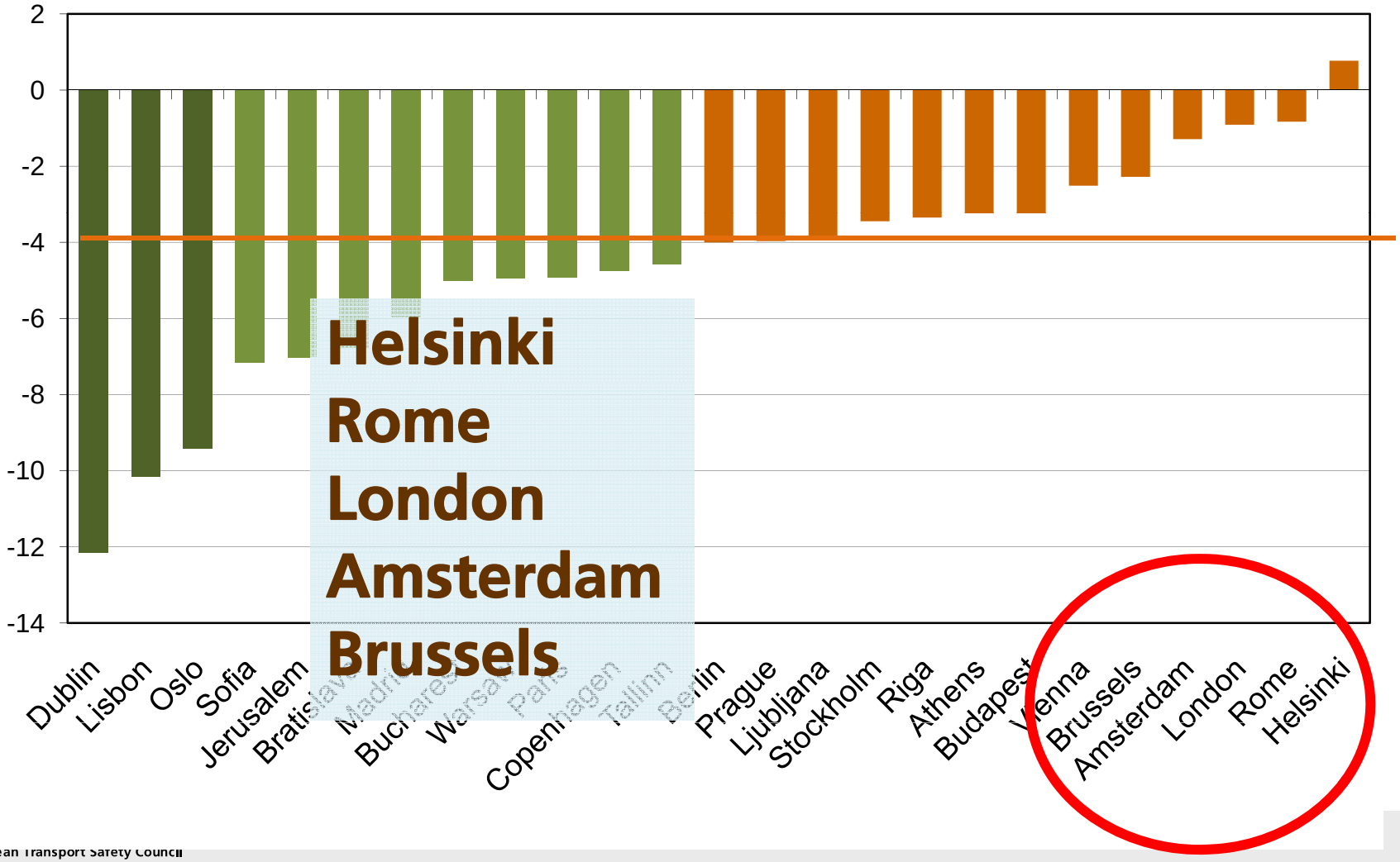
Also good progress

Average annual % change in deaths per inhabitants over 1997 to 2007



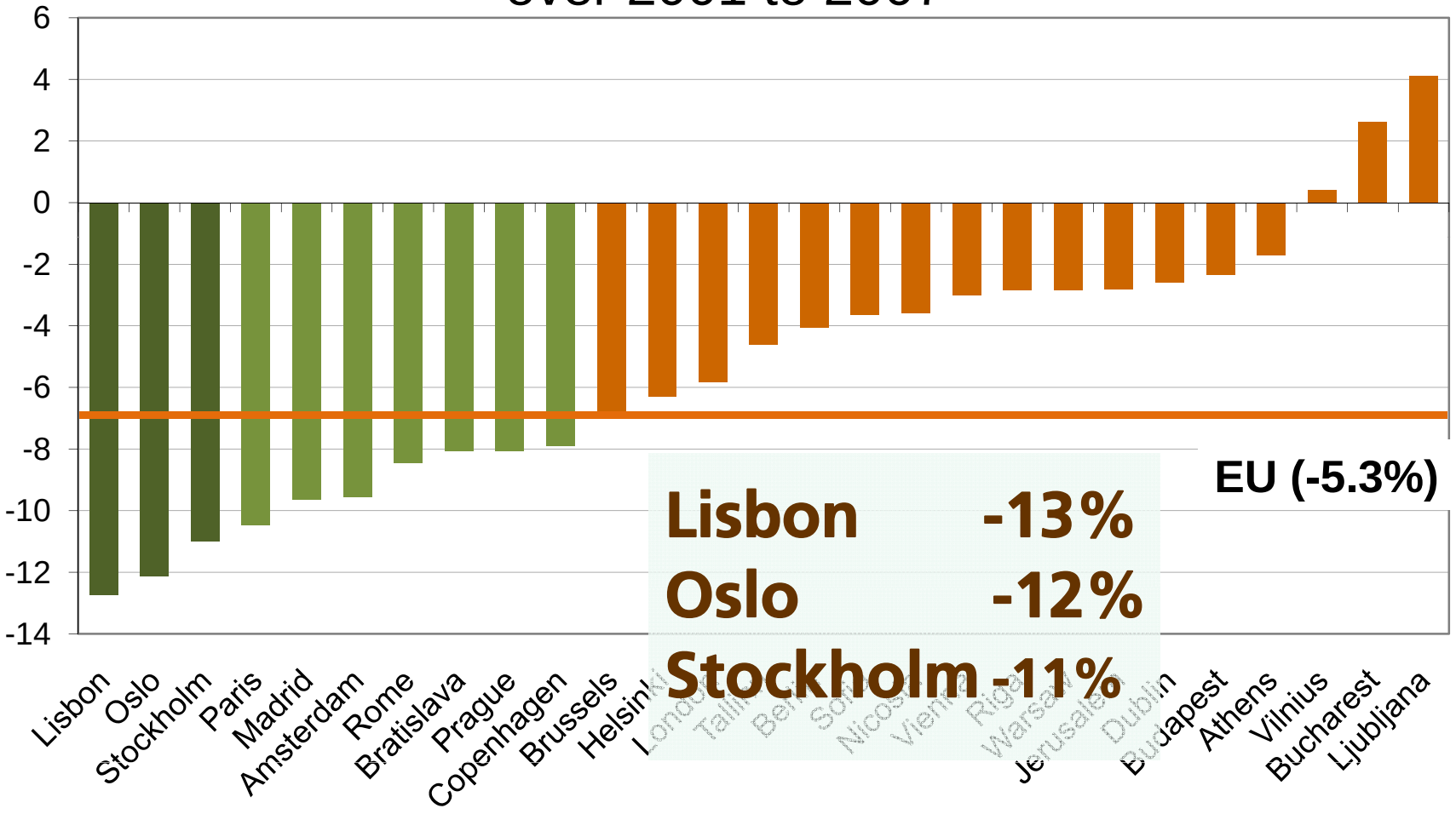
Too little progress

