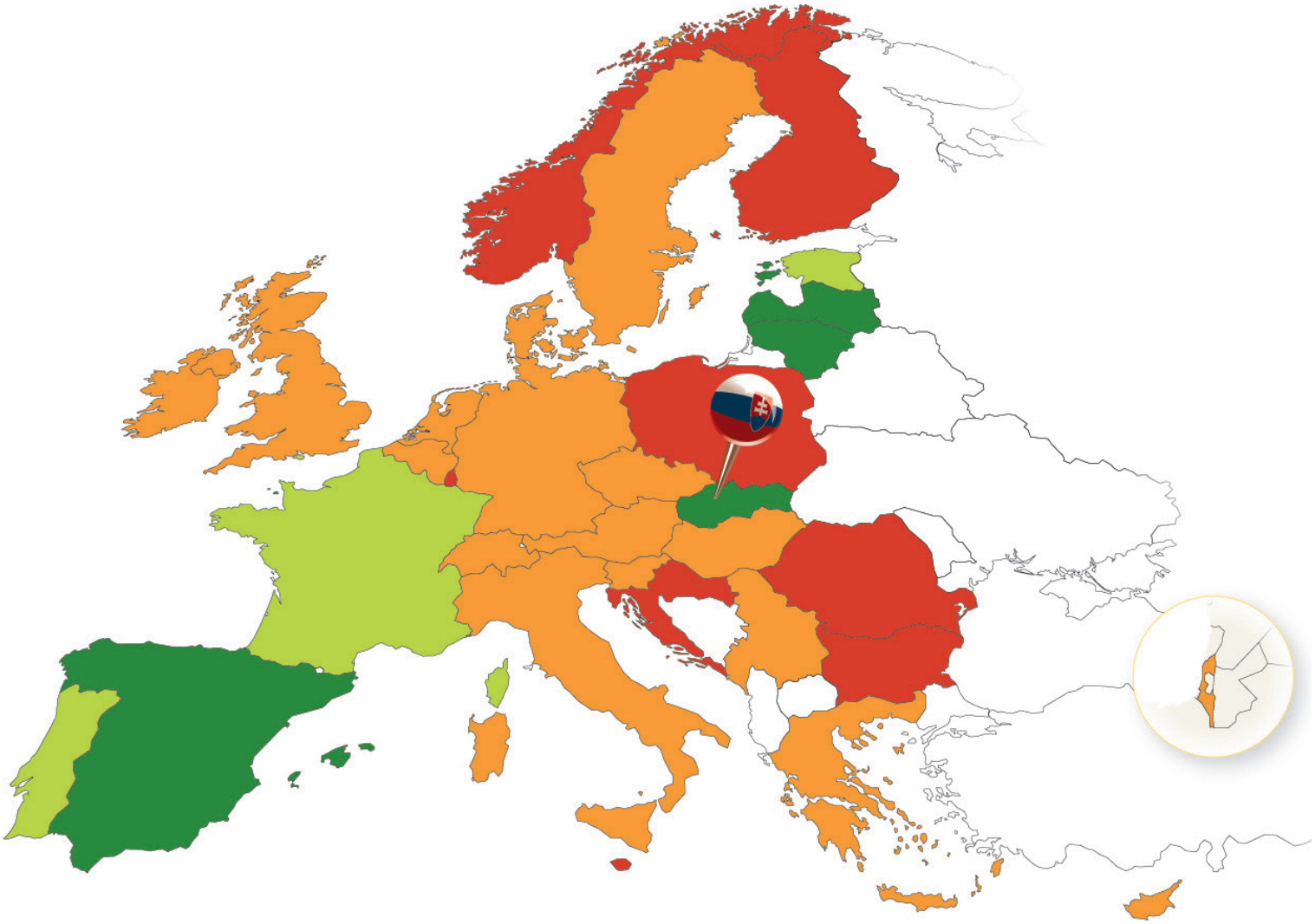
RANKING EU PROGRESS ON ROAD SAFETY

8th Road Safety Performance Index Report

June 2014



European Transport Safety Council

Road Safety PIN

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RANKING EU PROGRESS ON ROAD SAFETY

8th ROAD SAFETY PERFORMANCE INDEX REPORT

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The PIN programme relies on panellists in the participating countries to provide data for their countries and to carry out quality assurance of the figures provided. This forms the basis for the PIN annual report and other PIN publications. In addition, all PIN panellists are involved in the review process of the reports to assure the accuracy and reliability of the findings.

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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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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 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 practicable.

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 April 2014 Flash report looked at progress across Europe in cutting deaths amongst car occupants: it 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 8th. 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 2014 Slovakia has been recognised for its dramatic improvement 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.

The rankings presented in Part I show the latest developments in road safety in 2013, the third annual step toward the 2020 target. Progress since 2001, the base year of the earlier 2010 target, is also shown to indicate the longer term development.

