European Transport Safety Council

NEWS RELEASE

Lithuania Receives PIN Road Safety Award 2011

Road Deaths Cut by 58% in Lithuania since 2001

21 June 2011, Brussels **– "It is my pleasure to give this year's PIN[1] Award to Lithuania and Sweden. All the countries that received the PIN Award have lived up to our expectations, and I am positive that all EU member states will have a lot to learn from these two," said Antonio Avenoso, ETSC[2] Executive Director at the PIN Award Ceremony held during the 5th Annual Conference of the Road Safety Performance Index (PIN) Project. The Award for Lithuania was received by Eligijus Masiulis, Minister for Transport and Communications.**

Lithuania has achieved an outstanding 58%reduction in road deaths between 2001 and 2010, the third best reduction in the EU.[3] Mr. Masiulis focused on the cooperation between the responsible institutions in his country, as well as the cooperation of the Lithuanian public. He said the results of a recent survey in Lithuania show that, while the public is reluctant to change behaviour, they also want the government to be strict on road safety. Mr. Masiulis said he was happy that the lowering of the permitted blood alcohol concentration and increased speeding fines – just two of the Lithuanian policy changes – were effectively communicated and accepted by road users, thus complementing the improvements made in the road infrastructure.

While the reduction in the number of deaths on Lithuanian roads is laudable, road mortality still remains high, with 90 deaths per million inhabitants in 2010.[4] Mr. Masiulis acknowledged this challenge, declaring that "Our main ambition is no more than 200 road deaths in 2017, which means no more than 60 deaths per million inhabitants. Achieving these targets would get us into the list of the top 10 safest countries in the European Union. We have also adopted Vision Zero. We want Lithuania to be a safe and friendly country for its citizens and guests," added Mr. Masiulis.

Mr. Masiulis acknowledged the positive effects of the EU membership. "The absorption of EU funds can really help us improve our infrastructure. We have to build more bypass roads and start making use of ITS technologies," he said. Mr. Masiulis also said that after his country transposed the 2008 EU Directive on infrastructure safety, road safety experts and specialists receive training to ensure the implementation of this piece of EU legislation.[5]

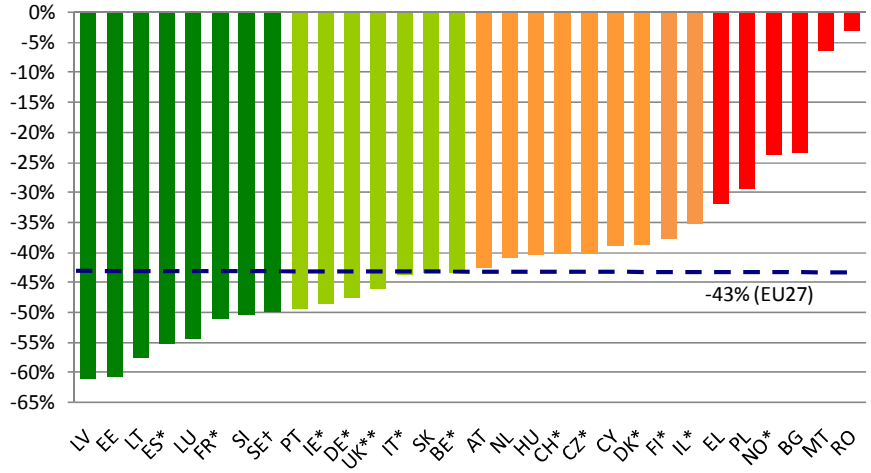
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Notes to editors:

[1] The Road Safety Performance Index (PIN) Programme was launched in June 2006 to compare country road safety performances. It currently includes the 27 countries of the EU, as well as Israel, Norway and Switzerland. The Road Safety Performance Index (PIN) receives financial support from the Swedish Transport Administration, the Norwegian Public Roads Administration and Toyota Motor Europe.www.etsc.eu/PIN

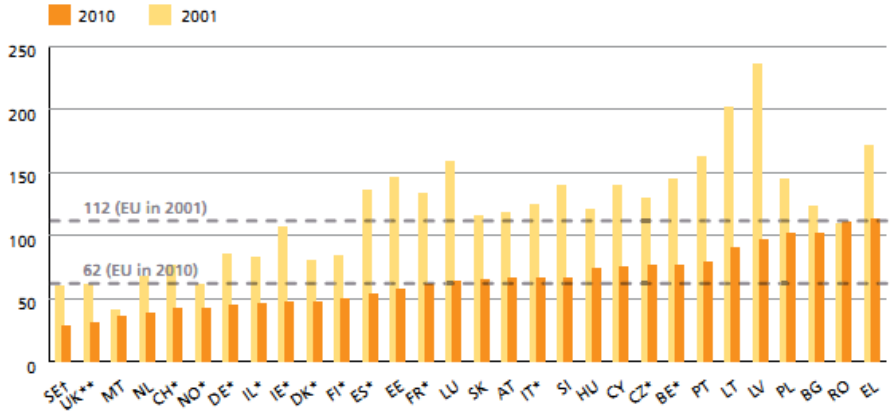
[2] ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 45 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

[3] Fig. 1: Percentage change in road deaths between 2001 and 2010



* Provisional estimates were used for 2010 as final figures for 2010 were not yet available at the time of going to print.
**UK 2010: ETSC estimate for the UK based on EC CARE Quick Indicator.
†Sweden 2010: the definition of road deaths has changed and suicides are now excluded. The time series was adjusted so that figures for previous years exclude suicides as well.

[4] Fig.6 Road deaths per million inhabitants in 2010 (with road deaths per million inhabitants in 2001 for comparison).



[5] A detailed interview with Mr. Masiulis is included in the 5th ETSC PIN Report *2010 Road Safety Target Outcome: 100000 fewer deaths since 2001*. www.etsc.eu/PIN-publications.php