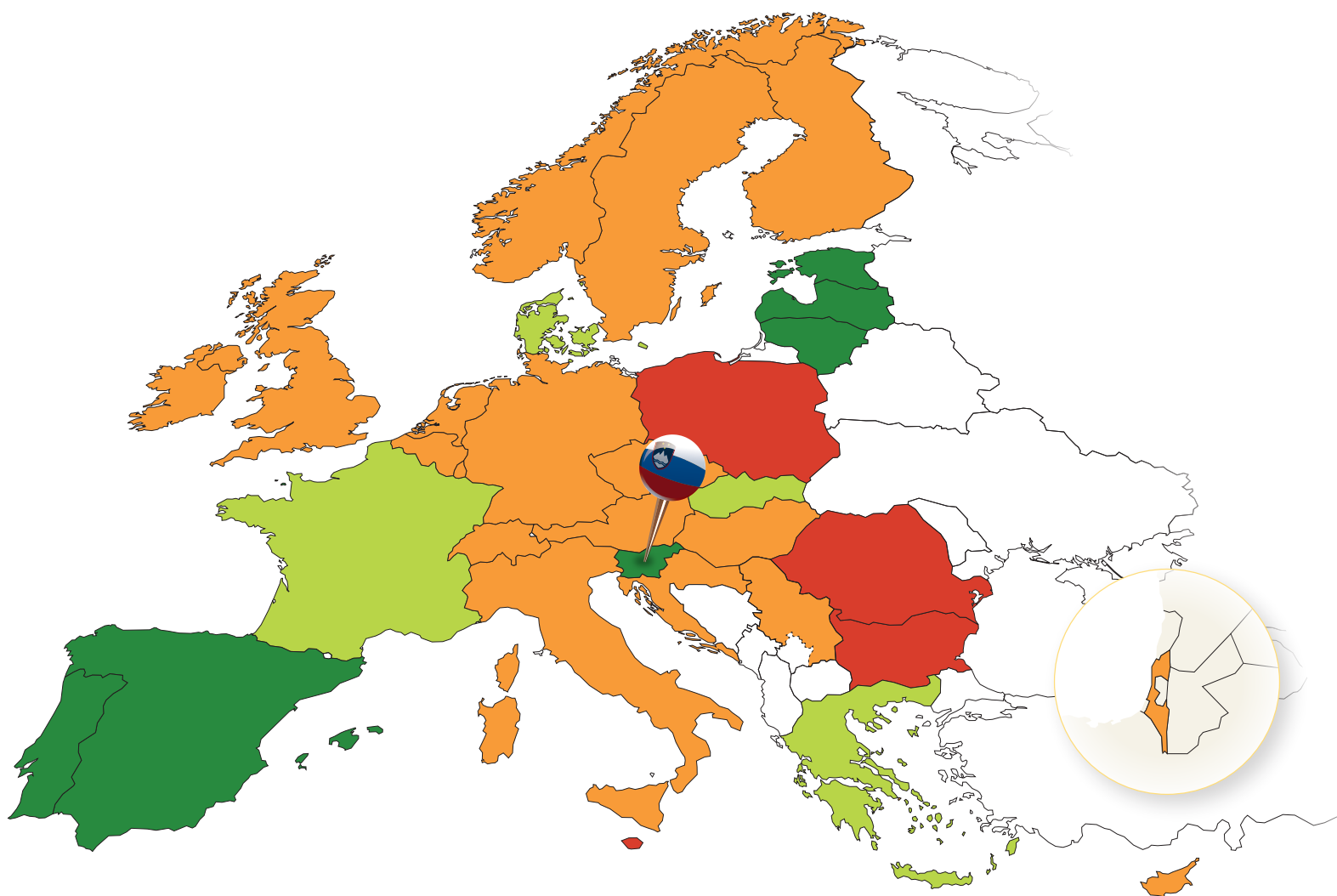


RANKING EU PROGRESS ON ROAD SAFETY

9th Road Safety Performance Index Report

June 2015



PIN Panel

Austria (AT)	Klaus Machata, Road Safety Board (KFV)
Belgium (BE)	Heike Martensen, Belgian Road Safety Institute (IBSR/BIVV)
Bulgaria (BG)	<i>To be appointed</i>
Croatia (HR)	Sanja Veić, Ministry of Interior
Czech Republic (CZ)	Jiri Ambros, Jindric Fric, Transport Research Centre (CDV)
Cyprus (CY)	Irene Manoli, Ministry of Communications George Morfakis, Road Safety Expert
Denmark (DK)	Jesper Sølund, Danish Road Safety Council
Estonia (EE)	Lauri Lugna, Road Administration
Finland (FI)	Ilkka Nummelin, Finnish Motor Insurers' Centre (VALT)
France (FR)	Manuelle Salathé, National Interministerial Road Safety Observatory
Germany (DE)	Jacqueline Lacroix, German Road Safety Council (DVR)
Greece (EL)	George Yannis, Technical University of Athens
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Sweden (SE)	Anna Vadeby, National Road and Transport Research Institute (VTI)
Switzerland (CH)	Yvonne Achtermann, Swiss Council for Accident Prevention (bfu)
U.K. (GB)	Brian Lawton, Louise Lloyd, Transport Research Laboratory Anil Bhagat, Department for Transport

PIN Observers

Stelios Efstathiadis, Road Safety Institute Panos Mylonas, Greece
Lucia Pennisi, Automobile Club d'Italia (ACI), Italy

PIN Steering Group

Richard Allsop, ETSC Board of Directors (Chair)
Heather Ward, PACTS (Co-chair)
Jacqueline Lacroix, the German Road Safety Council
Vincent Legagneur, Toyota Motor Europe
Anders Lie, Swedish Transport Administration
Astrid Linder, National Road and Transport Research Institute (VTI)
Karl Pihl, Volvo Group
Guro Ranes, Norwegian Public Roads Administration
Maria Teresa Sanz-Villegas, European Commission
Henk Stipdonk, Institute for Road Safety Research (SWOV)
Pete Thomas, Loughborough University
Antonio Avenoso, ETSC
Graziella Jost, ETSC
Dovile Adminaite, ETSC

For more information

European Transport Safety Council
20 Avenue des Celtes
B-1040 Brussels
Tel: +32 2 230 4106
dovile.adminaite@etsc.eu
www.etsc.eu/pin

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RANKING EU PROGRESS ON ROAD SAFETY

9th ROAD SAFETY PERFORMANCE INDEX REPORT

Authors

Dovile Adminaite

Richard Allsop

Graziella Jost

June 2015

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About the European Transport Safety Council (ETSC)

ETSC is a Brussels-based independent non-profit organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. Founded in 1993, ETSC provides an impartial source of expert advice on transport safety matters to the European Commission, the European Parliament and Member States. It maintains its independence through funding from a variety of sources including membership subscriptions, the European Commission and public and private sector support.

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Member of the European Parliament

Ines Ayala Sender
Member of the European Parliament

Dirk Sterckx
Former Member of the European Parliament

Professor Pieter van Vollenhoven

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INTRODUCTION

ETSC's Road Safety Performance Index (PIN) programme was set up in 2006 as a response to the first road safety target set by the European Union to halve road deaths between 2001 and 2010. In 2010, the European Union renewed its commitment to reduce road deaths by setting a fresh target to reduce them by 50% by 2020 compared to 2010 levels.

By comparing Member State performance, the PIN serves to identify and promote best practice and inspire the kind of political leadership needed to deliver a road transport system that is as safe as possible.

The PIN covers all relevant areas of road safety including road user behaviour, infrastructure and vehicles, as well as road safety policymaking. Each year ETSC publishes PIN 'Flash' reports on specific areas of road safety. The March 2015 Flash report ranks EU progress on improving motorway safety and the June 2015 Flash report looked at progress across Europe in improving safety for cyclists and walkers; they can be downloaded from the ETSC website. A list of other topics covered by the PIN programme can be found in the Annexes.

In June each year ETSC's analysis of overall annual progress on tackling road deaths and serious injuries is published in the PIN Annual Report – this edition is the 9th. The annual report is launched at a high level event in Brussels, together with the presentation of the annual PIN Award to a country that has made outstanding progress on road safety. In 2015 Slovenia has been recognised for its progress in cutting road deaths in recent years.

In addition, ETSC, together with national organisations, hosts PIN events in various countries throughout the year, bringing together experts and policymakers to share best practice and learn from the experience of progress made in other countries.

The report covers 32 countries: the 28 Member States of the European Union, together with Israel, Norway, the Republic of Serbia and Switzerland.

EXECUTIVE SUMMARY

In 2010, the European Union renewed its commitment to improving road safety by setting a target of reducing road deaths by 50% by 2020, compared to 2010 levels. This goal followed an earlier target set in 2001 to halve road deaths by 2010.

2014
*was a bad year
for road safety*

2014 was a bad year for road safety. 25,845 people were killed in the EU28 as a consequence of road collisions compared to 26,009 in 2013, representing a decrease of only 0.6%, compared with the decrease of 6.7% that is needed to reach the target for 2020 by equal annual reductions. Out of the 32 countries monitored by the PIN Programme, only 18 registered a drop in the number of road deaths between 2013 and 2014, 13 saw an increase while progress stagnated in one country (Fig.1). However, some countries are doing better than the others. Malta (-44% from its unusually high number in 2013), Luxembourg (-22%), Norway (-21%), and Croatia (-16%) achieved the best reductions in 2014 compared to 2013. Slovenia, Serbia, Finland, Greece and Switzerland recorded reductions of more than or very nearly 10%.

*Reaching the
EU target for
2020 is at risk,
but it might still
be reachable if
combined efforts
at both national
and EU level
are stepped up
urgently.*

Across the EU28 road deaths have been cut by 18% between 2010 and 2014 (Fig.2), equivalent to a 4.9% average annual reduction. A 6.7% year-to-year reduction is needed over the 2010-2020 period to reach the target through constant progress in annual percentage terms (Fig.3). Yet, since the slowdown in 2014, the number of road deaths between 2015 and 2020 has to be reduced at a much faster pace of about 8% each year for the EU to be on track for the target. Reaching the EU target for 2020 is at risk, but it might still be reachable if combined efforts at both national and EU levels are stepped up urgently.

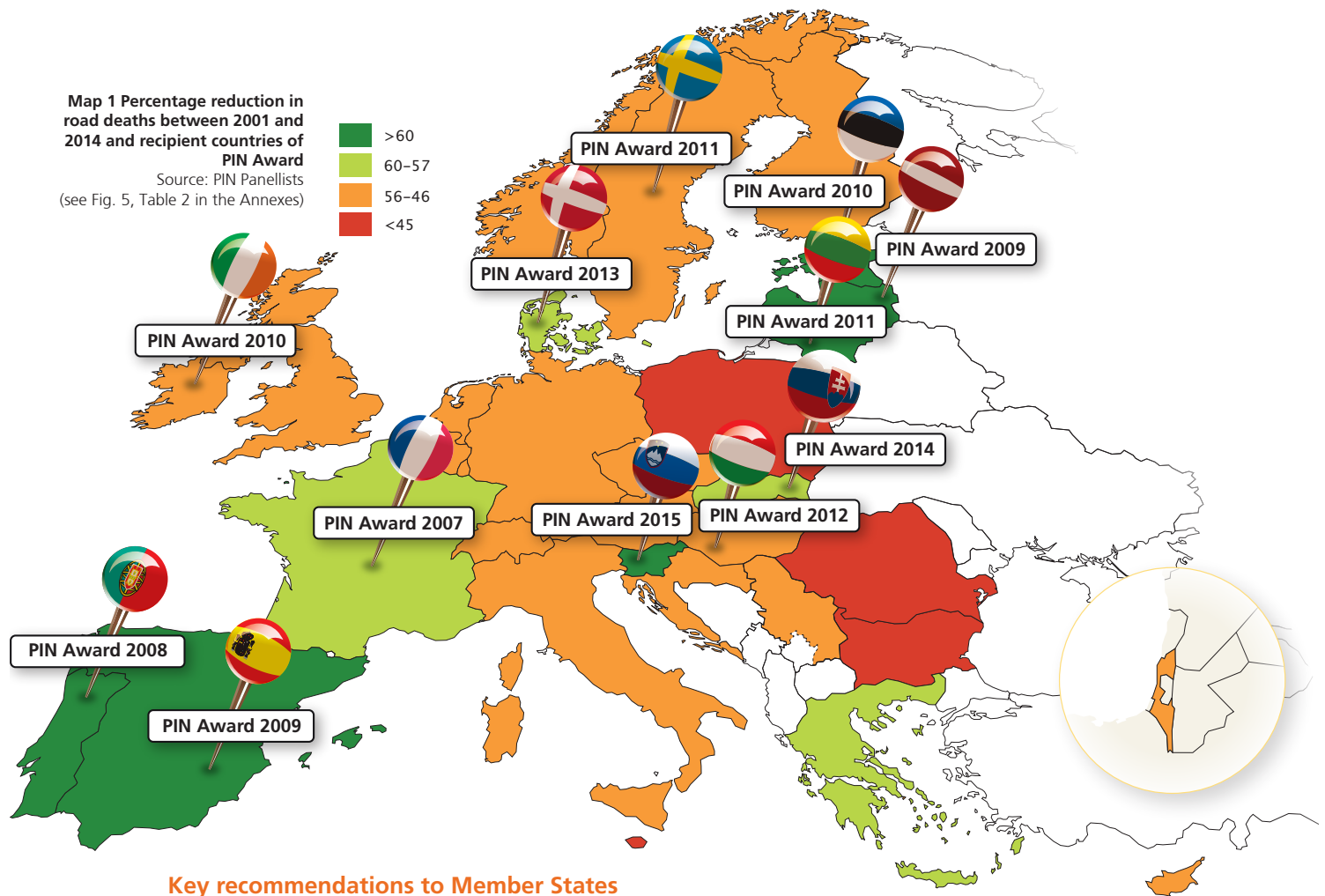
There were 15,545 fewer road deaths in the EU in 2011-2014 than if the 2010 rate had continued. According to ETSC estimates, this reduction is valued at 30 billion euro (Fig.4). Preventing deaths and serious injuries on EU roads is a sound investment in terms of resources devoted to safety measures and the saving potential is far from being exhausted.

*Almost 3%
increase in serious
injuries in 2014*

In 2014 more than 203,500 people were recorded as seriously injured by the police in the 23 EU countries that distinguish between seriously and slightly injured in their data. Many more suffered slight injuries. The number of seriously injured grew by almost 3% in 2014 compared to 2013. ETSC recommends the European Commission to adopt a target of a 35% reduction between 2014 and 2020 in the number of people seriously injured according to the MAIS3+ definition (Fig.9) and a strategy to reverse the trend (see Part II).

Map 1 Percentage reduction in road deaths between 2001 and 2014 and recipient countries of PIN Award

Source: PIN Panellists
(see Fig. 5, Table 2 in the Annexes)



Key recommendations to Member States

- Seek to reach targets by all available means, including applying proven enforcement strategies according to the EC Recommendation on enforcement.
- Set national reduction targets for seriously injured based on MAIS3+ alongside the reduction of deaths.
- Include serious injuries in the impact assessment of countermeasures where this does not take place already.
- Streamline the emergency response chain and increase quality of trauma management in order to mitigate collision consequences more effectively.
- Use the evidence gathered under the Road Safety PIN and elsewhere to devise and update relevant policies. Make the choice of measures based on sound evaluation studies and - where applicable – consideration of cost effectiveness.