26,025
Number of people killed in the EU28 in 2013 as a consequence of road collisions

Slovakia (-37%) tops the ranking for reduction in road deaths between 2010 and 2013, followed by Spain, Greece and Portugal with reductions of more than 30% (Fig. 1). Slovakia's performance has been recognised by ETSC at the 8th Road Safety PIN Conference with the 2014 Road Safety PIN Award (see Part III). Across the EU28 road deaths have been cut by 18% between 2010 and 2013, equivalent to a 6.2% average annual reduction. A year-to-year reduction of at least 6.7% is needed over the 2010-2020 period to reach the target through constant progress. The EU target for 2020 is therefore reachable if combined efforts at both national and EU level are stepped up.

-37%
Reduction of road deaths in Slovakia between 2010 and 2013

Slovakia (-24%) and Switzerland (-21%) achieved the best reductions in 2013 compared to 2012 (Fig. 2). Austria, Lithuania, Cyprus, Portugal, the Czech Republic, the Netherlands, Spain, Greece and France recorded reductions of more than 10%. Yet 2013 was a year of mixed results, with eight countries, such as Ireland, seeing an increase in road deaths for the first time after years of sustained progress.

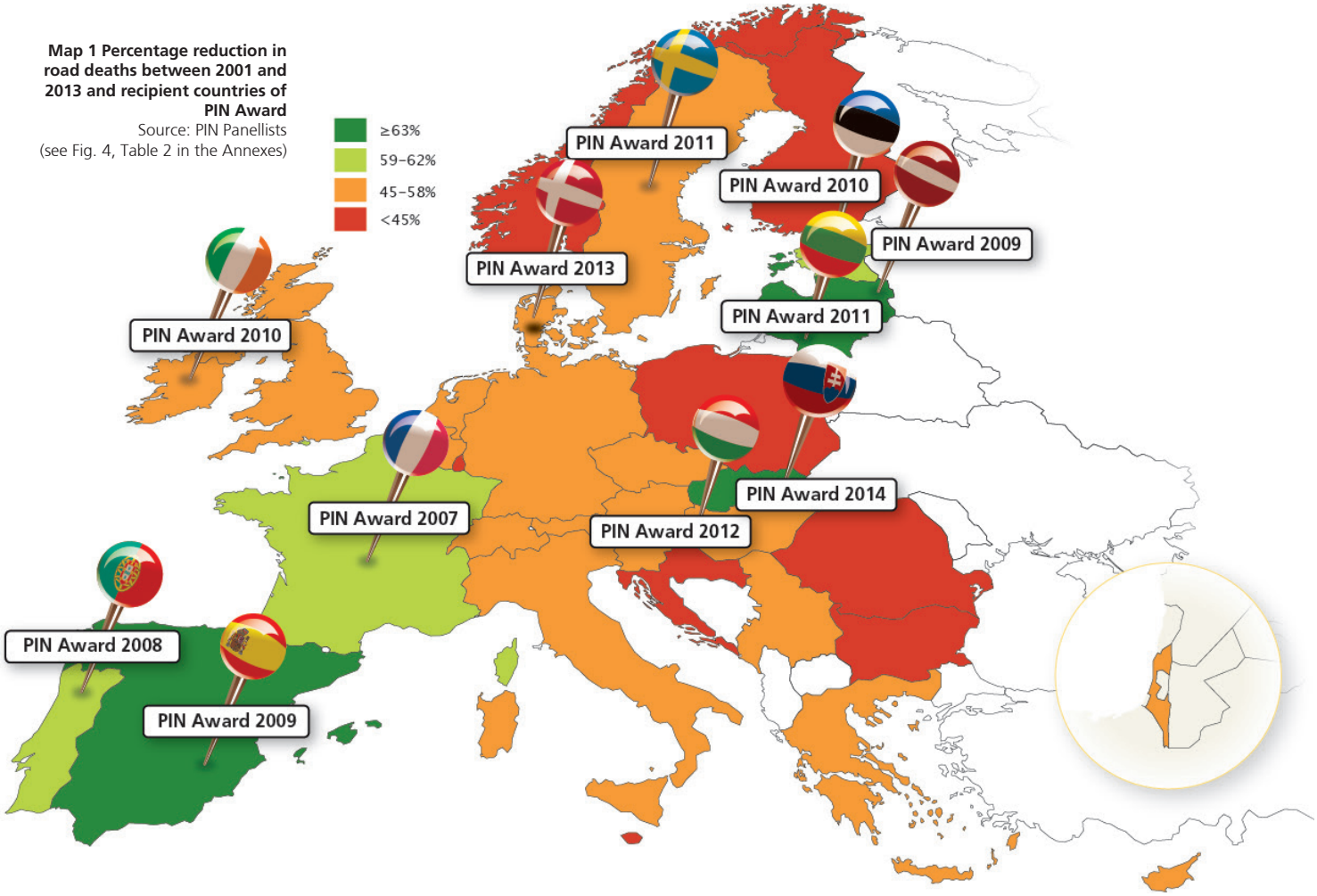
By 2010, seven countries had reached the EU target for that year, to have halved road deaths since 2001. In 2013, three years later, the number of countries where road deaths were fewer than half of those in 2001 rose to 21. Spain, Latvia, Slovakia and Lithuania lead this ranking, followed by Portugal, France and Estonia (Map 1, Fig. 4).