Average annual % change in deaths per inhabitants over 1997 to 2007



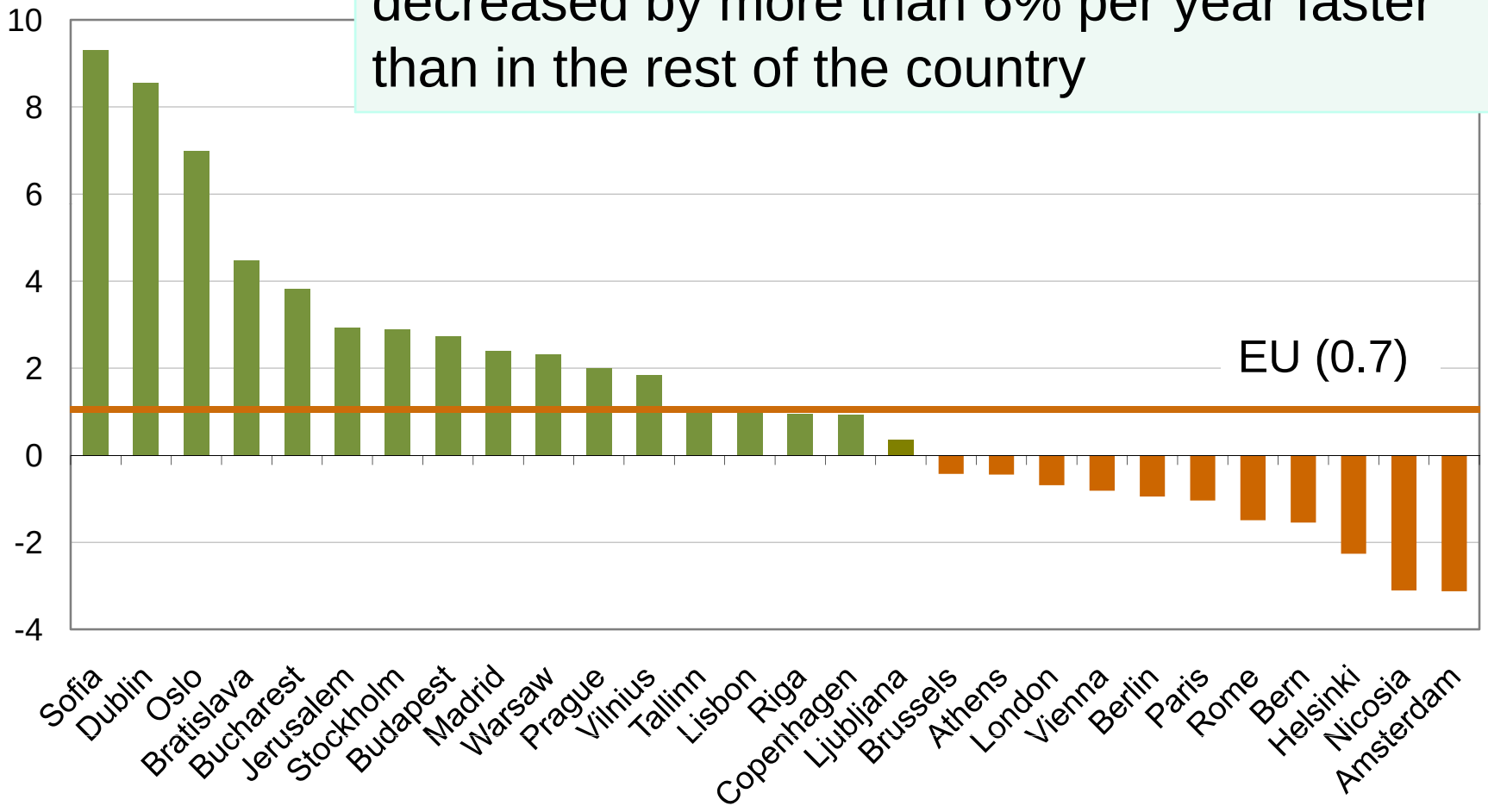
Faster progress since 2001

Average annual % change in deaths per inhabitants over 2001 to 2007