Key recommendations to EU Institutions

- Adopt a fully-fledged strategy to tackle serious injuries including measures against which delivery can be made accountable.
- Adopt a target to reduce by 35% between 2014 and 2020 the number of people seriously injured based on MAIS3+.
- Within the context of the revision of the General Safety Regulation¹ prioritise the introduction and further extension of in-vehicle safety technologies linked to the key risk factors, which include Intelligent Speed Assistance, alcohol interlocks, seat belt reminders and Autonomous Emergency Braking. Mandate Event Data Recorders in all new vehicles.
- Within the context of the revision of the Infrastructure Safety Management Directive², extend application of the instruments of the directive to cover all motorways, rural and urban roads.
- Implement priorities for 2015-2020 put forward in ETSC’s position paper on the mid-term review of the road safety policy orientations including improved infrastructure, vehicle safety, and tackling speeding and drink driving.³

¹ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems.

² Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on Road Infrastructure Safety Management.

³ ETSC (2014), Mid Term Review of the European Commission’s Road Safety Policy Orientations 2011-2020. Briefing – Stakeholder Consultation Workshop, 17 November 2014.

PART I

THE EU IS NOT ON TRACK TO REACH THE 2020 TARGET

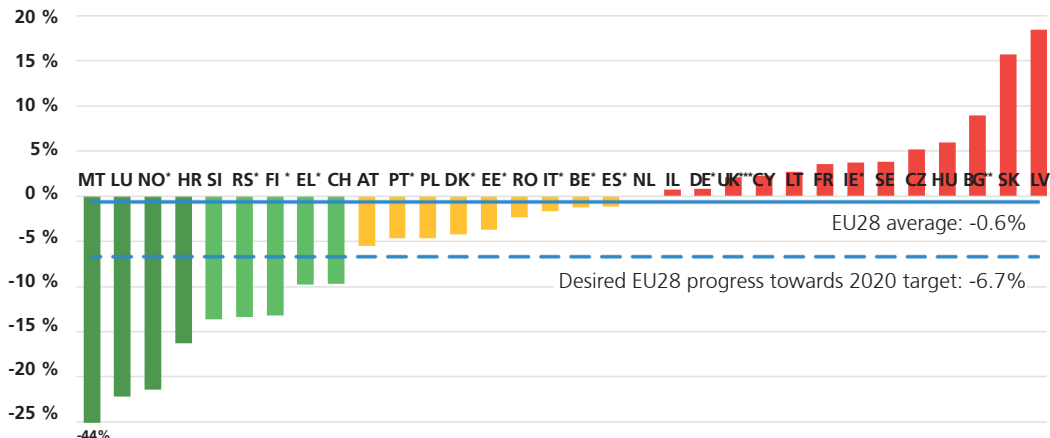
1.1 A bad year for road safety

Out of the 32 countries monitored by the PIN Programme, only 18 registered a drop in the number of road deaths between 2013 and 2014, 13 saw an increase while progress stagnated in one country (Fig.1). 2014 has seen the slowest pace in reducing the number of road deaths since the introduction of the first EU target in 2001. 25,845 people lost their lives on the EU roads in 2014, compared to 26,009 in 2013, representing just a 0.6% reduction. This follows an 8% decrease between 2012 and 2013.

Malta (-44% from its unusually high number in 2013), Luxembourg (-22%), Norway (-21%), and Croatia (-16%) achieved the best reductions in 2014 compared to 2013. Slovenia, Serbia, Finland, Greece and Switzerland recorded reductions of more than or very nearly 10%. Yet the number of road deaths increased in Latvia, Slovakia, Bulgaria, Hungary, the Czech Republic, Sweden, Ireland, France, Lithuania, Cyprus, the United Kingdom, Germany and Israel.

Fig. 1: Percentage change in road deaths between 2013 and 2014

*National provisional estimates used for 2014, as the final figures for 2014 are not yet available at the time of going to print. **ETSC estimates based on CARE Quick indicator. ***UK data for 2014 is GB provisional total for year ending September 2014 and Northern Ireland total for the calendar year 2014. Numbers of deaths in MT and LU are small and therefore subject to substantial annual fluctuation.



Norway: consistent and targeted road safety measures

The number of people killed on Norwegian roads was 21% fewer in 2014 than in 2013, 147 compared to 187.

"The relative low numbers of deaths in Norway are subject to annual fluctuation. But the long term trends are stable, showing a steady improvement in road safety. We see it as the result of consistent and targeted activities undertaken by a lot of different organisations all striving to reach the interim target set by the Parliament. The Public Roads Administration and the counties have built safe new roads, including motorways and trunk roads with median barriers and there is a renewed focus on safe pedestrian and bicycle travel in our towns and cities. The use of seat belts has increased to an even higher level, following enforcement and awareness campaigns. Mean speeds on our roads are, on average, slowly but steadily going down towards speed limits. Finally, lots of different activities have been targeting kids, young drivers and elderly people around the country."

Guro Ranæs, Norwegian Public Roads Administration.





Germany: more vulnerable road users killed in 2014

In 2014 the number of road deaths in Germany increased by 1% compared to 2013. It went up from 3,340 in 2013 to 3,368 in 2014.

“One of the main reasons for the increase of casualties in road traffic in Germany in 2014 was the weather conditions: the winter was mild and the spring was dry and warm. This led to more people riding a motorcycle, walking and cycling and therefore, sadly, more of them being killed and injured in road collisions. Local authorities should address this challenge and consider expanding 30km/h zones. Germany’s Federal Transport Minister Alexander Dobrindt has announced legal changes that will make it easier for local authorities to set 30km/h zones, including on main roads near schools and kindergartens.”

Jacqueline Lacroix, DVR, German Road Safety Council.



France: 116 more people killed on the roads in 2014

Road deaths have increased by 3.5% in France, from 3,268 people killed in 2013 to 3,384 people in 2014. Mean speeds increased on all roads outside urban areas in 2014. According to Police reports, 21% of people killed in cars, 27% of people killed in vans and 37% of people killed in trucks were not wearing their seat belt. 12% of moped riders and 3% of the motorcyclists killed were not wearing a helmet. Drink driving has been involved in 28% of all fatal collisions and illegal drugs in 23% of all fatal collisions.⁴



INDICATOR

Following the adoption of the EU road safety target for 2020, this chapter uses as main indicators the percentage changes in the numbers of people killed on the road between 2013 and 2014 (Fig.1), between 2010 and 2014 (Fig.2) and since 2001 (Fig.5). A person killed in traffic is someone who was recorded as dying immediately or within 30 days from injuries sustained in a collision. We also use road mortality, the number of road deaths per million inhabitants, as an indicator of the current level of road safety in each country (Fig.6). Additionally, the number of road deaths per billion vehicle-km is presented where vehicle-kilometre data are available (Fig.7).

The data collected to calculate the indicators are from the national statistics supplied by the PIN Panellist in each country. The numbers of road deaths in 2014 in Belgium, Denmark, Finland, Estonia, Germany, Greece, Ireland, Italy, Norway, Portugal, Spain, the United Kingdom and Serbia are provisional as final figures were not yet available at the time of going to print. Numbers of deaths in Luxembourg and Malta are small and are therefore subject to substantial annual fluctuation. Numbers of deaths in 2014 in Bulgaria are ETSC estimates based on the EC CARE Quick indicator.

http://ec.europa.eu/transport/road_safety/pdf/observatory/trends_figures.pdf.

The full dataset is available in the Annexes.

Population figures were retrieved from the EUROSTAT database.

This report compares Member States’ progress in reducing total numbers of road deaths. Progress in reducing deaths among pedestrians, cyclists, powered two wheeler users and vehicle occupants up to 2013 can be found in the 29th PIN Flash report (2015), Making walking and cycling on Europe’s roads safer at etsc.eu/pin. In the last ten years deaths among pedestrians decreased by 41%, those among cyclists by 37% and those among power two wheeler (PTW) users by 34% compared to a 53% decrease for vehicle occupants. Since 2010 the reduction in the number of pedestrian and cyclist deaths has slowed down markedly. The safety of unprotected road users should therefore receive special attention from policymakers at the national and European levels. As active travel is being encouraged, the safety of walking and cycling in particular must be addressed urgently.

Speeding, failure to wear a seat belt and drink driving are three main risky behaviours on the roads. Countries’ progress in tackling speeding and non-use of seat belts can be found in the 27th PIN Flash report (2014), Ranking EU progress on Car Occupant Safety. The indicator on drink driving, which had not been updated since 2010, is updated in this report showing progress up to 2013 or 2014.

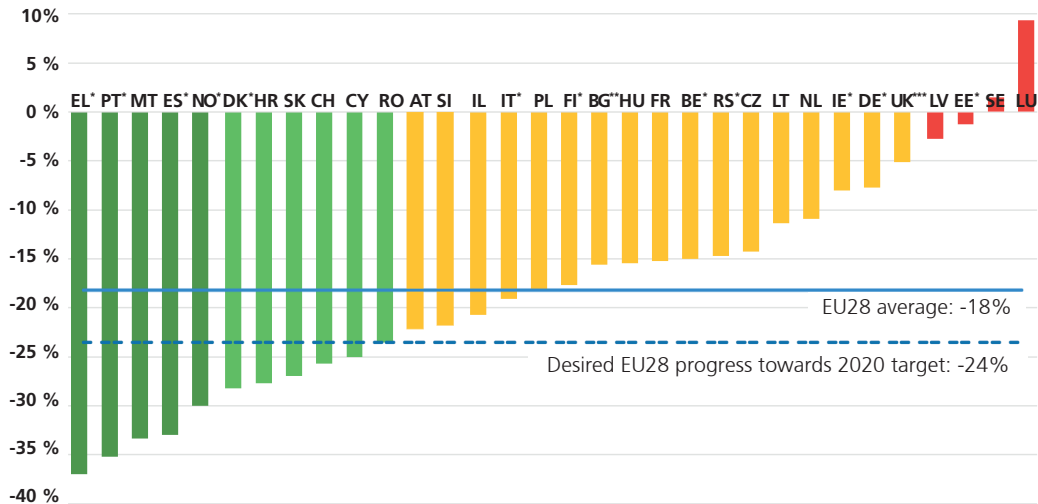
⁴ Observatoire National Interministériel de la Sécurité Routière (28 May 2015), Bilan de la sécurité routière en 2014.

1.1 An 18% reduction in road deaths between 2010 and 2014 across the EU28, less than 1% better than between 2010 and 2013

The EU28 has collectively reduced the number of road deaths by 18% over the period 2010-2014, less than 1% better than over the period 2010-2013. Developments since the setting of the new EU road safety target have followed the desired trend in Greece, Portugal, Malta, Spain, Norway, Denmark, Croatia, Slovakia, Switzerland Cyprus and Romania (Fig.2).

Fig. 2: Percentage change in road deaths between 2010 and 2014

*National provisional estimates used for 2014, as the final figures for 2014 are not yet available at the time of going to print.
 **ETSC estimates based on CARE Quick indicator.
 ***UK data for 2014 is the GB provisional total for year ending September 2014 and Northern Ireland total for the calendar year 2014. Numbers of deaths in LU and MT are small and therefore subject to substantial annual fluctuation.



Croatia: Police enforcement, focus on young drivers and improved infrastructure

Croatia is one of the EU countries which is on track for the EU road safety target - since 2010 the number of road deaths decreased by 28% (Fig.2). Croatia achieved the 4th best reduction between 2013 and 2014 with - 16% (Fig.1).

"We are proud of the progress so far in implementing the National Road Safety Programme 2011-2020. The 2014 results reward the hard work of a lot of different stakeholders, in particular the Police, NGOs and private associations that are raising road safety awareness. The Police have been targeting checks on sites where severe collisions have happened. Stricter sanctions were introduced for drunk drivers as well as a zero alcohol tolerance policy for young drivers. Young drivers are also subject to a 10km/h lower maximum speed limit on rural roads and motorways. Improved infrastructure has also been an important factor in raising road safety standards. In the last couple of years more than a thousand kilometres of high quality roads, mainly motorways and fast roads, have been built or reconstructed, shifting traffic away from dangerous rural roads. However there is a lot more to be done as road mortality in Croatia is still amongst the highest in the EU."
 Sanja Veić, The Ministry of Interior, Croatia.



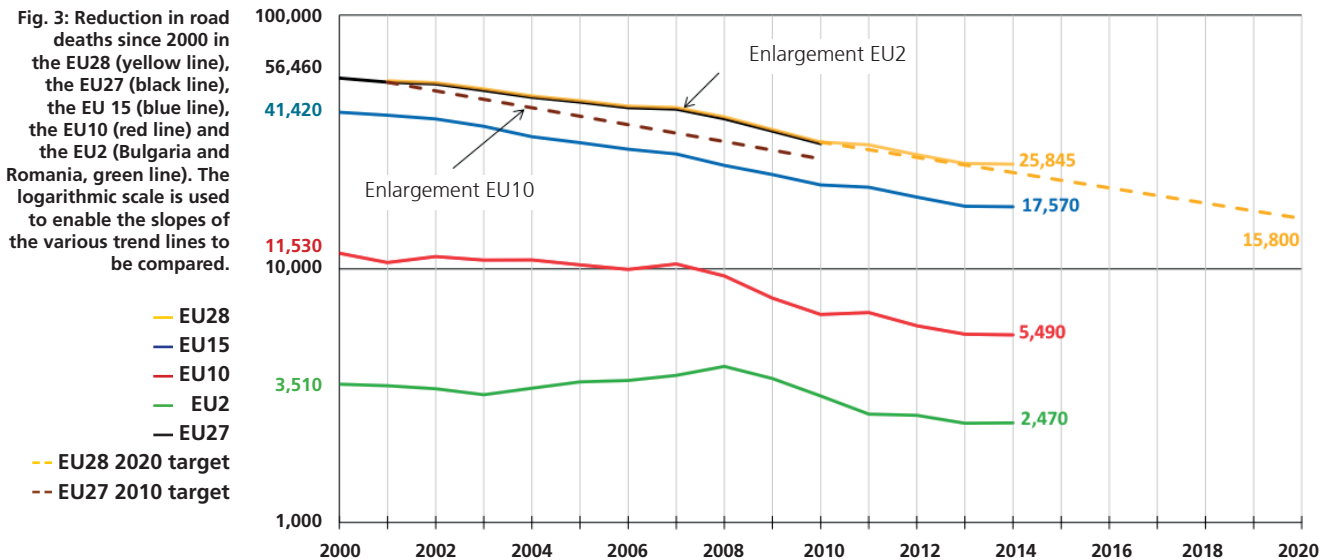
The United Kingdom: road deaths up following abolishment of National road safety targets

Since 2010 the number of road deaths in the United Kingdom has decreased by just 5% which is well below the EU average. Provisional data up to September 2014 show that road deaths have increased on UK roads: 1,807 people lost their lives in 2014 compared to 1,769 in 2013, representing a 2% rise.

"Various factors are likely to have contributed to these results; for example, the British economy grew more in 2014 than it had done for several years, and road casualties are partially correlated with economic growth. In addition, the British government of 2010-2015 abolished national road safety targets for Great Britain, substantially reduced the funding of road safety schemes and of policing, announced that it was "ending the war on the motorist", and publicly considered increasing various national speed limits on higher speed roads. This combination appears to have resulted in road safety falling substantially down the agenda of many roads authorities."
 Brian Lawton, Transport Research Laboratory.