18.7 billion euro
Total value of reductions in road deaths in the EU28 2011-13

There were 9800 fewer road deaths in the EU in 2011-2013 than in three years at the 2010 rate, a reduction valued at 18.7 billion euro according to ETSC estimates (Table 1). 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.

In 2013 26,025 people were killed in the EU28 as a consequence of road collisions (Fig. 3). Around 199,000 were recorded as seriously injured by the police in 2013 in the 23 EU countries distinguishing between seriously and slightly injured in their data, and many more suffered slight injuries (see Part II). The European Commission presented its 'First Milestone towards an injury strategy' in 2013 as the first step towards coming up with a strategy in this area. ETSC welcomed the adoption by the European Commission of a common EU definition of seriously injured casualties as in-patients with an injury level of MAIS 3 or more. Each Member State should work towards adopting the MAIS3+ definition and adapting their data collection system.

Map 1 Percentage reduction in road deaths between 2001 and 2013 and recipient countries of PIN Award
Source: PIN Panellists
(see Fig. 4, 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 numbers of people seriously injured based on MAIS3+ alongside the reduction of deaths.
- Include numbers seriously injured 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 effectively.
- Use the evidence gathered under the Road Safety PIN 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 per year based on MAIS3+.
- Within the context of the revision of the General Safety Regulation align type approval crash tests with high performing Euro NCAP crash tests and prioritise the introduction and further extension of in-vehicle safety technologies linked to the risk factors which include Intelligent Speed Assistance, alcohol interlocks and seat belt reminders.
- Within the mid-term review (due in 2015), evaluate progress towards the target of having no more than 15,500 road deaths in 2020 and towards the seven Objectives set in the Policy Orientations.

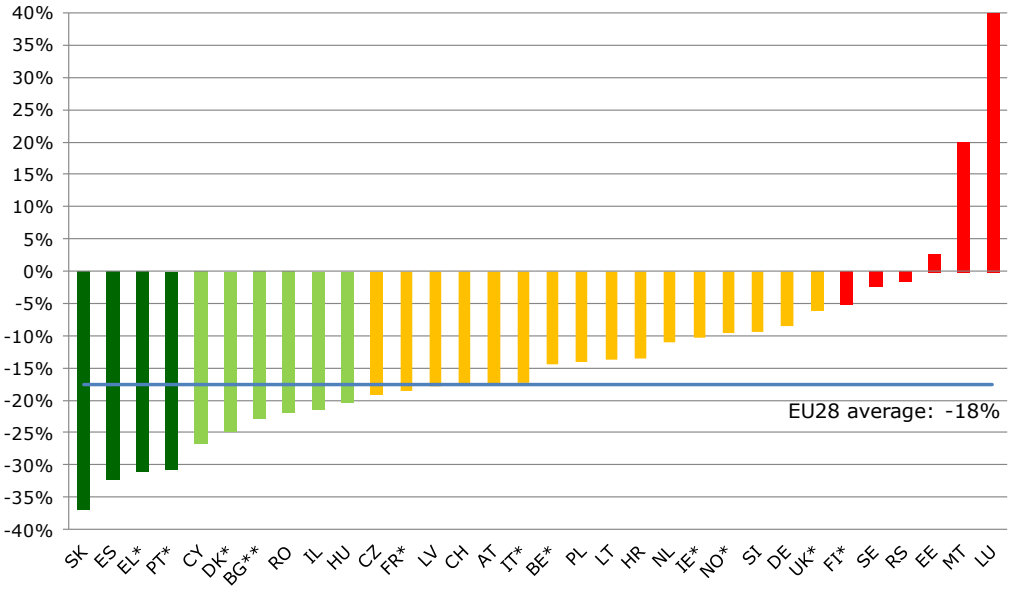
PART I

THE EU28 ALMOST ON TRACK TO REACH THE 2020 TARGET

1.1 A 18% reduction in road deaths between 2010 and 2013 across the EU28, but several countries are not on track

Slovakia (-37%) tops the ranking for reduction in road deaths between 2010 and 2013, followed by Spain, Greece and Portugal with reductions of more than 30% (Fig. 1). The EU28 has collectively reduced the number of road deaths by 18% since 2010. Developments since the setting of the new EU road safety target have not yet followed the desired trend in Luxembourg, Malta, Estonia, Serbia, Sweden and Finland, who have reductions of less than 5%.