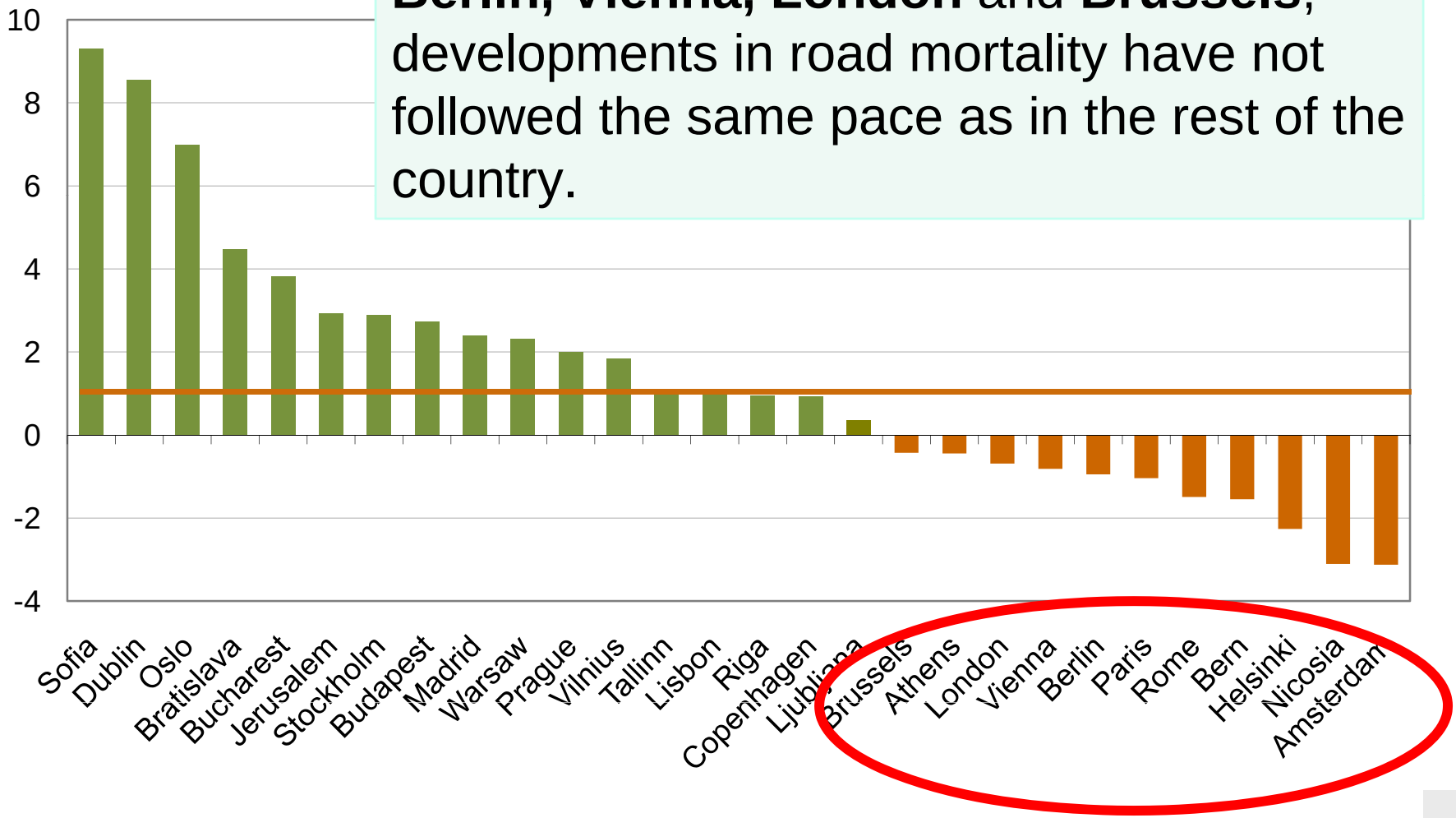
Some capitals taking the lead

In **Sofia**, **Dublin** and **Oslo**, road mortality decreased by more than 6% per year faster than in the rest of the country



And some not

In **Amsterdam, Helsinki, Rome, Paris, Berlin, Vienna, London** and **Brussels**, developments in road mortality have not followed the same pace as in the rest of the country.