1.3 EU no longer on track for the 2020 target

Since 2010, the average annual progress in reducing the number of road deaths in the EU28 was 4.9%. A 6.7% year-to-year reduction is needed over the 2010-2020 period to reach the target through constant progress in annual percentage terms. Yet, since the slowdown in 2014, the number of road deaths over the period 2015-2020 now has to be reduced at a much faster pace of about 8% each year for the EU to be on track. The EU target for 2020 is still reachable if combined efforts at both national and EU level are stepped up urgently.



Key recommendations to Member States

- Seek to reach targets by all available means, including applying proven enforcement strategies according to the EC Recommendation on enforcement.
- Use the evidence gathered under the Road Safety PIN and elsewhere to help in devising and updating relevant policies. Make the choice of measures based on sound evaluation studies and - where applicable - consideration of cost effectiveness.

Key recommendations to EU Institutions

- Support Member States in preparing national enforcement plans with yearly targets for compliance in the areas of speeding, drink and drug driving and seat belt use.
- Implement priorities for 2015-2020 put forward in ETSC's position paper on the mid-term review of the road safety policy orientations including improved infrastructure, vehicle safety, and tackling speeding and drink driving.

1.4 Over 5,700 road deaths prevented in the EU in 2014 compared to 2010

There were almost 5,750 fewer road deaths in 2014 than in 2010 in the EU28. This reduction is about 1,900 road deaths short of the reduction there would have been in 2014 if the annual EU progress was on track towards the 2020 road safety target by a constant year-to-year reduction of 6.7%. The reduction in the number of deaths over the period 2011-2014 compared with 4 years at the 2010 rate was 15,545, which is 4,250 fewer deaths prevented than if the annual reduction of 6.7% had been achieved.

Putting a monetary value on prevention of loss of human life and limb can be debated on ethical grounds. However, doing so makes it possible to assess objectively the costs and the benefits of road safety measures and helps to make the most effective use of generally limited resources.

30 billion euro
*Total monetary value
of deaths avoided
2011-2014 in the EU28*

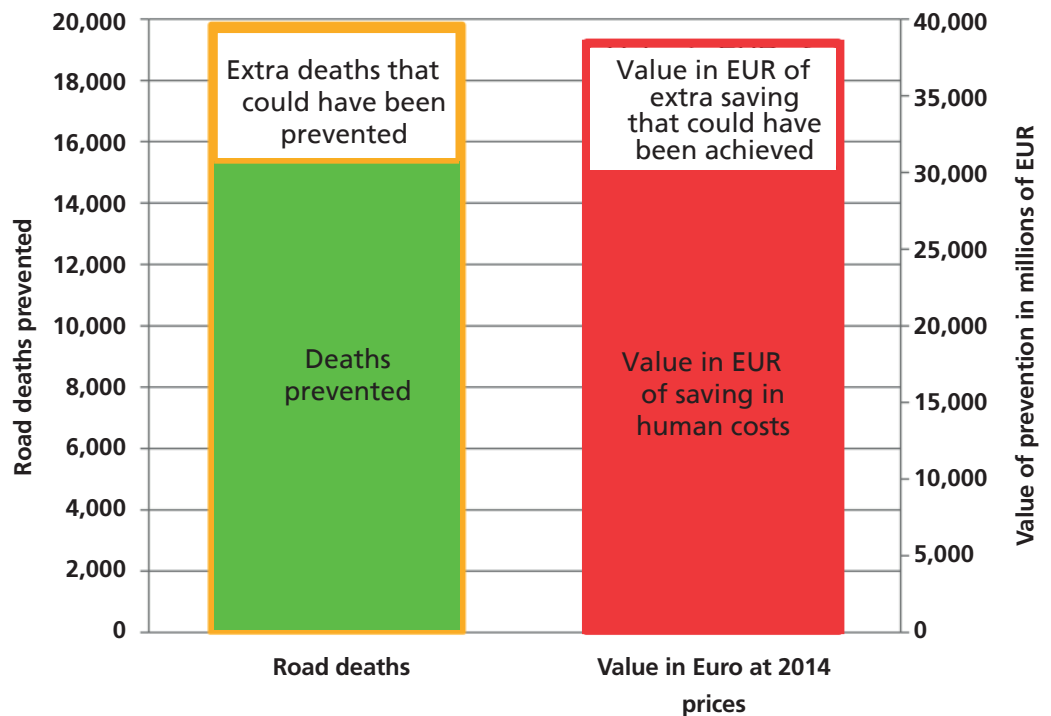


The Value of Preventing one road Fatality (VPF) estimated for 2009 in the 5th PIN Report has been updated to take account of changes to the economic situation in the intervening years.⁵ As a result, we have taken the monetary value for 2014 of the human losses avoided by preventing one road fatality to be 1.94 million euro at factor cost.⁶

The total value of the reductions in road deaths in the EU28 for 2014 compared to 2010 is thus estimated at approximately 11 billion euro, and the value of the reductions in the years 2011-2014 taken together compared with four years at the 2010 rate is about 30 billion euro. If the EU countries had moved towards the 2020 road safety target through constant progress, the greater reductions in deaths in the years 2011-2014 would have raised the benefit to society by about 8 billion euro to about 38.5 billion euro over those years (Fig.4).

Given the financial difficulties that many EU countries face due to the economic slowdown, the value to society of improving road safety should be taken into account in the policy and budgetary planning processes, expressing in monetary terms the moral imperative of reducing road risk. The high value of societal costs avoided during 2011-2014 shows once more that the saving potential offered by sustained road safety improvements is considerable, making it clear to policy-makers the potential for road safety policies to provide a sound investment.⁷

Fig. 4: Reduction in the number of road deaths in EU28 2011-2014 and valuation at 2014 prices and value, together with the additional savings – both in lives and in the EUR valuation of preventing this number of deaths – that could have been achieved if the EU had moved towards the 2020 road safety target by steady progress in percentage terms.



⁵ In countries where the monetary Value attributed to human losses avoided by Preventing one Fatality (VPF) is estimated on the basis known as Willingness-To-Pay (WTP). The use of WTP valuations in transport safety has been advocated by ETSC since 1997. ETSC (1997) Transport Accident Costs and the Value of Safety.

⁶ See Methodological Notes, PIN Report 2015, www.etsc.eu/PIN.

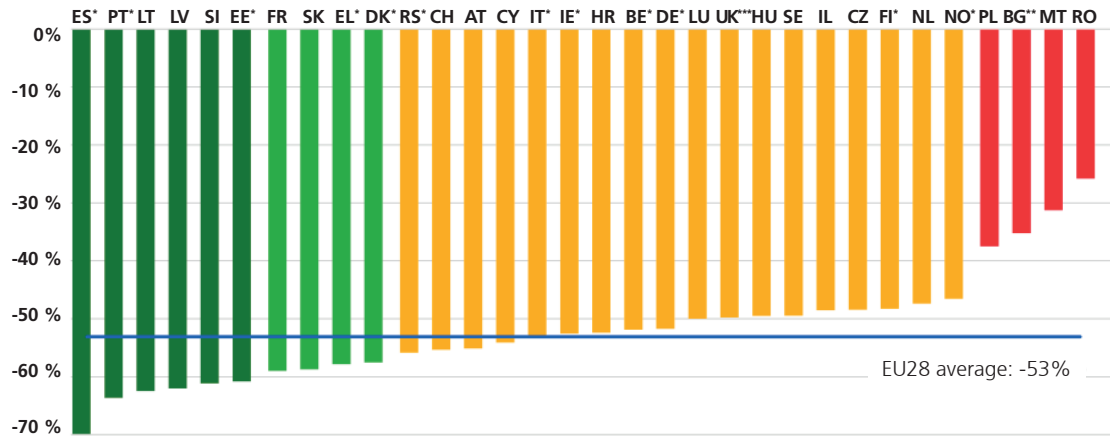
⁷ For more details, see ETSC (2011), 5th PIN Report and Methodological Notes on www.etsc.eu/PIN.

1.5 A 53% reduction in the number of road deaths since 2001

Since the first EU target for reducing the number of road deaths was introduced in 2001, Spain has achieved a reduction in the number of road deaths of 70% (Fig.5). Portugal, Lithuania, Latvia, Slovenia and Estonia follow with reductions of more than 60%. However, the progress has been slow in Romania, Malta, Bulgaria and Poland.

Fig. 5: Percentage change in road deaths between 2001 and 2014

*National provisional estimates used for 2014, as the final figures for 2014 are not yet available at the time of going to print.
 **ETSC estimates based on EC CARE Quick indicator.
 ***UK data for 2014 is GB provisional total for year ending September 2014 and Northern Ireland total for the calendar year 2014. Numbers of deaths in Malta are small and are therefore subject to substantial annual fluctuation.



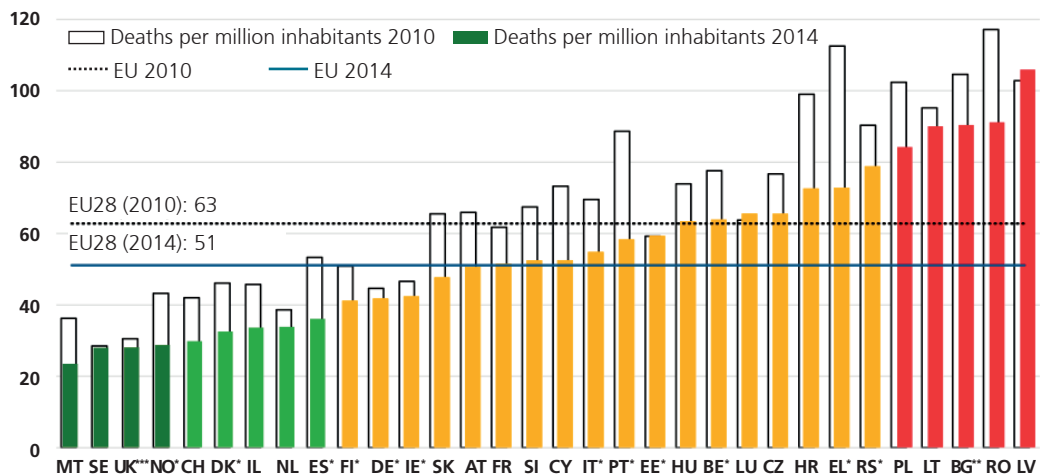
Slovenia's performance has been recognised by ETSC at the 9th Road Safety PIN Conference with the 2015 Road Safety PIN Award. The interview with the Minister of Infrastructure of Slovenia in Part III describes the background to this success.

1.6 Europe's road safety divide unchanged

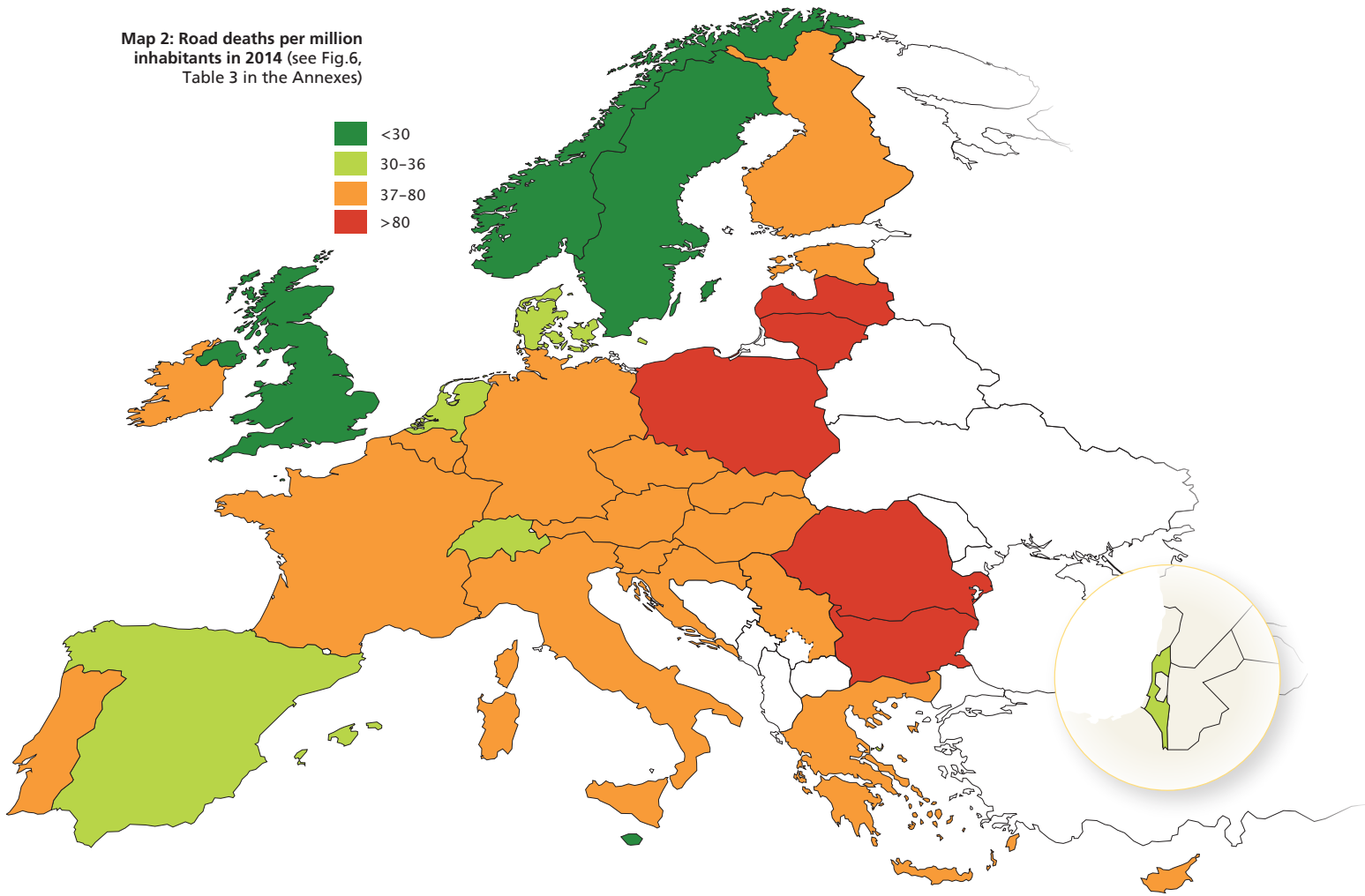
In the EU28 the overall level of road mortality was 51 deaths per million inhabitants in 2014, compared with 63 in 2010. As was the case in 2013, the risk of road death per million inhabitants differs by a factor of three between the groups of countries with the highest and the lowest risk. In 2014 Malta, Sweden, the United Kingdom and Norway hold the lead with less than 30 deaths per million inhabitants (Fig.6). In Switzerland, Denmark, Israel, The Netherlands and Spain road mortality does not exceed 40 deaths per million inhabitants. The highest risk per head of road users being killed is in Latvia, Romania, Bulgaria, Lithuania and Poland where road mortality is between 84 and 106 deaths per million inhabitants.

Fig. 6: Road deaths per million inhabitants in 2014 (with road deaths per million inhabitants in 2010 for comparison).

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 **ETSC estimates based on EC CARE Quick indicator.
 ***UK data for 2014 is GB provisional total for year ending September 2014 and Northern Ireland total for the calendar year 2014. Numbers of deaths in Malta are small and are therefore subject to substantial annual fluctuation.