Fig. 1: Percentage change in road deaths between 2010 and 2013
*National provisional estimates used for 2013, as the final figures for 2013 are not yet available at the time of going to print.
**ETSC estimates for 2013 based on EC CARE Quick indicator.
Numbers of deaths in Luxembourg and Malta are small and are therefore subject to substantial annual fluctuation.



Slovakia's performance has been recognised by ETSC at the 8th Road Safety PIN Conference with the 2014 Road Safety PIN Award. See the interview with the Transport and Interior Ministers of Slovakia in Part III for the background to this success.

Road deaths in Greece were cut by 31% between 2010 and 2013.

"This impressive decrease is mainly due to the economic crisis which affected traffic volumes and patterns seriously. Road user behaviour also improved with less aggressive driving, less speeding and increased use of seat belts and helmets following awareness campaigns, improved enforcement and infrastructure upgrades. However, Greece still lags far behind the EU average and the efforts should be intensified, with the greatest challenge for authorities and citizens being to continue improving despite the restricted budgets for road infrastructure and vehicle maintenance."
George Yannis, NTUA, Greece.

"2010 was an exceptionally good year for Sweden with a record low road toll. Since then, the reduction has been marginal, although the number of deaths per million population was the lowest in the EU for 2013. A comprehensive analysis has shown that Sweden can reach the 2020 target of a 50% reduction from 2010, but the target has not yet been endorsed by the Parliament."

Claes Tingvall, Swedish Transport Administration

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 2010 and 2013 (Fig. 1), between 2012 and 2013 (Fig. 2) and since 2001 (Fig. 3). 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. 5). Additionally, the number of road deaths per billion vehicle-kilometres is presented where vehicle-kilometre data are available (Fig. 6).

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 2013 in Belgium, Denmark, Finland, France, Greece, Ireland, Italy, Norway, Portugal and the UK 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 2013 in Bulgaria are ETSC estimates based on the EC CARE Quick indicator. http://ec.europa.eu/transport/road_safety/pdf/observatory/trends_figures.pdf. Population figures were retrieved from the EUROSTAT database.

The full dataset is available in the Annexes.

1.2 Reduction in road deaths in 2013 continued at the same pace as in 2012

Out of the 32 countries monitored by the PIN Programme, 24 registered a drop in the number of road deaths in 2013 compared to 2012 (Fig. 2). Slovakia (-24%) and Switzerland (-21%) achieved the best reductions in 2013 compared to 2012. Austria, Lithuania, Cyprus, Portugal, Czech Republic, The Netherlands, Spain, Greece, France, Romania and Sweden achieved better than EU average reductions. But road deaths increased in Malta (+100%), Luxembourg (+32%), Norway (+31%), Ireland (+17%), Denmark (+15%), Israel (+5%), Finland (+1.2%) and Latvia (+1.1%). Progress slowed down in the UK (-0.7%), in Bulgaria (-0.9%), Hungary (-2.3%) and Slovenia (-4%).

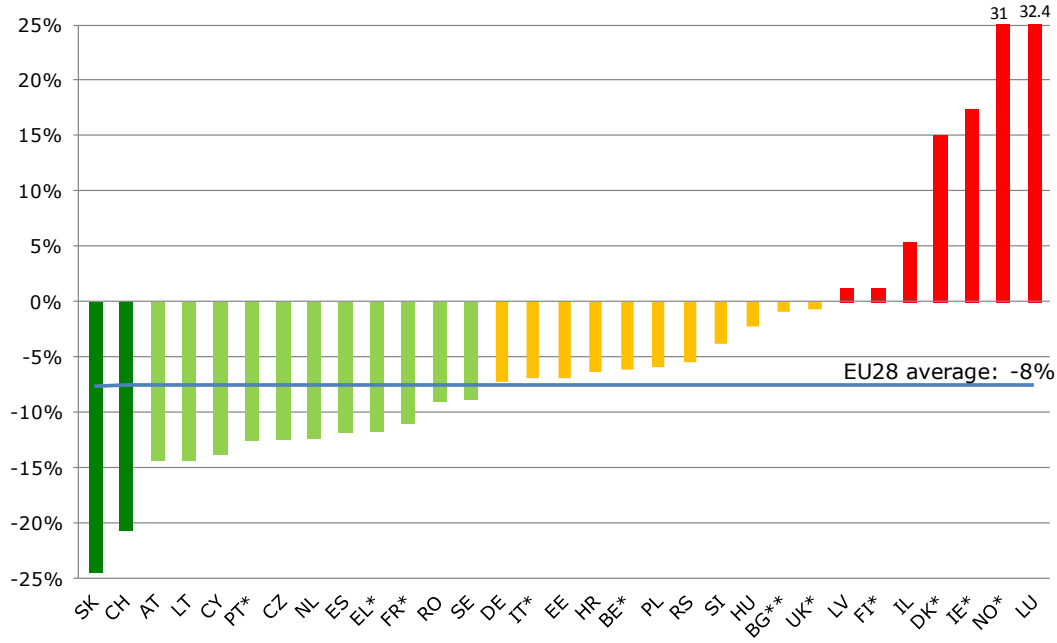
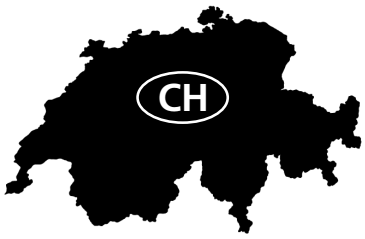