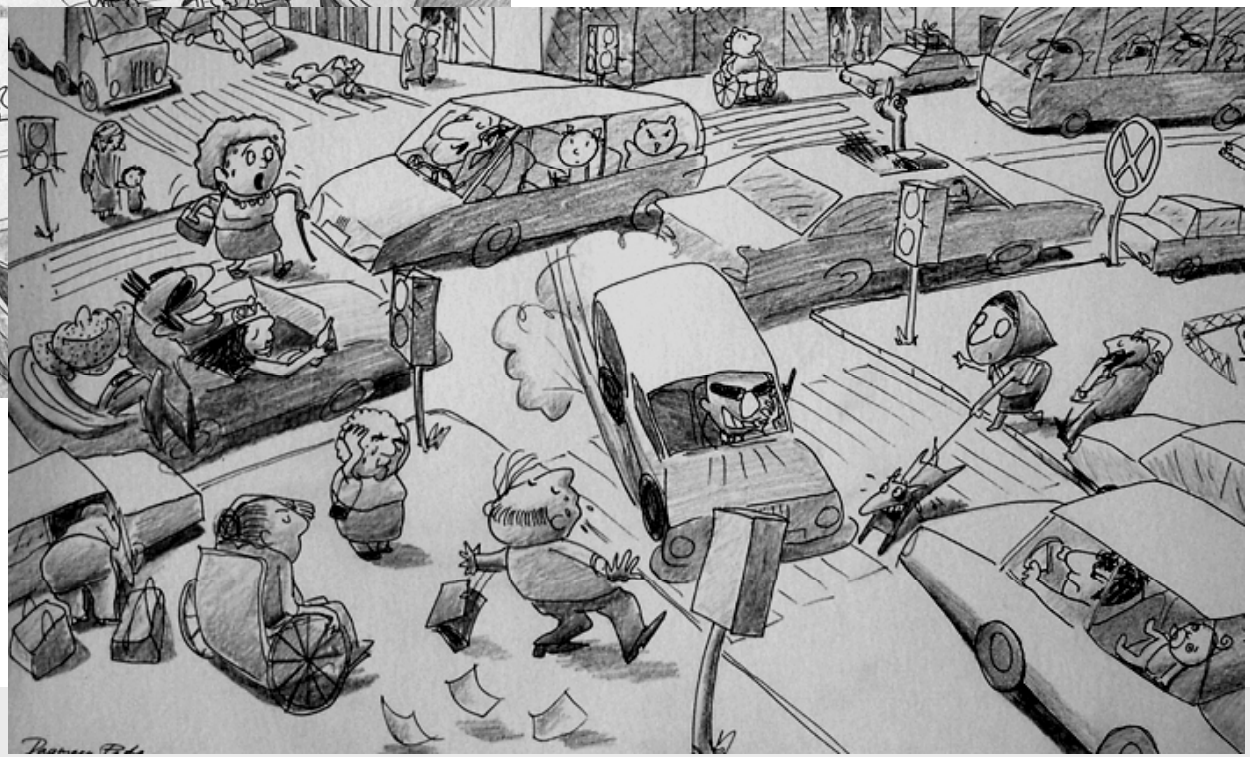


A great disparity of risks



Valletta: no road death since 2000

Ljubjana: 13 deaths per 100,000 inhabitants

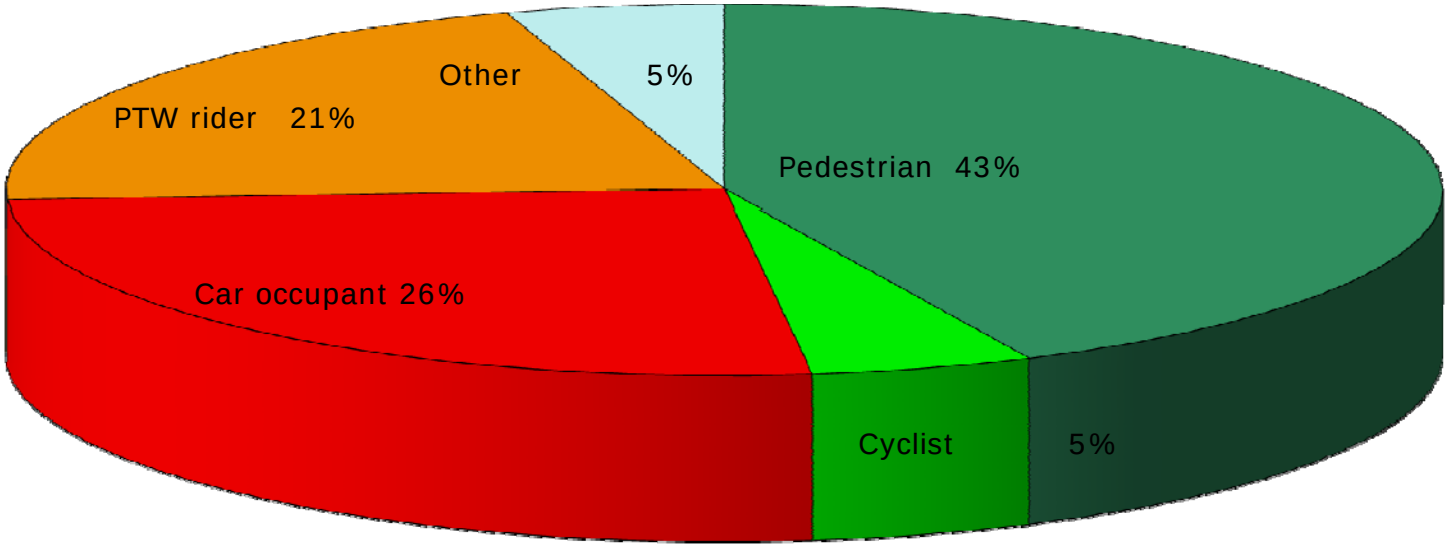


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Strong actions needed

To protect vulnerable road users

One victim out of 2 is either a pedestrian or a cyclist in capitals



Distribution of road deaths by road users in the 27 EU capitals
(Average of the years 2004-2006)

Some of ETSC recommendations

Adopt a Road Safety Strategy

- Consider all road users, esp. VRUs
- Work in partnership
- Relate road safety objectives to other policy objectives for the city
- Work with the police to ensure proper enforcement

ETSC recommendations (II)

- Improve the quality of public transport
- Develop safer infrastructure, especially for pedestrians
- Promote 30 km/h zones in residential area

Secure political backing and funding for road safety

Speakers

John Devenport
Tranport for London (TfL)

Michael Byrne
Dublin City Council