Map 2: Road deaths per million inhabitants in 2014 (see Fig.6, Table 3 in the Annexes)

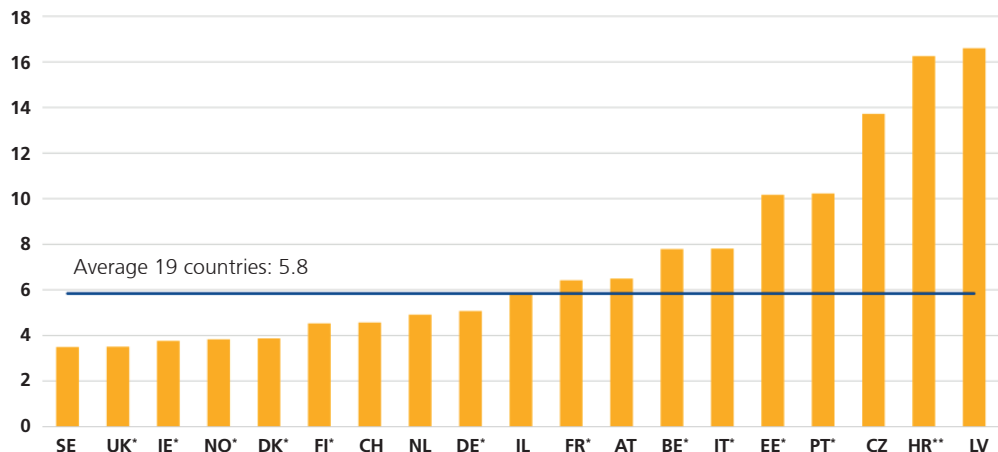


1.7 Road deaths per vehicle-distance travelled

Fig.7 shows deaths per billion vehicle-km travelled for the 19 countries where up-to-date data on distance travelled are available. This indicator complements the well-established indicator of road mortality (Fig.6).

Sweden, the United Kingdom, Ireland and Norway have the lowest numbers of road deaths per vehicle-km driven among the countries collecting up-to-date data. Road risk by distance travelled in Latvia, Croatia and the Czech Republic is almost five times as high as in Sweden. Differences between the relative positions of countries in Fig.6 and Fig.7 can arise from differences in aspects such as usage of motorcycling, cycling or walking, the traffic density, the proportions of traffic on motorways or rural roads and the method for estimating the number of vehicle-km travelled.

Fig. 7: Road deaths per billion vehicle-km. Average for the latest three years for which both the road deaths and the estimated data on distance travelled are available. 2012-2014 (SE, UK, FI, CH, DK, IT, IL, LV, HR), 2011-2013 (IE, NO, NL, DE, FR, AT, BE, EE, PT), 2010-2012 (CZ). *Provisional figures for road deaths in 2014. **Road deaths per billion vehicle-km travelled by cars.



1.8 Drink driving

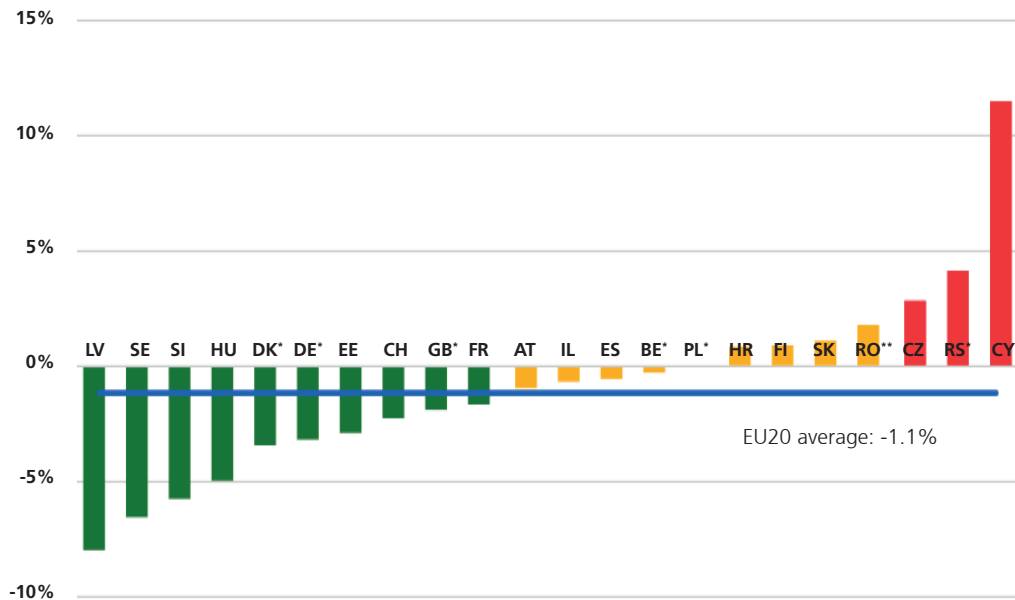
Speeding, failure to wear a seat belt and drink driving are the three main risky behaviours on the roads⁸.

The European Commission estimates that across the EU around 25% of all road deaths are alcohol related. Fig.8 shows individual country performance in reducing road deaths attributed to drink driving compared with progress in reducing other road deaths, using each country's own method of identifying alcohol-related deaths. In more than half of the countries, progress in reducing drink driving has contributed more than its share to overall reductions in deaths.

In Latvia, drink driving deaths were cut by 8% faster than other road deaths each year on average since 2001. In Sweden drink driving deaths fell by around 7% per year faster than other road deaths, in Slovenia by 6% and Hungary by around 5%. In Cyprus, Serbia, the Czech Republic, Romania, Slovakia, Finland and Croatia, developments in drink driving deaths have slowed down overall progress in reducing road deaths.

Fig. 8: Difference between the average annual percentage change in the number of road deaths attributed to alcohol and the corresponding reduction for other road deaths over the period 2001-2013 or 2014. EU average is calculated for 2013 for 20 EU countries that could provide the whole time series data up to 2013 or 2014

*2001-2013. LU is excluded as annual numbers of deaths attributed to alcohol are below 10 but its number is included in the EU average.



⁸ Countries' progress in tackling speeding and non-use of seat belt can be found in the 27th PIN Flash report (2014), Ranking EU progress on Car Occupant Safety.



INDICATOR

Levels of deaths attributed to drink driving cannot be compared between countries, as there are large differences in the way in which countries define and record a 'road death attributed to drink driving'. Researchers in the European research project SafetyNet recommend using the definition of "any death occurring as a result of road accident in which any active participant was found with blood alcohol level above the legal limit". National definitions as provided by PIN Panellists are available in the Annexes. While some EU countries have adopted the SafetyNet recommended definition, in practice, it seems to be mostly drivers involved in collisions who are tested for alcohol. The extent to which other road users involved in fatal collisions are tested varies considerably among countries⁹.

Countries are therefore compared on the basis of developments in deaths attributed to drink driving relative to developments in other road deaths, using each country's own method of identifying alcohol-related deaths (Fig.8). This ranking has been published previously in ETSC (2012), *Drink Driving: Towards Zero Tolerance*, updating the rankings published in the ETSC (2010) 4th Road Safety PIN Report, Chapter 3, which also mentions the issue of underreporting of drink-driving deaths, and ETSC (2014), *Ranking EU progress on car occupant safety*.

The numbers of deaths attributed to drink driving were supplied by the PIN Panellists in each country. Estimates of the number of deaths attributed to drink driving are not available in Malta, Italy (since 2009), Portugal, Sweden and Spain. For Spain and Sweden the numbers of killed drivers who tested positive in post-mortem blood alcohol tests were used in their place. Since 2007 Sweden has recorded total numbers of deaths in alcohol-related accidents and over the period 2007-2014 the estimated average annual percentage change in this number is -9.2%, compared with -6.1% for other road deaths over the same period.

Ireland has recently completed a review of police forensic investigation and coroner files for all fatal collisions occurring between 2008 and 2012, and will be publishing a series of reports on all pre-crash factors, including alcohol and drugs by the end of 2015.

⁹ Killed and unconscious road users are not tested for alcohol in Austria unless the prosecutor requires it. In Belgium, Germany and The Netherlands, drivers killed on the spot might not be tested. In Romania, testing might only occur when the Police suspect the presence of alcohol.

PART II

SLOWER PROGRESS IN REDUCING THE NUMBERS SERIOUSLY INJURED

+2.6%
Increase in the number recorded by the police as seriously injured in 2014

2.1 Time for the EU to deliver on its promise to introduce a serious injury target

In 2014 more than 203,500 people were recorded by the police as seriously injured on the roads in the 23 EU countries distinguishing between seriously and slightly injured in their data, representing an increase of 2.6% compared to 2013.

The European Commission presented its 'First Milestone towards an injury strategy' in March 2013¹⁰, as the first step towards coming up with a strategy. Following this, the European Parliament adopted a Resolution "urging the Commission, on the basis of the data collected, to set an ambitious target of reducing road injuries."¹¹ ETSC welcomed the adoption of a common EU definition of seriously injured casualties as in-patients with an injury level of MAIS 3 or more¹². The Abbreviated Injury Scale (AIS) is a globally accepted trauma classification of injuries, which ranges from 1 (minor injuries) to 6 (non-treatable injuries) and is used by medical professionals to describe the severity of injury for each of the nine regions of the body (Head, Face, Neck, Thorax, Abdomen, Spine, Upper Extremity, Lower Extremity, External and other). As one person can have more than one injury, the Maximum Abbreviated Injury Score (MAIS) is the maximum AIS of all injury diagnoses for a person.

The High Level Group on Road Safety representing all EU Member States identified three main ways Member States can choose to collect the data in accordance with the MAIS3+ definition: continue to use police data but apply a correction coefficient; report the number of injured based on data from hospitals; or create a link between police and hospital data. Member States should also continue collecting data based on their previous definitions so as to be able to monitor rate of continuation of progress prior to 2014.

ETSC's key recommendations to Member States

- Adapt or supplement data collection systems to be able to report the annual number of seriously injured on the roads as MAIS3+.
- Set national reduction targets for numbers seriously injured based on MAIS3+ alongside the reduction of deaths.
- Work towards establishing a system of linking police and hospital databases to report seriously injured road casualties.
- Continue collecting data based on the previous definition of serious injury after implementing the new definition.
- Include serious injuries in the impact assessment of countermeasures, where this does not take place already.

¹⁰ European Commission (2013) Commission Staff Working Document: On the Implementation of Objective 6 of the European Commission's Policy Orientations on Road Safety 2011-2020 – First Milestone Towards an Injury Strategy.

¹¹ European Parliament Resolution (2013) Road safety 2011-2020 – First milestones towards an injury strategy

¹² ETSC (2013), ETSC Response to the European Commission's 'First Milestone Towards a Injury Strategy.

2.2 ETSC recommends the EU to adopt a target of 35% reduction between 2014 and 2020 in the number of people seriously injured on the roads

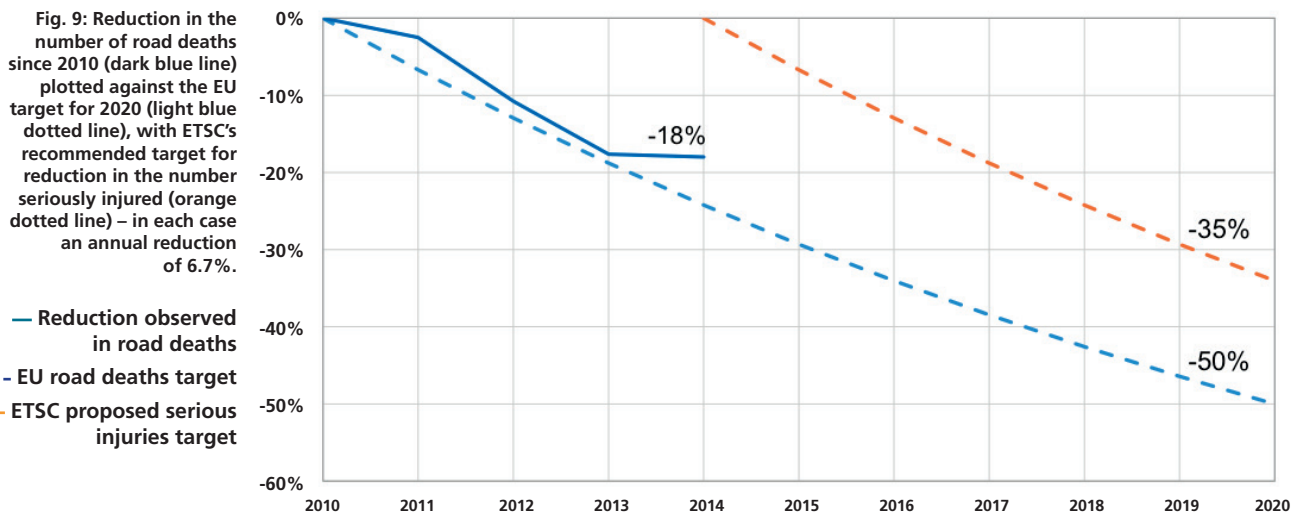
The European Commission has committed to setting in 2015 a common EU target for the reduction in the number of seriously injured people by 2020.¹³ As indicated in Fig.9, a 35% reduction in the number of seriously injured over the period 2014-2020 would be similarly challenging and achievable for the Member States to the target to halve road deaths between 2010 and 2020¹⁴.



Violeta Bulc,
Commissioner for Transport

"2014 was a very bad year in terms of improving road safety on European Roads (...). Most measures, related to road safety, especially the ones with the most immediate impact are taken with Member States (...). But, of course, the EU also has its role to play (...)(...) [W]e intend to set up for the first time ever a target for the reduction of serious road injuries and define a strategy to meet this target."

Violeta Bulc, Commissioner for Transport, at a Press conference, 24 March 2014.¹⁵



ETSC's key recommendations to EU Institutions

- Adopt a fully fledged strategy to tackle serious injuries including measures against which delivery can be made accountable.
- Adopt a target to reduce by 35% between 2014 and 2020 the number of people seriously injured based on MAIS3+.
- Support the exchange of best practice between Member States on how to report seriously injured road casualties.
- Continue to review the procedures used by Member States to estimate the number of people seriously injured with a view to achieving comparability even though a variety of methods will be used in practice to implement the common definition.

¹³ European Commission (2015), Press conference by Violeta Bulc on the new road safety statistics for 2014.

¹⁴ ETSC (2013), ETSC Response to the European Commission's 'First Milestone Towards a Injury Strategy'.

¹⁵ European Commission (2015), Press conference by Violeta Bulc on the new road safety statistics for 2014.

2.3 Country comparison

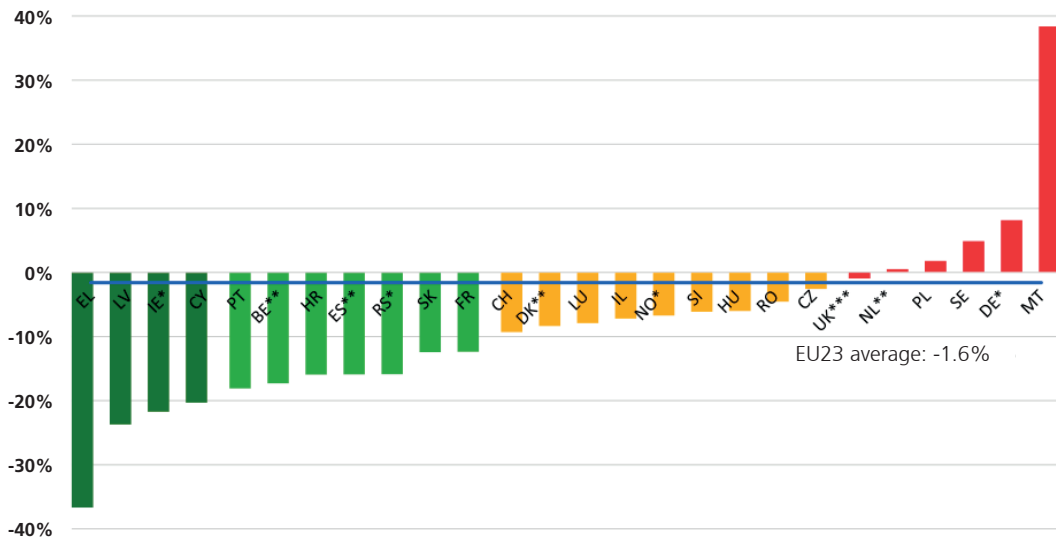
Sweden, Belgium, Finland, the Netherlands and Spain are taking the lead in collecting data on the total number of people seriously injured based on MAIS 3+ (see Annexes). Other countries are discussing the methods to adapt their data collection and reporting systems to the new EU-wide definition.