Fig. 2: Percentage change in road deaths between 2012 and 2013, *National provisional estimates used for 2013, as the final figures for 2013 are not yet available at the time of going to print. **ETSC estimates based on EC CARE Quick indicator. Numbers of deaths in Luxembourg and Malta are small and are therefore subject to substantial annual fluctuation. Number of people killed in Malta increased by 100%, from 9 in 2012 to 18 in 2013, and by 32% in Luxembourg, from 34 in 2012 to 45 in 2013. Malta is excluded from Fig. 2.



The decrease in 2013 in Switzerland followed an increase in deaths in 2012 due to the bus collision in which 28 people - among them 22 children - died in the Sierre tunnel. The effect of this dreadful collision on the number of deaths in 2012 accounts for 40% of the reduction of 70 in the number of people killed in 2013 compared with 2012. Without this, the reduction would be 12% between 2012 and 2013, which is still very good compared to the 2% between 2010 and 2011.

"Poor weather for the first semester of 2013 complemented the joint efforts of the road safety stakeholders in Switzerland to achieve this positive result. The largest reductions benefitted motorcyclists (-19 killed compared to 2012) and cyclists (-11). Road deaths due to alcohol or speeding also decreased more compared to deaths caused by other factors last year. The adoption of the road safety programme "Via Sicura" by the Swiss Parliament in June 2012, heavily discussed in the press, might have contributed to this decrease. The first measures came into force in January 2013 including higher fines for speeding. A zero tolerance for drink driving has been enforced since January 2014 for novice and professional drivers. Future measures include evidential breath testing which will make it easier for the police to prove a driver is over the limit."

Yvonne Achermann, Swiss Council for Accident Prevention

Austria moved from paper reporting to electronic accident data collection in 2012. The transition process is still ongoing; therefore no disaggregated data are available for 2013 yet.

"First analysis of the Austrian Statistics Bureau suggests that the reduction in people killed in 2013 (-14.3%) benefitted mainly car occupants. The numbers of pedestrians and cyclists killed did not go down; motorcyclists killed went up by 28%. The Austrian Road Safety Board will investigate these mixed results as soon as data are available. The first months of 2014 saw a rise in people killed compared to the same period in 2013 and in 2012."

Klaus Machata, Austrian Road Safety Board (KFV)

After three years of stagnation, 2013 saw a breakthrough in the numbers of people killed in Lithuania. Progress in 2013 benefitted mostly car occupants and cyclists. Many high risk sites have been treated, enforcement of traffic offences increased and road safety awareness campaigns regularly organised.

"The reduction in the number of people killed on the roads in 2013 is the result of long-term joint effort from different ministries and institutions. As a consequence, road users have slowly started to change their behaviour in Lithuania. We hope that our commitment to implement the Road Safety Programme 2011-2017 will translate into continuous improvements in the years to come."

Rimantas Sinkevičius,
Minister of Transport and Communication, Lithuania

"After receiving the PIN Award in 2013, it is of course disappointing to see an increase in the number of people killed in Denmark. But the number of people injured decreased once more in 2013 to a new historically low level. With the new ambitious National Road Safety Action Plan (2013-2020), I am confident that Denmark will continue the positive development. The number of safety cameras will increase from 25 to 100 in 2015 to further reduce speeds, which should place Denmark in a good position for reaching its 2020 target."

Jesper Sølund, Danish Road Safety Council

Provisional data for 2013 show that, for the first time since 2005, road deaths have increased on Irish roads: 190 people lost their lives on the roads in 2013, compared to 162 in 2012, representing a 17% rise.

"We have consistently warned that the greatest danger we face on the roads is complacency and unfortunately, in 2013, we have as a society dropped our guard. As a result, we have managed to kill 28 more people this year compared to last. Of real concern is the number of vulnerable road users killed. One third of those who died were a pedestrian (31), a cyclist (5) or a motorcyclist (27). Closer examination of pedestrian deaths shows that a significant proportion of them were aged 50+. A high proportion of pedestrian deaths occurred while crossing the road.
The Road Traffic Bill adopted earlier this year is the third piece of Road Traffic legislation that this Government has approved since coming to office. The Bill introduces reforms for driving licences which will create a new class of "novice driver", and will allow testing for intoxicated driving, including drug driving. It also provides for the addition of new penalty point offences and an increase in points for certain road safety offences such as mobile phone use and non-seatbelt wearing. I am confident that these new road safety measures will go some way towards improving road safety in 2014."

