

NEWS RELEASE
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Four EU Countries Reduce Road Deaths by 50%

Latvia, Spain, Portugal and Estonia halve road deaths between 2001 and 2009

22 June 2010, Brussels – Between 2001 and 2009 Latvia, Spain, Portugal and Estonia achieved the best road death reductions, all above 50%, with France and Lithuania set to follow them. Clearly, setting the ambitious EU goal of halving road deaths between 2001 and 2010 was essential in contributing to the reduction in road deaths. Now is the time to look forward and adopt new targets and measures for 2020 in the 4th EU Road Safety Action Programme due for adoption by the European Commission this July⁽¹⁾.

At its 4th Road Safety PIN⁽²⁾ Conference today ETSC⁽³⁾ will present the latest results ranking Member State's performance in 2009⁽⁴⁾. ETSC will also hand its 2010 PIN Award to Estonia and Ireland, in recognition of their efforts to reduce road deaths through adopting effective and proven road safety measures⁽⁵⁾.

2009 saw a record breaking improvement in road safety with deaths cut by 11% compared to 2008. Slovakia (36%), Lithuania (26%), Denmark (25%) and Estonia (24%) achieved the best reductions in 2009. For the first time ever the EU10 achieved a better year-to-year reduction (18%) than the EU15 (8%) in 2009⁽⁶⁾.

As many as **34,900** people were killed in road collisions in 2009 in the EU27, still far more than the maximum of 27,000 which the EU set for 2010. Yet, road deaths have gone down by **36%** in the **EU27** between 2001 and 2009. The **EU15** alone, for whom the EU's 2010 target was originally set, has achieved an impressive **42%**.⁽⁷⁾

These latest PIN country rankings come at a crucial time when the European Commission is expected to adopt soon new road safety targets for 2020. The 2001 EU target gave a boost to the combined efforts at both national and EU level. As a result, reductions in the number of deaths have been much higher in 2001-2009 than in three preceding decades⁽⁸⁾.

"The EU shared target helped each Member State to see that its road safety improvements are contributing to addressing a Europe wide problem. For 2020, the EU should engage in a more structured monitoring to further support Member States' efforts, as currently undertaken by the ETSC Road Safety PIN." Prof. Claes Tingvall, Director of Traffic Safety, Swedish Transport Administration.

Support for new targets for 2020 has also been stressed by MEP Mathieu Grosch in his own initiative Report on A Sustainable Future for Transport. He added *"A transport policy is only successful if it is directly linked to systematic efforts to reduce the number of people killed and seriously injured in traffic"*.

"The fast pace of progress cannot be stopped now. The EU must set new quantified targets for reducing deaths and serious injuries by 2020," said ETSC Executive Director Antonio Avenoso. *"The EU must also provide instruments for achieving them: first priority must be adopting the EU Directive on Cross-Border Enforcement of traffic rules."*

The Report and detailed figures for each country are available under www.etsc.eu/PIN-publications.php. For further enquiries please contact PIN Programme Manager Graziella Jost, graziella.jost@etsc.eu, tel. +32 (0)2 230.41.06, mob. +32(0)4 98.51.65.62.

Notes to Editors

(1) As recommended in ETSC (2008), Road Safety as a Right and Responsibility for All, A Blueprint for the EU's 4th Road Safety Action Programme and Addendum, www.etsc.eu/blueprint-4th-road-safety-action-programme.php

(2) 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.

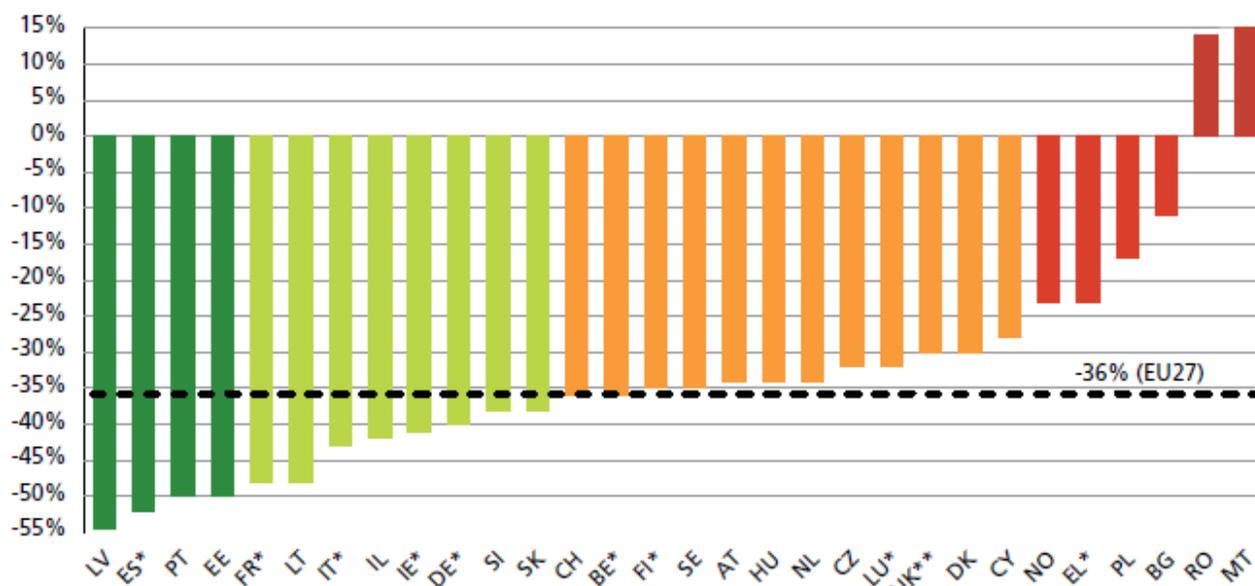
(3) The European Transport Safety Council (ETSC) is a Brussels-based independent non-profit making organisation dedicated to the reduction of the number and severity of transport crashes in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 41 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

(4) The PIN Conference Agenda is available at <http://www.etsc.eu/PIN-events.php>. Speakers' presentations will be available at the same address.

(5) See Press release PIN Award Estonia and Press release PIN Award Ireland at <http://www.etsc.eu/PIN-events.php>. Estonian Minister, Juhan Parts, and Irish Minister, Noel Dempsey, present what their countries have done to receive the PIN Award in ETSC 4th PIN Report, p. 18-22.

(6) ETSC 4th PIN Report (2010), *Road Safety Target in Sight: Making up for lost time*. www.etsc.eu/PIN-publications.php

(7) Fig. 1: Percentage change in road deaths between 2001 and 2009



* Provisional estimates were used for 2009 as final figures for 2009 were not yet available at the time of printing. ** UK 2009: ETSC estimate for the whole UK based on EC CARE Quick indicator for GB only.

(8) Table 1: Reduction in road deaths since 1970 for the EU15 and since 1990 for the EU10, ETSC 4th PIN Report, p. 11.