It is however too early to use only data based on MAIS 3+ for country comparisons. Fig.10 therefore shows the percentage change in the number of seriously injured over the period 2010-2014 using current national definitions of serious injury. National definitions supplied by PIN Panellists are available in the Annexes.

Greece has achieved the biggest reduction since 2010 in the number of recorded serious injuries (-37%), followed by Latvia (-24%), Ireland (-22%) and Cyprus (-20%).¹⁶ The number of serious injuries increased however in Malta, Germany, Sweden, Poland and The Netherlands. Collectively the number of serious injuries in the EU23 was reduced by 1.6% since 2010 compared to an 18% decrease in the number of road deaths in the same group of countries.

Fig. 10: Percentage change in recorded serious injuries between 2010 and 2014.

*Provisional serious injury data. **2010-2013. ***UK data for 2014 is GB provisional total for year ending September 2014 and Northern Ireland total for the calendar year 2014. AT is excluded from the figure due to substantial changes in the police reporting system but its number of serious injuries is included in the EU average. EU countries using a definition of seriously injured similar to having injuries requiring at least 24 hours as an in-patient: ES, BE, CY, CZ, DK, FR, DE, EL, IE, LU, PT, SK, UK, LV.



INDICATOR

It is not yet possible to compare the number of seriously injured between Member States because of the different definitions of serious injury together with differing levels of underreporting. The comparison therefore takes as a starting point the changes in the recorded numbers of seriously injured since 2010 (Fig.10). The changes in these numbers since 2001 are compared to the corresponding changes in the numbers of deaths since 2001 (Fig.11).

We give priority to serious injuries rather than slight or total injuries because of the greater impacts of serious injuries on society. Moreover, serious injuries are more likely to be recorded by the Police than slight injuries¹⁷.

The numbers of seriously injured were supplied by the PIN panellist in each country, using the prevailing national definition. The full dataset, together with the national definitions, are available in the Annexes. All PIN countries collect data on "serious" injuries with the exception of Estonia, Finland, Italy and Lithuania where no distinction is made between "serious" and "slight" injuries. Later this year Finland will have data on MAIS3+ for 2014. In Belgium, Denmark, the Netherlands and Spain the latest year available is 2013. Numbers of people seriously injured in 2014 are provisional in Ireland, Serbia, Norway and Germany. In the United Kingdom 2014 figures are

¹⁶ The reader should bear in mind that large differences in definition and reporting practices for seriously injured road users exist between countries and that changes in reporting practices might have affected the trend in some Member States.

¹⁷ ETSC (2007), Social and Economic consequences of Road Traffic Injury in Europe.

provisional based on the 12 months ending September 2014. Data on people seriously injured in Latvia have been available only since 2004. The definition of seriously injured changed in 2004 in France and in 2007 in Sweden. Shorter time series were therefore used for these countries.

Sixteen countries (BE, CY, CZ, DK, FR, DE, EL, IE, IL, LV, LU, PT, SK, ES, UK, CH) use similar definitions of severe injuries, spending at least one night in hospital as an in-patient or a close variant of this. In practice, however, in most European countries, there is unfortunately no standardised communication between police and hospitals and the categorisation as “serious” is often made by the police. All PIN countries except Sweden provided numbers of seriously injured recorded by the police.

Within each country, a wide range of injuries are categorised as serious under the applicable definition. They range from lifelong disablement with severe damage to the brain or other vital parts of the body to injuries whose treatment takes only a few days and which have no longer-term consequences.

2.4 Reduction in serious injury lags behind reduction in road deaths

Fig.11 looks at national progress in reducing the number of road deaths and the corresponding recorded number of seriously injured, in order to indicate to what extent the two have moved at a similar pace. The average annual percentage change in road deaths is plotted on the horizontal X-axis, and the average annual percentage change in seriously injured on the vertical Y-axis, with the EU averages shown by dotted lines. Green markers are used for countries having performed better than the EU average in both deaths and serious injury, red markers for those below the EU averages in both deaths and serious injury and amber markers for all the others - better than average in deaths but not in serious injury or vice-versa.

Spain, Latvia, Slovakia, Slovenia, Hungary, Portugal, Denmark, Ireland, Cyprus, the United Kingdom, France and the Czech Republic have performed better than the EU average both in reducing seriously injured and road deaths. The majority of countries – 24 out of 27 – have reduced road deaths at a faster pace than seriously injured. The number of seriously injured went down at a faster pace than the number of road deaths in Ireland (by -1.5%), Greece and Portugal (both by -1%).

Fig. 11: Estimated average annual change in numbers seriously injured in part of period 2001-2014 for which data are available, plotted against the estimated average annual change in road deaths (2001-2014).
 Seriously injured: BE, DK, LU, MT (2001-2013); FR (2005-2014); NL (2001-2012); IE (2001-2012 and 2014), LV (2004-2014); SE (2007-2013). EU average excludes BG, EE, FI, IT and LT due to lack of data.



ETSC's key recommendations to Member States

- Streamline the emergency response chain and increase quality of trauma management in order to mitigate collision consequences more effectively.
- Encourage local governments to adopt zones with speed limits of 30km/h in residential areas and areas used by many pedestrians and cyclists.

ETSC's key recommendations to EU Institutions

Within the context of the revision of Regulation 2009/661 concerning Type-Approval Requirements for the General Safety of Motor Vehicles:

- Prioritise the introduction and further extension of in-vehicle safety technologies linked to the risk factors, which include Intelligent Speed Assistance, alcohol interlocks, seat belt reminders and Autonomous Emergency Braking¹⁸. Mandate Event Data Recorders in all new vehicles.
- Develop mandatory requirements for safer goods vehicles for improved cabin design, underrun protection and removing exemptions that exist so as to require use of side guards to protect other road users in collisions with trucks.

Within the context of the revision of Regulation 2009/78 on the Protection of Pedestrians and other Vulnerable Road Users¹⁹:

- Upgrade type approval crash tests to be more closely aligned with the pedestrian safety requirements of Euro NCAP crash tests.

Within the context of the review of the Infrastructure Safety Management Directive 2008/96:

- Extend application of the instruments of the directive to cover all motorways, rural and urban roads.
- Extend application of the instruments of the directive to cover tunnels and maintain all the safety requirements currently covered by the Tunnel Safety Directive 2004/54.

¹⁸ ETSC (2014), Ranking EU progress on car occupant safety, PIN Flash report 27.

¹⁹ Regulation (EC) No 78/2009 of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users, amending Directive 2007/46/EC and repealing Directives 2003/102/EC and 2005/66/EC.

PART III

SLOVENIA RECEIVES THE 2015 ROAD SAFETY PIN AWARD

Slovenia's progress in improving road safety was recognised with the 2015 Road Safety PIN Award at the 9th ETSC Road Safety PIN Conference in Brussels on 18 June 2015.

Road deaths have been cut by 61% in Slovenia since 2001, going down from 278 in 2001 to 108 in 2014 (Fig.5). Between 2013 and 2014 the country recorded the 5th best reduction with a 14% decrease in road deaths (Fig.1).

The road safety progress is also very visible when measured in terms of road deaths per head of population, with 52 deaths per million residents in 2014 compared to 140 in 2001 (Fig.6).

ETSC interviewed the Minister of Infrastructure, Peter Gašperšič, to get an insight into Slovenia's progress and to find out how the country plans to keep on track towards the EU target for 2020.



Dr. Peter Gašperšič,
Minister of Infrastructure

Interview with Peter Gašperšič, Minister of Infrastructure

ETSC: Slovenia has reduced road deaths very significantly in recent years. What were the most effective measures that led to this result?

Today the Ministry of Infrastructure is responsible for the National Road Safety Program (NRSP) including roads, cycling paths, sidewalks, signalisation, level crossings and encouraging passengers to use public transport.

In order to carry out the measures of the program, the Slovenian Traffic Safety Agency (AVP) was established in 2010. The AVP is the central institution for traffic safety with a mission to reduce the worst consequences of accidents namely fatalities and injuries. The agency performs regulatory, developmental, technical, and other tasks regarding drivers and vehicles as well as analytical and research work in the field of road safety, prevention, road safety education, awareness-raising campaigns, training, and safety assessment of road infrastructure. The agency follows 'vision zero', i.e. working towards no fatalities in road accidents in Slovenia.

Some of the highlights of the measures we have taken in the road safety field are:

- Introduction of modern legislation and firm action against violations due to, for example, speeding;
- Effective measures, (e.g. preventive and rehabilitation programs) for repeat traffic offenders. An example is that drivers with four or more penalty points (and not exceeding 17) who may voluntarily attend a driver safety training course to be rewarded with a reduction of four points one time in three years;
- Additional focus on vulnerable road users and systematic and targeted preventive campaigns for children, motorcyclists, pedestrians and cyclists;
- Cooperation with various civil society organisations with goal-oriented activities for road safety and intense cooperation with local municipalities;

- Training programs for improving knowledge of individual experts as a preventive measure in the areas of transportation, infrastructure management, driver training, and motor vehicle roadworthiness;
- Implementation of a vignette system in Slovenia and consequently moving more traffic to motorways;
- Improvement of the first aid system and health care;
- Implementation of road infrastructure safety assessment and inspection for all road types.

ETSC: Slovenia's National Road Safety Program 2013-2022 sets a target of a maximum of 35 people killed per million inhabitants in 2022, down from 52 in 2014. In addition, the Program also sets a target of a maximum of 230 people seriously injured per million inhabitants in 2022, down from 402 in 2014. What steps are being taken to meet the targets?

The NRSP sets specific targets for various areas of road safety, for example: speed, use of alcohol and illicit drugs, motorcyclists, cyclists, pedestrians, seat belt use, young drivers, elderly drivers. In each of these areas the objectives are to reduce the number of fatalities and the number of seriously injured. These are set alongside activities and indicators to monitor the achievements.

We will also be focused on organisational improvements, as well as proper coordination and assurance of sustainable financial resources and political support for road safety. Similar activities will also be implemented at the local level, where more specific topics will be addressed, for example: key risk factors and causes of road accidents and vulnerable road users.

ETSC: In 2013 the European Union adopted a common definition of seriously injured casualties as in-patients with an injury level of 'MAIS 3' or more. What steps are being undertaken in Slovenia to improve the recording of serious injury data?

This year, Slovenia will try to connect the police database and hospital records for serious injury data. A few steps have already been taken. Efforts have been made to unify the definition of serious injury within the country. A plan to prepare a national strategy for this has been written; the responsible institution is the Ministry of Health. The next step is to convert the data for international comparison.

ETSC: How do you ensure smooth policy coordination between the government institutions responsible for the various aspects of road safety?

Coordination is assured through the Board of Directors and the Inter-ministerial Working Group responsible for monitoring and execution of the National Road Safety Program. The role of the Board of Directors is to monitor, lead and supervise the National Program, to ensure political coordination and to assure strategic guidelines as far as the National Program's execution is concerned. For the execution of the National Program the Inter-ministerial Working Group was established, connecting professional organisations, individual experts, civil society, business, and local municipalities.

ETSC: Excessive speed is the leading cause of fatal collisions in Slovenia. Enforcement is a powerful deterrent, yet the potential is not being maximised. According to 2011 data, the number of speeding tickets issued was 49 per thousand population (compared to 587 in Austria).²⁰ How are you planning to increase speed enforcement?

Let me highlight some activities which will be carried out in the coming years in this area:

- Upgrading of enforcement equipment including time-over distance speed surveillance;
- Development of new working methods, tactics and techniques for the traffic police;
- Specialisation within the traffic police (road traffic control, accident investigators, highway control, road crimes);
- Implementation of more speed measurements, reaching a higher probability that drivers who do not follow the speed limit will be caught and fined;
- Introduction of new systems for speed measurement;
- Improvement of traffic infrastructure, decreasing the worst consequences on dangerous sections (beginning in urban areas, in front of schools and child care centres);
- Adoption of speed limits on individual road sections according to the needs of the actual situation;
- Informing and educating the public with preventive campaigns about the dangers of excessive speed;
- Encouraging the introduction of new technologies into vehicles including better passive safety and technologies that warn the driver about driving at excessive speed or even prevent them from driving at excessive speed.

ETSC: 23% of fatal road collisions in Slovenia in 2014 were alcohol-related. How are you going to reduce drink and drug driving in the future?

The share of people responsible for road accidents under the influence of alcohol has been decreasing more than proportionately to the reduction in the number of road accidents and is now around 10%. In order to prevent participation in traffic under the influence of alcohol, illicit drugs and other psychoactive substances, Slovenia has introduced stricter legislation and new rehabilitation schemes, and has strengthened the implementation of yearly preventive actions of state, expert institutions and civil society.

61% of respondents in a national survey agreed with the proposal to reduce the legal limit of alcohol when driving to zero. We have also used campaigns such as '0.0 driver' and 'Never ever drink and drive' to target the younger generations. These were generally accepted, together with the legal restrictions for novice drivers, professionals and driving schools. The penalty point system is also contributing to a reduction in the number of drivers driving under the influence.

²⁰ ETSC (2012), A Challenging Start Towards the EU 2020 Road Safety Target, 6th Road Safety PIN Report.

ETSC: According to a public opinion survey conducted by the Slovenian Traffic Safety Agency in 2012, more than 25% of drivers admit to using their phone while driving. How are you dealing with this?

Currently, we don't have any reliable data regarding the number of road accidents or fatalities caused by use of a mobile phone while driving. In the future we will have to think about a change in legislation that would allow access to the database of mobile operators, in order to know the size of this problem. According to our research, the use of mobile phones while driving is extremely widespread and on the basis of these data it can be assumed that the use of mobile phones while driving is often one of the factors leading to road accidents.

Because we want to protect as many lives on our roads as we can, we tackle this problem also with other measures including awareness raising (public campaigns with mobile phone operators) and police enforcement.

ETSC: The National Cycling Network Development Strategy approved in 2005 aims at reaching 14% cycling modal share in Slovenia compared to 6.7% in 2005. Has this goal been achieved? How do you ensure safety for an increasing number of cyclists?

The official data concerning cycling modal share have not been recorded in recent years, but considering data from local municipalities the cycling modal share has been on the rise. Various activities on different levels in Slovenia are working towards the goal of increasing the safety of cyclists, for example: awareness raising related to road safety behaviour, establishing new preventive activities for cyclist safety, educating and training of cyclists in schools, promotion of safe cycling and at the same time focusing on mobility, environment, health benefits and reducing congestion in urban areas and by improving knowledge and enhancing communication and cooperation between the various areas related to cyclist safety. An important aspect of cyclist safety is cycling infrastructure improvement.