Gay Byrne, Road Safety Authority, Ireland

Other key measures for 2014 required as part of the Irish Government Road Safety Strategy include:

- Policing and enforcement activity targeting speeding, impaired driving, restraint and mobile phone use as well as targeting other offences based on evidence and research;
- The introduction of a new risk rating system incorporating commercial roadworthiness testing;
- The introduction of a National Road Safety Education Service for local authority regions;
- Specific education and awareness campaigns targeting vulnerable road users;
- Regular reporting on progress with the Minister for Transport, Tourism and Sport and the Ministerial Committee on Road Safety.

The numbers of people killed in Latvia has stagnated since 2011. With 179 people killed in 2013, Latvia fell short of reaching its national target of no more than 160 deaths in 2013 set in the Road Safety Plan 2007–2013.

"The lack of progress is the direct consequence of the disastrous decision to make a pause in the enforcement of speed limits by safety cameras in December 2012. In November 2011 30 additional cameras were deployed as planned, following the positive evaluation of the pilot project which saw the introduction of the first four safety cameras in 2008. Immediately, the average speed on the main roads decreased from 92.5km/h in November 2011 to 91km/h in March 2012. Sadly, speeds increased again as politicians started to publicly question the system. The Government adopted the New Road Safety Plan 2014-2020 earlier this year, including a 50% reduction target in road deaths between 2010 and 2020. One of the key measures included is the deployment of 20 safety cameras each year between now and 2020. I hope we learned from our mistake and that road users in Latvia will soon benefit from safety cameras as everywhere else in Europe."

Aldis Lama, Ministry of Transport, Latvia

1.3 The EU will only reach its 2020 target if efforts are stepped up

The annual progress since 2010 has been 6.2% on average in the EU28. A year-to-year reduction of at least 6.7% is needed over the 2010-2020 period to reach the target through constant progress in annual percentage terms. The EU target for 2020 is therefore reachable if combined efforts at both national and EU level are stepped up (Fig. 3).

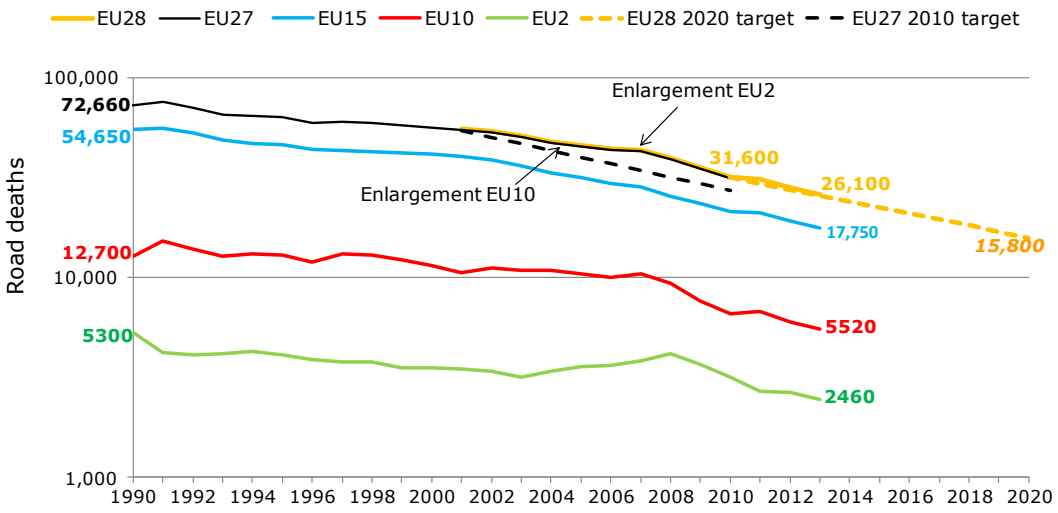


Fig. 3: Reduction in road deaths since 1990 in the EU28 (yellow line), EU27 (black line), the EU15 (blue line), the EU10 (red line) and the EU2 (Bulgaria and Romania, green line). The logarithmic scale is used to enable the slopes of the various trendlines to be compared.
Source: CARE database 1990-2000 and PIN Panellists (2001-2012).

"Transport safety is a trademark of Europe. This is why it is extremely important that the good results from 2012 were not a one-off. I'm proud to see that the EU is fully back on track to reach the road safety target for 2020. However, there are still 70 people who die on Europe's roads every day, so we cannot be complacent. We must continue our joint efforts at all levels to further improve the safety on European roads."

Siim Kallas, European Commission Vice-President, Commissioner for transport, March 2014

1.4 Some 5600 fewer road deaths in the EU in 2013 than in 2010 is of considerable value to the people of the EU

There were 5600 fewer road deaths in 2013 than in 2010 in the EU28

There were 5600 fewer road deaths in 2013 than in 2010 in the EU28. This reduction is about 440 road deaths short of the reduction there would have been in 2013 if the reduction needed to progress towards the 2020 road safety target by constant annual percentage steps had been achieved. Likewise there were shortfalls in 2011 and 2012, and in total the reduction in deaths in 2011-2013, at 9800, was 2400 fewer than if that progress 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.

The Value of Preventing one road Fatality (VPF)[1] estimated for 2009 in the 5th PIN Report has been updated to take account of changes to the economic situation in the intervening years. As a result, we have taken the monetary value for 2013 of the human losses avoided by preventing one road fatality to be 1.91 million euro.[2]

18.7 billion euro Total value of reductions in road deaths in the EU28 2011-13

The total value of the reductions in road deaths in the EU28 for 2013 compared to 2010 is thus estimated at approximately 10.7 billion euro, and the value of the reductions in the years 2011-2013 taken together compared with three years at the 2010 rate is about 18.7 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 2011-2013 would have raised the benefit to society by 4.6 billion euro to about 23 billion euro over those years (Table 1).

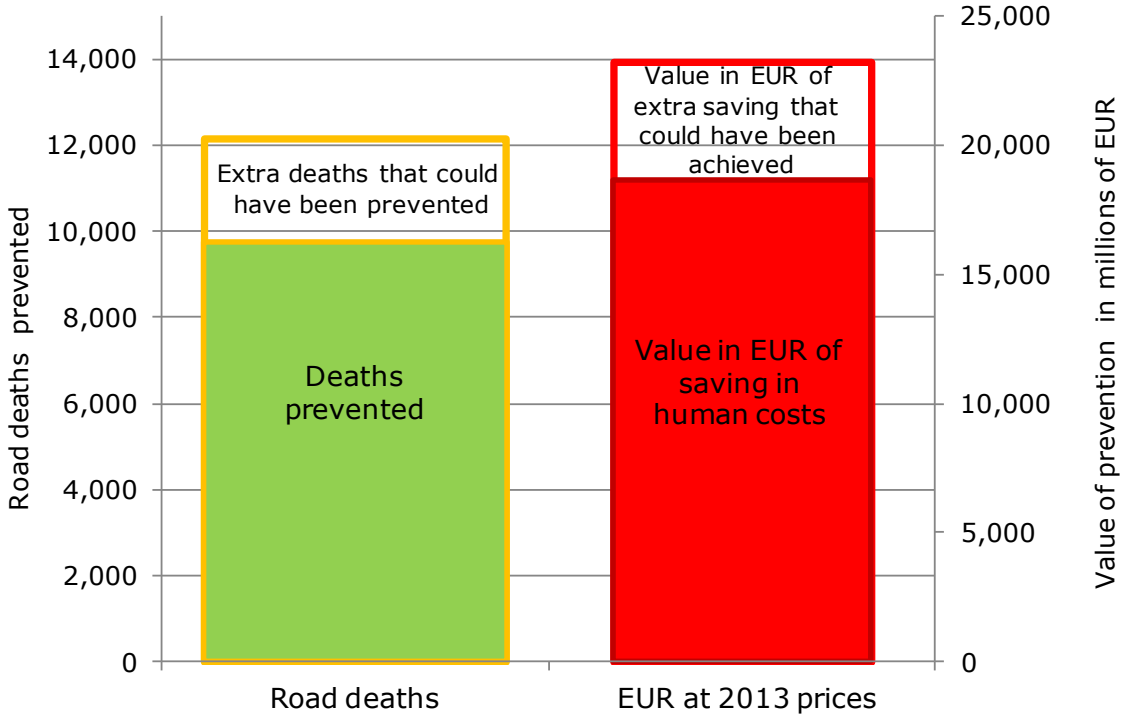
Given the financial difficulties that many EU countries face due to the economic slowdown, the value to society of improving road safety should be taken into account in the policy and budgetary planning processes, expressing in monetary terms the moral imperative of reducing road risk. The high value of societal costs avoided during 2011-2013 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.[3]

[1] 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.