ETSC: The forthcoming revision of the EU General Safety Regulation²¹ offers an opportunity to increase vehicle safety. Would you be supportive of mandatory fitting of technologies such as overridable Intelligent Speed Assistance, Intelligent seat belt reminders and Autonomous Emergency Braking systems on new vehicles?

Yes, of course. We are aware of the importance of technology in vehicle safety. The technology can affect and change road user behaviour in a positive ways and contribute to overall safety in traffic.

ETSC: Where has the EU Infrastructure Safety Management Directive²² been implemented in Slovenia and what benefits has it brought in terms of road safety? Would you be supportive of extending the rules to the rest of the national road network?

The scope of work of road safety auditors in Slovenia is currently limited to the motorway network which is part of the trans-European road network. Road safety inspection and assessment can be carried out on other roads, but they are not mandatory. A decision to carry out RSI/RSA on local roads with the aim of road safety improvements in a local environment is made by each municipality on a voluntary basis (by subcontracting licensed road safety auditors).

²¹ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor.

²² Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management.

ANNEXES

Country	ISO Code
Belgium	BE
Bulgaria	BG
Czech Republic	CZ
Denmark	DK
Germany	DE
Estonia	EE
Ireland	IE
Greece	EL
Spain	ES
France	FR
Croatia	HR
Italy	IT
Cyprus	CY
Latvia	LV
Lithuania	LT
Luxembourg	LU
Hungary	HU
Malta	MT
The Netherlands	NL
Austria	AT
Poland	PL
Portugal	PT
Romania	RO
Slovenia	SI
Slovakia	SK
Finland	FI
Sweden	SE
The United Kingdom	UK
Great Britain	GB
Serbia	RS
Israel	IL
Norway	NO
Switzerland	CH

Table 1 (Fig. 1, 2). Road deaths and percentage change in road deaths between 2013 and 2014 and between 2010 and 2014

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	FIG 1 2013- 2014	FIG 2 2010- 2014
MT	16	16	16	13	16	10	14	15	21	15	17	9	18	10	-44.4%	-33.3%
LU	70	62	53	50	47	43	45	35	48	32	33	34	45	35	-22.2%	9.4%
NO*	275	310	280	258	224	242	233	255	212	210	168	145	187	147	-21.4%	-30.0%
HR	647	627	701	608	597	614	619	664	548	426	418	393	368	308	-16.3%	-27.7%
SI	278	269	242	274	257	262	293	214	171	138	141	130	125	108	-13.6%	-21.7%
RS*	1,275	854	868	960	843	910	968	905	810	660	731	688	650	563	-13.4%	-14.7%
FI*	433	415	379	375	379	336	380	344	279	272	292	255	258	224	-13.2%	-17.6%
EL*	1,880	1,634	1,605	1,670	1,658	1,657	1,612	1,553	1,456	1,258	1,141	988	879	793	-9.8%	-37.0%
CH	544	513	546	510	409	370	384	357	349	327	320	339	269	243	-9.7%	-25.7%
AT	958	956	931	878	768	730	691	679	633	552	523	531	455	430	-5.5%	-22.1%
PT*(2)	1,670	1,668	1,542	1,294	1,247	969	974	885	840	937	891	718	637	607	-4.7%	-35.2%
PL	5,534	5,827	5,640	5,712	5,444	5,243	5,583	5,437	4,572	3,907	4,189	3,571	3,357	3,202	-4.6%	-18.0%
DK*	431	463	432	369	331	306	406	406	303	255	220	167	191	183	-4.2%	-28.2%
EE*	199	223	164	170	169	204	196	132	100	79	101	87	81	78	-3.7%	-1.3%
RO	2,450	2,412	2,229	2,444	2,629	2,587	2,800	3,065	2,797	2,377	2,018	2,042	1,861	1,818	-2.3%	-23.5%
IT*	7,096	6,980	6,563	6,122	5,818	5,669	5,131	4,725	4,237	4,114	3,860	3,653	3,385	3,330	-1.6%	-19.1%
BE*	1,486	1,306	1,214	1,162	1,089	1,069	1,067	944	943	841	861	767	724	715	-1.2%	-15.0%
ES*(1)	5,517	5,347	5,399	4,741	4,442	4,104	3,823	3,100	2,714	2,478	2,060	1,903	1,680	1,661	-1.1%	-33.0%
NL(3)	1,083	1,069	1,088	881	817	811	791	750	720	640	661	650	570	570	0.0%	-10.9%
IL	542	525	445	467	437	405	382	412	314	352	341	263	277	279	0.7%	-20.7%
DE*	6,977	6,842	6,613	5,842	5,361	5,091	4,949	4,477	4,152	3,651	4,009	3,601	3,340	3,368	0.8%	-7.8%
UK*(4)	3,598	3,581	3,658	3,368	3,337	3,300	3,056	2,718	2,337	1,905	1,960	1,802	1,769	1,807	2.1%	-5.1%
CY	98	94	97	117	102	86	89	82	71	60	71	51	44	45	2.3%	-25.0%
LT	706	697	709	752	773	760	740	499	370	299	297	301	258	265	2.7%	-11.4%
FR	8,252	7,741	6,126	5,593	5,318	4,709	4,620	4,275	4,273	3,992	3,963	3,653	3,268	3,384	3.5%	-15.2%
IE*	411	376	335	374	396	365	338	279	238	212	186	162	188	195	3.7%	-8.0%
SE(5)	534	515	512	463	423	428	454	380	341	266	319	285	260	270	3.8%	1.5%
CZ	1,334	1,431	1,447	1,382	1,286	1,063	1,222	1,076	901	802	773	742	654	688	5.2%	-14.2%
HU	1,239	1,429	1,326	1,296	1,278	1,303	1,232	996	822	740	638	605	591	626	5.9%	-15.4%
BG**	1,011	959	960	943	957	1,043	1,006	1,061	901	776	658	605	601	655	9.0%	-15.6%
SK	625	626	653	608	600	608	661	606	385	353	324	295	223	258	15.7%	-26.9%
LV	558	559	532	516	442	407	419	316	254	218	179	177	179	212	18.4%	-2.8%
EU28	55,091	54,124	51,166	48,017	45,981	43,777	43,211	39,713	35,427	31,595	30,803	28,177	26,009	25,845	-0.6%	-18.2%

Source: National statistics provided by the PIN panellists for each country.

*National provisional estimates used for 2014, as the final figures for 2014 are not yet available at the time of going to print.

**ETSC estimates for 2014 based on EC CARE Quick indicator.

(1) Decrease in 2011 in Spain is partly due to change in reporting methods. Like Portugal, prior to 2010 the number of people killed are people killed on the spot multiplied by a coefficient. Since 2011 Spain is able to report data according to the EU common definition of any person killed immediately or dying within 30 days as a result of an injury accident by matching police and national deaths register.

(2) Increases in Portugal 2010 and 2011 are partly due to change in reporting methods. Like Spain prior to 2010 the number of people killed are people killed on the spot multiplied by a coefficient of 1.14. Since 2010 Portugal is able to collect deaths according to the EU common definition of any person killed immediately or dying within 30 days as a result of an injury accident. The number of people killed in 2010 would have been 845 in 2010, 785 in 2011 and 653 in 2012 using the old methodology.

(3) Figures have been corrected for police underreporting. In the Netherlands, the reported number of deaths is checked by Statistics Netherlands (CBS) and compared individually to the Death certificates and Court files of unnatural death.

(4) The United Kingdom 2014 estimate based on GB provisional total for the year ending September 2014 (1,730) and the final data for Northern Ireland for the calendar year 2014 (76 deaths).

(5) The definition of road deaths changed in 2010 to exclude suicides. The time series was adjusted so figures for previous years exclude suicides as well.

Table 2 (Fig.5, 11) Road deaths and percentage change in road deaths between 2001 and 2014 and estimated average annual percentage change 2001-2014⁽¹⁾

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	FIG 5 2001- 2014	FIG 11 Annual % change 2001-2014
ES ⁽²⁾	5,517	5,347	5,399	4,741	4,442	4,104	3,823	3,100	2,714	2,478	2,060	1,903	1,680	1,661	-69.9%	-10.0%
PT ⁽³⁾	1,670	1,668	1,542	1,294	1,247	969	974	885	840	937	891	718	637	607	-63.6%	-7.4%
LT	706	697	709	752	773	760	740	499	370	299	297	301	258	265	-62.5%	-9.5%
LV	558	559	532	516	442	407	419	316	254	218	179	177	179	212	-62.0%	-9.9%
SI	278	269	242	274	257	262	293	214	171	138	141	130	125	108	-61.2%	-7.5%
EE*	199	223	164	170	169	204	196	132	100	79	101	87	81	78	-60.8%	-8.2%
FR	8,252	7,741	6,126	5,593	5,318	4,709	4,620	4,275	4,273	3,992	3,963	3,653	3,268	3,384	-59.0%	-6.4%
SK	625	626	653	608	600	608	661	606	385	353	324	295	223	258	-58.7%	-8.1%
EL*	1,880	1,634	1,605	1,670	1,658	1,657	1,612	1,553	1,456	1,258	1,141	988	879	793	-57.8%	-5.7%
DK*	431	463	432	369	331	306	406	406	303	255	220	167	191	183	-57.5%	-7.3%
RS*	1,275	854	868	960	843	910	968	905	810	660	731	688	650	563	-55.8%	-4.1%
CH	544	513	546	510	409	370	384	357	349	327	320	339	269	243	-55.3%	-5.7%
AT	958	956	931	878	768	730	691	679	633	552	523	531	455	430	-55.1%	-6.2%
CY	98	94	97	117	102	86	89	82	71	60	71	51	44	45	-54.1%	-6.6%
IT*	7,096	6,980	6,563	6,122	5,818	5,669	5,131	4,725	4,237	4,114	3,860	3,653	3,385	3,330	-53.1%	-6.2%
IE*	411	376	335	374	396	365	338	279	238	212	186	162	188	195	-52.6%	-7.1%
HR	647	627	701	608	597	614	619	664	548	426	418	393	368	308	-52.4%	-5.4%
BE*	1,486	1,306	1,214	1,162	1,089	1,069	1,067	944	943	841	861	767	724	715	-51.9%	-5.1%
DE*	6,977	6,842	6,613	5,842	5,361	5,091	4,949	4,477	4,152	3,651	4,009	3,601	3,340	3,368	-51.7%	-6.0%
LU	70	62	53	50	47	43	45	35	48	32	33	34	45	35	-50.0%	-4.6%
UK ⁽⁵⁾	3,598	3,581	3,658	3,368	3,337	3,300	3,056	2,718	2,337	1,905	1,960	1,802	1,769	1,807	-49.8%	-6.6%
HU	1,239	1,429	1,326	1,296	1,278	1,303	1,232	996	822	740	638	605	591	626	-49.5%	-7.4%
SE ⁽⁶⁾	534	515	512	463	423	428	454	380	341	266	319	285	260	270	-49.4%	-5.9%
IL	542	525	445	467	437	405	382	412	314	352	341	263	277	279	-48.5%	-5.2%
CZ	1,334	1,431	1,447	1,382	1,286	1,063	1,222	1,076	901	802	773	742	654	688	-48.4%	-6.4%
FI*	433	415	379	375	379	336	380	344	279	272	292	255	258	224	-48.3%	-4.6%
NL ⁽⁴⁾	1,083	1,069	1,088	881	817	811	791	750	720	640	661	650	570	570	-47.4%	-5.0%
NO*	275	310	280	258	224	242	233	255	212	210	168	145	187	147	-46.5%	-5.0%
PL	5,534	5,827	5,640	5,712	5,444	5,243	5,583	5,437	4,572	3,907	4,189	3,571	3,357	3,202	-42.1%	-4.6%
MT	16	16	16	13	16	10	14	15	21	15	17	9	18	10	-37.5%	-1.3%
BG**	1,011	959	960	943	957	1,043	1,006	1,061	901	776	658	605	601	655	-35.2%	-4.1%
RO	2,450	2,412	2,229	2,444	2,629	2,587	2,800	3,065	2,797	2,377	2,018	2,042	1,861	1,818	-25.8%	-2.0%
EU28	55,091	54,124	51,166	48,017	45,981	43,777	43,211	39,713	35,427	31,595	30,803	28,177	26,009	25,845	-53.1%	-6.2%

Source: National statistics provided by the PIN panellists for each country.

*National provisional estimates used for 2014, as the final figures for 2014 are not yet available at the time of going to print.

**ETSC estimates for 2014 based on EC CARE Quick indicator.

⁽¹⁾ The percentage change shown in Fig.5 is calculated only from the numbers of deaths in 2001 and 2014 and comparison between countries can be misleading if these two numbers are unusually high or low in different ways in the countries compared. To assist such comparison, the average annual percentage change shown in Fig.11 has been estimated for each country from its numbers of deaths in each of the 14 years 2001-2014.

⁽²⁾ Decrease in 2011 in Spain is partly due to change in reporting methods. Like Portugal, prior to 2010 the number of people killed are people killed on the spot multiplied by a coefficient. Since 2011 Spain is able to report data according to the EU common definition of any person killed immediately or dying within 30 days as a result of an injury accident by matching police and national deaths register.

⁽³⁾ Increases in Portugal in 2010 and 2011 are partly due to change in reporting methods. Like Spain prior to 2010 the number of people killed are people killed on the spot multiplied by a coefficient of 1.14. Since 2010 Portugal is able to collect deaths according to the EU common definition of any person killed immediately or dying within 30 days as a result of an injury accident. The number of people killed in 2010 would have been 845 in 2010, 785 in 2011 and 653 in 2012 using the old methodology.

⁽⁴⁾ Figures have been corrected for police underreporting. In the Netherlands, the reported number of deaths is checked by Statistics Netherlands (CBS) and compared individually to the Death certificates and Court files of unnatural death.

⁽⁵⁾ The United Kingdom 2014 estimate based on GB provisional total for the year ending September 2014 (1,730) and the final data for Northern Ireland for the calendar year 2014 (76 deaths).

⁽⁶⁾ The definition of road deaths changed in 2010 to exclude suicides. The time series was adjusted so figures for previous years exclude suicides as well.

Table 3 (Fig.6) Road deaths per million inhabitants in 2014 and 2010

	2014			2010		
	Road deaths	Inhabitants	Road deaths per million inhabitants	Road deaths	Inhabitants	Road deaths per million inhabitants
MT	10	425,384	24	15	414,027	36
SE	270	9,644,864	28	266	9,340,682	28
UK*	1,807	64,308,261	28	1,905	62,510,197	30
NO*	147	5,107,970	29	210	4,858,199	43
CH	243	8,139,631	30	327	7,785,806	42
DK*	183	5,627,235	33	255	5,534,738	46
IL ⁽¹⁾	279	8,296,000	34	352	7,695,100	46
NL	570	16,829,289	34	640	16,574,989	39
ES*	1,661	46,512,199	36	2,478	46,486,619	53
FI*	224	5,451,270	41	272	5,351,427	51
DE*	3,368	80,767,463	42	3,651	81,802,257	45
IE*	195	4,605,501	42	212	4,549,428	47
SK	258	5,415,949	48	353	5,390,410	65
AT	430	8,506,889	51	552	8,375,290	66
FR	3,388	65,835,579	51	3,992	64,658,856	62
SI	108	2,061,085	52	138	2,046,976	67
CY	45	858,000	52	60	819,140	73
IT*	3,330	60,782,668	55	4,114	59,190,143	70
PT*	607	10,427,301	58	937	10,573,479	89
EE*	78	1,315,819	59	79	1,333,290	59
HU	626	9,877,365	63	740	10,014,324	74
LU	35	549,680	64	32	502,066	64
BE*	715	11,203,992	64	841	10,839,905	78
CZ	688	10,512,419	65	802	10,462,088	77
HR	308	4,246,809	73	426	4,302,847	99
EL*	793	10,903,704	73	1,258	11,183,516	112
RS*	563	7,146,759	79	660	7,306,677	90
PL	3,202	38,017,856	84	3,907	38,167,329	102
LT	265	2,943,472	90	299	3,141,976	95
BG**	655	7,245,677	90	776	7,421,766	105
RO	1,818	19,947,311	91	2,377	20,294,683	117
LV	212	2,001,468	106	218	2,120,504	103
EU28	25,849	506,824,509	51	31,595	503,402,952	63

Source: National statistics provided by the PIN panellists for each country, completed with Eurostat for population figures.

*National provisional estimates used for 2014, as the final figures for 2014 are not yet available at the time of going to print.

**ETSC estimates for 2014 based on EC CARE Quick indicator.

⁽¹⁾ National population data.

Table 4 (Fig.7) Road deaths per billion vehicle-kilometres over three recent years

	Average number of road deaths	Average number of vehicle-km (in millions) ¹	Deaths per billion vehicle-km	Time period covered
SE	272	77,804	3	2012-2014
UK	1,793	511,400	4	2012-2014
IE	179	47,559	4	2011-2013
NO	167	43,589	4	2011-2013
DK	180	46,669	4	2012-2014
FI	246	54,328	5	2012-2014
CH	284	62,149	5	2012-2014
NL	627	127,744	5	2011-2013
DE	3,650	720,867	5	2011-2013
IL	294	50,630	6	2011-2013
FR	3,628	565,500	6	2011-2013
AT	503	77,517	6	2011-2013
BE	784	100,686	8	2011-2013
IT	3,456	442,800	8	2012-2014
EE	90	8,818	10	2011-2013
PT	654	64,007	10	2012-2014
CZ ⁽²⁾	641	46,724	14	2010-2012
HR	356	21,922	16	2012-2014
LV	189	11,406	17	2012-2014

BG	620	n/a	n/a	2012-2014
CY	47	n/a	n/a	2012-2014
EL	887	n/a	n/a	2012-2014
ES	1,748	n/a	n/a	2012-2014
HU	607	n/a	n/a	2012-2014
LT	275	n/a	n/a	2012-2014
LU	38	n/a	n/a	2012-2014
MT	12	n/a	n/a	2012-2014
PL	3,377	n/a	n/a	2012-2014
RO	1,907	n/a	n/a	2012-2014
RS	634	n/a	n/a	2012-2014
SI	121	n/a	n/a	2012-2014
SK	259	n/a	n/a	2012-2014

¹ Data provided by PIN panellists. Member States are using different methods for estimating the numbers of vehicle-km travelled.

² Vehicle-km travelled on local roads are not available in the Czech Republic. Deaths on all roads excluding local ones were therefore considered here.

Table 5 (Fig.8) Road deaths attributed to drink driving and the difference between the average annual percentage change in the number of road deaths attributed to alcohol and the corresponding reduction for other road deaths over the 2001-2014 period

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Difference between the average annual % change in the number of road deaths attributed to alcohol and the corresponding reduction for other road deaths (2001-2014)	
AT	68	91	82	67	56	55	54	52	46	32	51	39	31	32		
BE	109	88	73	35	38	54	60	54	55	49	46	46	35	n/a		
HR	193	165	193	204	216	223	219	224	187	152	151	147	96	91		
CY	10	10	8	24	23	15	16	19	19	26	25	19	9	13		
CZ	112	157	127	68	71	48	41	85	127	108	100	50	56	68		
DK	115	132	105	106	85	73	112	93	75	64	53	24	41	n/a		
EE	56	68	45	44	49	61	81	42	33	16	22	17	23	16		
FI	82	91	67	84	89	88	91	96	68	64	74	43	57	38		
FR	2,644	2,347	1,920	1,736	1,532	1,384	1,358	1,206	1,282	1,230	1,220	1,130	952	n/a		
DE	909	932	817	704	603	599	565	523	440	342	400	338	314	n/a		
EL	202	149	131	157	177	132	149	116	132	88	101	n/a	n/a	n/a		
HU	167	191	154	188	164	175	161	111	81	61	57	52	49	47		
IE	n/a	n/a	124	110	102	67	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
IL	10	11	10	23	20	28	33	31	19	14	7	8	9	4		
IT	88	120	144	163	119	156	189	204	n/a	n/a	n/a	n/a	n/a	n/a		
LV	111	160	119	113	96	84	91	58	36	22	26	25	10	29		
LT	118	91	80	97	106	78	88	63	45	32	n/a	n/a	n/a	n/a		
LU ⁽²⁾	4	8	7	7	3	9	5	4	5	11	11	9	8	6		
NL	29	46	32	29	36	22	28	25	27	18	n/a	n/a	n/a	n/a		
NO	n/a	n/a	n/a	n/a	48	35	44	65	42	40	n/a	n/a	n/a	n/a		
PL	425	529	463	423	458	390	461	470	357	271	325	305	292	n/a		
PT ⁽⁶⁾	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	242	228	193	168	140		
RS	72	62	52	67	56	42	50	59	74	43	58	73	62	n/a		
RO	33	13	24	24	192	211	223	267	222	194	164	224	166	181		
SK	50	56	54	41	37	49	30	24	19	3	37	32	23	38		
SI	128	110	96	116	95	125	n/a	76	59	49	35	43	38	25		
ES ⁽³⁾	484	466	516	398	395	364	336	273	277	265	230	216	161	161		
SE ⁽³⁾	57	63	66	50	47	46	48	37	41	17	18	24	19	16		
SE ⁽⁴⁾	n/a	n/a	n/a	n/a	n/a	n/a	107	85	86	51	67	66	49	54		
CH	107	93	106	103	79	58	55	58	56	63	53	57	48	29		
GB ⁽⁵⁾	530	550	580	580	550	560	410	400	380	240	240	230	260	n/a		
BG	n/a														EU20	-1.2%
MT	n/a															
UK	n/a															
EU20 ⁽¹⁾	6,283	6,219	5,509	5,005	4,796	4,604	4,458	4,110	3,804	3,205	3,274	3,004	2,632	n/a		

Source: National statistics provided by the PIN panellists for each country using each country's own method of identifying alcohol related deaths. See table 6 Country definition of road deaths attributed to alcohol.

⁽¹⁾ BG, MT and UK are excluded from the EU average due to lack data. EL, IE, IT, LT, NL, NO and PT are excluded from Fig.8 as full time series data are n/a.

⁽²⁾ LU excluded as annual numbers of alcohol related deaths are less or around 10.

⁽³⁾ Killed car drivers who were tested positive in post-mortem blood alcohol test.

⁽⁴⁾ Alternative data series from alcohol-related road deaths (≥ 0.2 g/l) of motor vehicle drivers, pedestrians or cyclists.

⁽⁵⁾ Data for UK are n/a.

⁽⁶⁾ In PT, data from postmortem alcohol tests of drivers, passengers and pedestrians are available only from 2010.

Table 6 National definition of deaths attributed to drink driving

SafetyNet recommended definition: any death occurring as a result of road accident in which any active participant was found with blood alcohol level above the legal limit.

National definition of deaths attributed to drink driving if different to the SafetyNet recommended definition	
Austria	SafetyNet recommended definition. However killed road users are not tested for alcohol unless the prosecutor requires it.
Belgium	Driver under the influence of alcohol and drivers who refuse to be tested. Drivers killed on the spot might not be tested.
Cyprus	SafetyNet recommended definition.
Croatia	SafetyNet recommended definition. However, drivers or other killed persons on the spot might not be tested.
Czech Republic	SafetyNet recommended definition.
Denmark	SafetyNet recommended definition.
Estonia	Deaths occurring as a result of a road collision in which at least one driver was found with blood alcohol level above 0.5g/l (legal limit is however 0.2 g/l).
Finland	Fatal accidents where the driver or motor vehicle passenger has had blood alcohol level above 0.5g/l or 220 microgrammes of alcohol per litre of breath.
France	SafetyNet recommended definition.
Germany	SafetyNet recommended definition. However, drivers killed on the spot might not be tested.
Greece	Deaths in collisions where a driver was found with blood alcohol level above the legal limit. In practice, however, the Police is not systematically testing drivers for alcohol.
Hungary	Killed car drivers who tested positive in post-mortem blood alcohol tests. Drivers are only tested if they are assumed to be responsible for the collision.
Ireland	SafetyNet recommended definition.
Israel	SafetyNet recommended definition.
Italy	SafetyNet recommended definition. In practice, it seems however that deaths are often attributed to drink driving only when alcohol is considered by the Police officer to be the unique contributory factor of the fatal accident.
Latvia	Deaths occurring as a result of road accident in which at least one driver (excluding moped riders and cyclists) was found with blood alcohol level above the legal limit (0.2 g/l for novice drivers, 0.5g/l for all other drivers).
Lithuania	Deaths occurring as a result of a road collision in which at least one driver was found with blood alcohol level above the legal limit (0.2 g/l for novice and professional drivers, 0.4 g/l for all other drivers).
Luxembourg	From 2001 to 2009: killed persons of accidents where the police suspected the presence of alcohol. As from 2010 on we use SafetyNet recommended definition.
Malta	n/a
The Netherlands	Drivers killed on the spot might not be tested.
Norway	n/a
Poland	SafetyNet recommended definition.
Portugal	SafetyNet recommended definition.
Serbia	No standard national definitions of drink driving.
Romania	Killed people tested for alcohol. Testing might only occur when the Police suspects the presence of alcohol (legal limit is 0.0 g/l).
Slovakia	Killed people in fatal collision where alcohol was considered by the Police officer to be one of the main contributing factor.
Slovenia	Deaths occurring as a result of a road traffic accident in which a person assumed to be responsible for the accident was found with blood alcohol level above 0.5g/l.
Spain	Killed car drivers who tested more than 0.3 g/l in post-mortem blood alcohol tests.
Sweden	Killed car drivers who tested positive (BAC > 0.2) in post-mortem blood alcohol tests.
Switzerland	SafetyNet recommended definition.
Great Britain	People killed in a collision where one or more of the motor vehicle drivers or riders involved either refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following: a) failed a roadside breath test by registering over 0.35g/l of alcohol in their breath. b) died and was subsequently found to have more than 0.8g/l of alcohol in their blood.

Source: definition provided by the PIN panellists in each country.

Table 7 (Fig.10, 11) Serious injuries according to national definition (see Table 8 for definition) and percentage change in serious injuries between 2010-2014 and annual average percentage change 2001-2014⁽¹⁾

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Fig.10 % change 2010- 2014	Fig.11 Average annual % change 2001- 2014
EL	3,238	2,608	2,348	2,395	2,270	2,021	1,821	1,872	1,676	1,709	1,626	1,389	1,303	1,082	-36.7%	-6.6%
LV	n/a	n/a	n/a	1,222	810	630	638	791	681	569	531	493	452	434	-23.7%	-7.8%
IE*	1,417	1,150	1,009	877	1,021	907	860	835	640	561	472	474	n/a	439	-21.7%	-8.6%
CY	1,015	945	900	960	741	730	717	661	647	586	561	551	407	467	-20.3%	-6.2%
PT	5,797	4,770	4,659	4,190	3,762	3,483	3,116	2,606	2,624	2,475	2,265	1,941	1,946	2,027	-18.1%	-8.2%
BE**	8,949	8,223	8,083	6,913	7,272	6,999	6,997	6,782	6,647	5,982	6,164	5,277	4,947	n/a	-17.3%	-4.0%
BE MAIS3+								3,523	3,369	3,074	3,288					
HR	4,607	4,481	4,878	4,395	4,178	4,308	4,544	4,029	3,905	3,182	3,409	3,049	2,831	2,675	-15.9%	-4.3%
ES**	26,566	26,156	26,305	21,805	21,859	21,382	19,295	16,488	13,923	11,995	11,347	10,444	10,086	n/a	-15.9%	-8.8%
ES MAIS3+										6,412						
RS*	5,777	4,314	4,551	4,864	4,401	4,778	5,318	5,197	4,638	3,893	3,777	3,544	3,422	3,275	-15.9%	-3.2%
SK	2,367	2,213	2,163	2,157	1,974	2,032	2,036	1,806	1,408	1,207	1,168	1,122	1,086	1,057	-12.4%	-6.8%
FR ⁽²⁾	26,192	24,091	19,207	17,435	39,811	40,662	38,615	34,965	33,323	30,393	29,679	27,142	25,966	26,635	-12.4%	-5.5%
CH	6,194	5,931	5,862	5,528	5,059	5,066	5,235	4,780	4,708	4,458	4,437	4,202	4,129	4,043	-9.3%	-3.2%
DK**	3,946	4,088	3,868	3,561	3,072	2,911	3,138	2,831	2,498	2,063	2,172	1,952	1,891	n/a	-8.3%	-6.6%
LU	352	351	331	297	307	319	286	290	288	266	317	339	316	245	-7.9%	-1.4%
IL	2,644	2,419	2,416	2,455	2,363	2,305	2,095	2,063	1,741	1,683	1,340	1,611	1,624	1,562	-7.2%	-4.6%
NO*	1,043	1,151	994	980	977	940	879	867	751	714	679	639	640	666	-6.7%	-4.5%
SI	2,481	1,561	1,399	1,398	1,292	1,259	1,295	1,100	1,061	880	919	848	708	826	-6.1%	-7.0%
HU	7,920	8,360	8,299	8,523	8,320	8,431	8,155	7,227	6,442	5,671	5,152	4,921	5,369	5,331	-6.0%	-4.5%
SE MAIS3+							1,394	1,570	1,480	1,217	1,102	1,032	1,091	1,159	-4.8%	
RO	6,072	5,973	5,585	5,774	5,885	5,780	7,091	9,403	9,097	8,509	8,768	8,860	8,156	8,122	-4.5%	4.0%
CZ	5,378	5,375	5,125	4,711	4,237	3,883	3,861	3,725	3,467	2,774	3,026	2,925	2,711	2,703	-2.6%	-5.8%
UK*	38,792	37,502	34,995	32,313	30,027	28,673	28,871	27,024	25,725	23,552	23,947	23,834	22,470	23,330	-0.9%	-4.2%
NL**	16,000	16,100	16,500	16,200	16,000	15,400	16,600	17,600	18,800	19,100	20,100	19,200	n/a	n/a	0.5%	2.2%
NL MAIS3+										5,700	6,100					
PL	19,311	18,831	17,251	17,403	15,790	14,659	16,053	16,042	13,689	11,491	12,585	12,049	11,669	11,696	1.8%	-4.1%
SE							5,470	5,594	5,208	4,662	4,518	4,450	4,826	4,889	4.9%	-2.4%
DE*	95,040	88,382	85,577	80,801	76,952	74,502	75,443	70,644	68,567	62,620	68,985	66,279	64,045	67,709	8.1%	-2.8%
AT	8,207	8,043	7,984	7,591	6,922	6,774	7,147	6,783	6,652	6,370	6,397	8,017	7,344	7,434	16.7%	-0.9%
MT	262	314	247	264	257	277	246	248	199	211	235	300	265	292	38.4%	-0.3%
FI MAIS3+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1,326	1,308	n/a	n/a			
BG	Separate statistics for Serious and slight injuries are n/a															
EE	Separate statistics for Serious and slight injuries are n/a															
IT	Separate statistics for Serious and slight injuries are n/a															
LT	Separate statistics for Serious and slight injuries are n/a															
EU23	285,131	270,739	257,935	241,185	252,759	246,022	246,825	233,752	221,959	206,828	214,343	205,856	197,994	203,517	-1.6%	-2.6%

Source: National statistics provided by the PIN panellists for each country.

⁽¹⁾ The percentage change shown in Fig. 10 is calculated only from the numbers of serious injuries in 2001 and 2014 and comparison between countries can be misleading if these two numbers are unusually high or low in different ways in the countries compared. To assist such comparison, the average annual percentage change shown in Fig. 11 has been estimated for each country from its numbers of serious injuries in each of the 14 years 2001-2014.

⁽²⁾ Change of definition from in-patient for 6 days to in-patient for 24 hours. Average annual percentage change 2005-2014 in Fig. 11.

*Similar definition.

** 2001-2013 or 2001-2012 data.

Table 8: Current definition of seriously injured person in a road collision as used in Fig.10 and Fig.11

Austria	Whether an injury is severe or slight is determined by §84 of the Austrian criminal code. A severe injury is one that causes a health problem or occupational disability longer than 24 days, or one that "causes personal difficulty". Police records. As of 1.1.2012, only 2 (slight and severe) instead of 3 (slight, degree unknown, severe) degrees. Therefore and because of lower underreporting due to the new police recording system, the figure increased substantially
Belgium*	Hospitalised more than 24 hours. But in practice no communication between police and hospitals so in most cases allocation is made by the police. Police records.
Bulgaria	n/a. Police records.
Cyprus*	Hospitalised for at least 24 hours. Police records.
Croatia	ICD-International Classification of Diseases- used by medical staff exclusively, after admission to the hospital.
Czech Republic*	Determined by a doctor, if serious health harm (specified approximately along the types by the law) occurs. Police records.
Denmark*	All injuries except "slight". Police records.
Estonia	Separate statistics of serious and slight injuries are n/a.
Finland	Number of serious injuries (MAIS3+) in road traffic are at the moment only available for the years 2010-2011. The number of serious injuries is based on VAAKKU-study 2014 (Estimating the number of seriously injured MAIS3+ road users). In the study the number of seriously injured MAIS3+ was formed by combining the official road accident participant statistics maintained by Statistics Finland and the Hospital Discharge Register (HILMO), using personal identity numbers as the link.
France*	Until 2004: hospitalised for at least 6 days. From 2005: hospitalised for at least 24 hours. Police records. People injured are asked to go to the police to fill in information about the collision, in particular if they spent at least 24 hours as in-patient.
Germany*	Hospitalised for at least 24 hours. Police records.
Greece*	Injury and injury severity are estimated by police officers. It is presumed that all persons who spent at least one night at the hospital are recorded as seriously injured persons. Police records.
Hungary	Serious injury which necessitates hospitalisation for more than 48 hours within seven days after occurrence or caused fracture, except for finger, toe, nose fractures; or caused cut wounds, which resulted in serious bleeding or nerve, muscle or tendon injuries; or caused injury of inner organs; or caused burn of second or third degree or burn affecting more than 5% of body surface.
Ireland*	Hospitalised for at least 24 hours as an in-patient, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushing, severe cuts and lacerations, several general shock requiring medical treatment. Police records.
Israel*	Hospitalised more than 24 hours as in-patient. Police records.
Italy	Separate statistics on seriously and slightly injuries are n/a.
Latvia*	From 2004: hospitalised more than 24 hours as in-patient. Police records.
Lithuania	n/a.
Luxembourg*	Hospitalised for at least 24 hours as in-patient. Police records.
Malta	An injury accident is classified as 'Serious' injury (referred to in Malta accident statistics as 'Grievous' injury) if the person does not recover his/her previous health condition with 30 days. Police records.
The Netherlands	MAIS=2 or higher. Hospital records. Data for MAIS3+ is also recorded for international comparison.
Norway	Very serious injury: Any injury that is life-threatening or results in permanent impairment. Serious injury: Any injury from a list of specific injuries; these would normally require admission to hospital as an in-patient. Police records.
Poland	A person who sustained a serious disability, a serious incurable disease or a chronic life threatening disease, permanent mental disease, complete or substantial permanent incapacity to work in their current occupation or a permanent or substantial scarring or disfigurement of the body; the definition also includes persons who have suffered other injuries incapacitating their bodies or causing ill health for longer than 7 days". Police records.
Portugal*	Hospitalised for at least 24 hours. Police records.
Romania	Injuries requiring hospitalisation or any of the following injuries: Organ injuries, permanent physical or psychological disability, body disfigurement, abortion, fractures, concussions, internal wounds, serious shock, or any other injury which leads to death more than 30 days after the collision. Police records.
Serbia	Using of the ICD-International Classification of Diseases. Categorization of an injury as a "serious injury" is made on the basis of expert assessment given by doctors during admission to hospital, during hospitalization or after the hospitalization. The Republic of Serbia has not yet adopted a definition for serious injury. Police records.
Slovakia*	Serious bodily harm or serious disease, which is: mutilation, loss or substantial impairment of work capacity, paralysis of a limb, loss or substantial impairment of the function of a sensory organ, damage to an important organ, disfigurement, inducing abortion or death of a foetus, agonising suffering, or health impairment of longer duration. Health impairment of longer duration is an impairment, which objectively requires treatment and possibly involves work incapacity of not less than forty-two calendar days, during which it seriously affects the habitual way of life of the injured party.
Slovenia	Any injured persons who were involved in a road traffic accident and sustained injuries due to which their lives were in danger or due to which their health was temporarily or permanently damaged or due to which they were temporarily unable to perform any work or their ability to work was permanently reduced (Penal Code of the Republic of Slovenia). Police records.
Spain*	Hospitalised for at least 24 hours. Police records.
Sweden	The definition of seriously injured was updated in 2007. A serious injury is now defined as a health loss following a traffic injury reflecting that a person does not recover the previous health condition within a reasonable amount of time. This series is used in the national annual follow up and there is a goal for 2020 (-25 % since 2007). Hospital record.
Switzerland*	Hospitalised for at least 24 hours or if the injury prevented the person from doing its daily activity for 24 hours. Police records.
UK*	Hospitalised for at least 24 hours or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock.

National definition provided by the PIN Panellists in each country.

* Group of countries considered as using similar definitions of serious injuries, spending at least one night in hospital as in-patient or a close variant of this. The definition may include also a quite wide list of injuries and the allocation of "serious" is made by the police officer at the scene. Errors in the categorisation cannot be excluded.

Table 9 Countries' progress in collecting data on serious injuries based on MAIS

Austria	Under consideration. It is not possible to link police and hospital data directly on the basis of the current data architecture. The Austrian Road Safety Board has been commissioned by the Transport Ministry to do a feasibility study to identify strategies to estimate the number of serious injuries (MAIS3+) on the basis of data sources such as hospital discharge registers and the EU Injury Database (IDB).
Belgium MAIS3+	Based on recorded ICD codes. Not (yet) official practice in Belgium. No cross-checking with police data (yet).
Bulgaria	n/a.
Cyprus	n/a.
Croatia	Link between police and hospital is mandated by the law. Croatia is working on a process to convert ICD into MAIS.
Czech Republic	Under discussion.
Denmark	No systematic linkage between police and hospital data. Denmark is working on a process to convert ICD diagnose codes into AIS and MAIS.
Estonia	ICD codes are recorded. Estonia will start working on linking the data once the tool to convert ICD to MAIS is provided by the EC and the data protection issues are solved on national level.
Finland	A pilot study has been made in 2014. In this study the number of seriously injured MAIS3+ was formed by combining the official road accident participant statistics maintained by Statistics Finland and the Hospital Discharge Register (HILMO), using personal identity numbers as the link. Number of serious injuries (MAIS3+) in road traffic are at the moment only available for the years 2010-2011.
France	Linking between police and health data is done in the Rhone county and then used to build an estimate comparing the structure of Rhone and national accident data.
Germany	BASt, German Federal Highway Research Institute, has been commissioned to prepare an estimation of injuries as MAIS3+ using data from GIDAS, the German trauma register and official accident statistics.
Greece	Hospitals do not systematically collect data on the injury severity of road casualties.
Hungary	Hungary will participate in the international IDB project for the development of an international injury database as a first step in the nationwide collection of MAIS3+ data. Hungary will investigate the possibility of data conversion based on existing ICD data.
Ireland	The Road Safety Authority's study examining the feasibility of adopting MAIS+3 definition of serious injury and hospital and police data linkage is complete and recommendations are being implemented. In the interim, to meet EC requirements by the Summer of 2015, data will be produced on hospital based injuries as a result of road collisions coded using the MAIS system.
Israel	Israel currently uses ISS (injury simple scale) data, and is considering collecting data based on MAIS 3+ in the future.
Italy	The current data architecture does not provide direct linkage between police and hospital data. MAIS3+ will be adopted for coding the level of injury and calculated on the basis of data sources such as the hospital discharge register. A first estimate of the number of seriously injured is expected for 2015 according to the conversion tables made available by UE.
Latvia	MAIS3+ under discussion.
Lithuania	Under discussion.
Luxembourg	MAIS3+ will be used in the near future.
Malta	n/a.
The Netherlands	Data already available for 2010 and 2011.
Norway	Under consideration.
Poland	Poland is working to update its data collect system to be able to report serious injuries based on MAIS3+. The work is coordinated by the National Road Safety Council and National Institute of Public Health. First data will be sent to EC in May-June this year.
Portugal	A technical working group was created by Ministerial Order no. 3578/2015 including the National Authority for Road Safety (ANSR), General Health Directorate (DGS), National Institute for Medical Health Emergency (INEM), Public Security Police (PSP), National Republican Guard (GNR) and the National Statistical Institute (INE). This work group will define the most adequate methodology to estimate the number of seriously injured for 2014 and also study the best way to adjust the national road safety statistics definition, change the data collection protocols and develop the necessary tools for this new definition.
Romania	n/a.
Serbia	n/a. Road Traffic Safety Agency intends to initiate in the coming years activities on MAIS3+ definition of serious injuries in road traffic accidents.
Slovakia	n/a.
Slovenia	In the short term it is not planned to collect serious injuries data based on MAIS3+ (in short term we will make experimental linking between police and hospital data).
Spain	Data already available for 2011 (see Table 7). Since 2011 MAIS3+ is published in official reports. In a near future Spain will add MAIS3+ to the current definition of seriously injured.
Sweden	Data already available since 2007 (see Table 7).
Switzerland	Linking of health and police data has started in 2014. This will allow to code the recommended MAIS score based on ICD-10.
UK	MAIS 3+ serious injuries data not available due to review of methodology.

Annex: Topics covered by the PIN programme since 2006

Dates prior to 2014 refer to the year of publication of the PIN report in which the topics mentioned are covered. Since 2014 PIN Flash Reports are published separately from the Annual June Report. All PIN publications can be downloaded from <http://etsc.eu/projects/pin/>.

Annual Report	<p>Progress in reduction in deaths in each country since 2001 and since 2010 with valuation of reduction</p> <p>Progress in total since 2000 in EU15, EU10, EU2 and EU28</p> <p>Deaths per million inhabitants and deaths per billion vehicle-km</p> <p>Deaths attributed to alcohol relative to other deaths</p> <p>Progress in reduction in seriously injured people as defined by each country since 2001</p>
29 PIN Flash Report, June 2015	<p>Making walking and cycling on Europe's roads safer</p> <p>Progress in reducing deaths among pedestrians and cyclists</p> <p>Pedestrian and cyclist deaths per million inhabitants</p> <p>Pedestrian and cyclist risk by age, road type, gender and interaction with traffic</p> <p>Safety potential of 30km/h</p>
28 PIN Flash Report, March 2015	<p>Ranking EU Progress on Improving Motorway Safety</p> <p>Number of deaths on motorways per billion vehicle-km</p> <p>Road deaths by road type</p> <p>People killed on motorways by road user group</p> <p>Mean speed and speeding of cars and vans on motorways</p>
27 PIN Flash Report, April 2014	<p>Ranking EU Progress on Car Occupant Safety</p> <p>Car occupant deaths per billion vehicle-km</p> <p>Killed car drivers and passengers by gender</p> <p>Car occupant deaths by types of road and collision</p> <p>Front and rear seat belt wearing rates</p> <p>Lives saved by seatbelts and further lives that could be saved</p> <p>Lives that could be saved if drivers slowed down by 1km/h on average</p> <p>Children 0 to 14 killed in cars by million child inhabitants</p> <p>Child 0-14 car occupant deaths by age</p>
2013	<p>Deaths in collisions involving</p> <ul style="list-style-type: none">■ Heavy goods vehicles■ Light goods vehicles■ A bus, coach or trolley-bus<ul style="list-style-type: none">• By distance travelled by those types of vehicle• By type of road users and type of road <p>Speeds of goods vehicles over 3.5t on urban roads and rural roads and percentages exceeding the limit</p>

	Deaths by gender
2012	<p>Young people deaths aged 15-30 and young people mortality</p> <p>Young people deaths by gender and type of road users</p> <p>Road deaths among young people as a percentage of deaths from all causes in the same age group</p> <p>Deaths in collisions involving young drivers or riders</p> <p>Road safety management</p>
2011	<p>Valuation of reduction in deaths since 2001 and possible future reduction from 2010</p> <p>Pedestrian deaths</p> <p>Cyclist deaths and helmet wearing rates</p> <p>PTW rider deaths and helmet wearing rates</p> <p>Moped rider deaths as share of PTW rider deaths</p> <p>PTW rider deaths relative to car driver deaths</p> <p>Deaths on rural roads other than motorways</p> <p>Deaths on urban roads</p>
2010	<p>Numbers of seriously injured as defined by each country</p> <p>Speeds of car and van drivers on urban roads, rural roads and motorways and percentages exceeding the limit</p> <p>Numbers of speeding tickets issued</p> <p>Deaths attributed to alcohol relative to other deaths</p> <p>Numbers of roadside breath tests</p> <p>Seatbelt wearing rates for front and rear seats</p>
2009	<p>Occupant protection in new cars</p> <p>Pedestrian protection in new cars</p> <p>Child protection in new cars</p> <p>Seatbelt reminders in new cars</p> <p>Percentages of vehicles in various Euro NCAP categories</p> <p>Renewal rate of cars</p> <p>Child deaths aged up to 14</p> <p>Road mortality by agegroup below age 18</p> <p>Road mortality in capital cities</p>

2008

PTW rider deaths

Moped rider deaths as share of PTW rider deaths

PTW rider deaths relative to car driver deaths

Deaths on motorways

Speeds on motorways

Older people deaths aged 65 and over

2007

Deaths attributed to drink driving relative to other deaths

Numbers of roadside breath tests

(Proportion of drivers impaired – data for one country only)

Speeds on urban roads, rural roads and motorways

Seat belt wearing rates

Lives saved by seatbelts

Further lives that could be saved by seatbelts

Provision of seat belt reminders

The map on the front cover shows the performance of countries in reducing road deaths between 2001 and 2014. Countries in dark green have reduced by the largest percentage; those in red by the lowest. The PIN marks Slovenia winner of the 2015 PIN Award for outstanding progress in reducing road deaths.

Graphic Design: mazout.nu

European Transport Safety Council

20 Avenue des Celtes
B-1040 Brussels
information@etsc.eu
Tel: +32 2 230 4106
www.etsc.eu/pin
🐦 @ETSC_EU