[2] See Methodological Notes, PIN Report 2014, www.etsc.eu/PIN

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

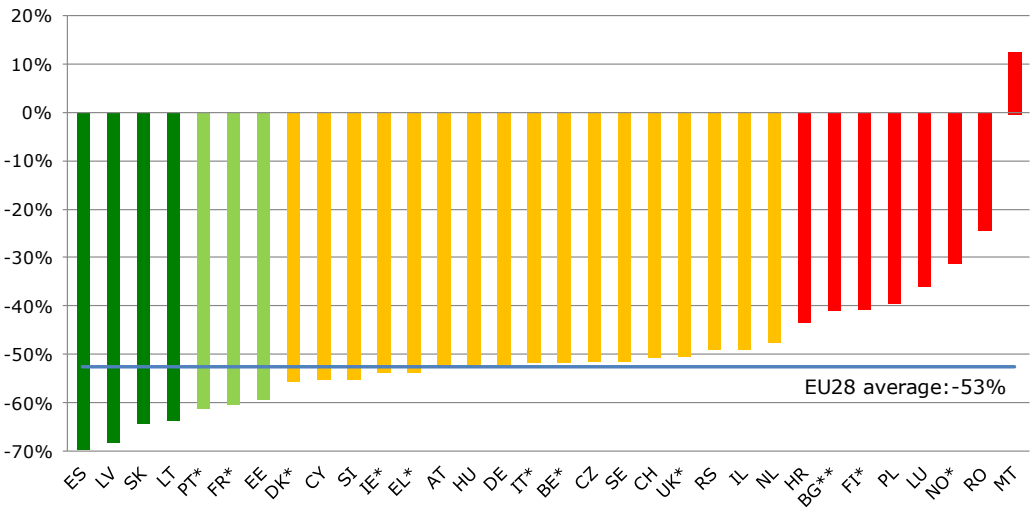
Table 1 Reduction in the number of road deaths in EU28 2011-2013 and valuation at 2013 prices together with the additional savings – both in lives and in the EUR valuation of preventing this number of deaths – that could have been achieved if the EU had moved towards the 2020 road safety target by steady progress in percentage terms.



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

In 2010 seven countries had reached the EU target to halve road deaths compared with 2001: Latvia, Estonia, Lithuania, Luxembourg, Sweden, France and Slovenia. In 2013, three years later, the number of countries where road deaths were fewer than half of those in 2001 had risen to 21. Spain with 70%, Latvia with 68%, and Slovakia and Lithuania with 64% lead this ranking (Fig. 4), followed by Portugal, France, Estonia, with 61%, 60% and 59% reductions respectively. Denmark, Cyprus, Slovenia, Ireland, Greece, Austria, Hungary, Germany, Italy, Belgium, Czech Republic, Sweden, Switzerland and the UK complete the list.

Fig. 4: Percentage change in road deaths between 2001 and 2013
*National provisional estimates used for 2013, as the final figures for 2013 are not yet available at the time of going to print. **ETSC estimates based on EC CARE Quick indicator. Numbers of deaths in Malta are small and are therefore subject to substantial annual fluctuation.



ETSC's 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 to devise and update relevant policies. Make the choice of measures based on sound evaluation studies and - where applicable - consideration of cost effectiveness.

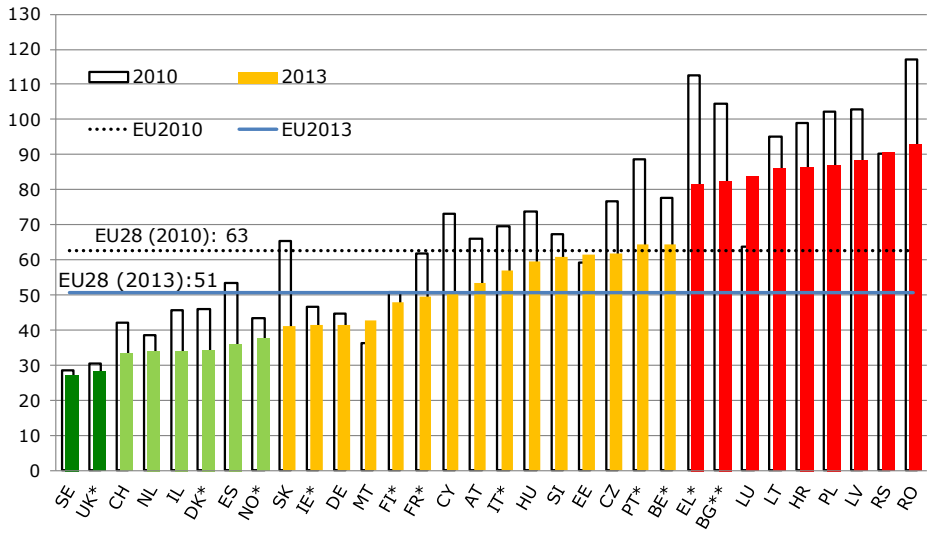
ETSC's key recommendations to EU Institutions

- 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.
- Within the mid-term review (due in 2015), evaluate progress towards the target of having no more than 15,500 road deaths in 2020 and towards the seven Objectives set in the Policy Orientations.

1.6 Road safety league: first: Sweden, last: Romania

In the EU28 the overall level of road mortality fell to 51 deaths per million inhabitants in 2013 compared with 63 in 2010. Sweden and the UK are the two safest EU countries for road use in 2013, with 27 and 28 road deaths per million inhabitants (Fig. 5). Switzerland, the Netherlands, Israel, Denmark, Spain and Norway follow, having a road mortality not exceeding 40 deaths per million inhabitants. Greece, Bulgaria, Luxembourg, Lithuania, Croatia, Poland, Latvia, Serbia and Romania have a road mortality of between 82 and 93 deaths per million inhabitants.

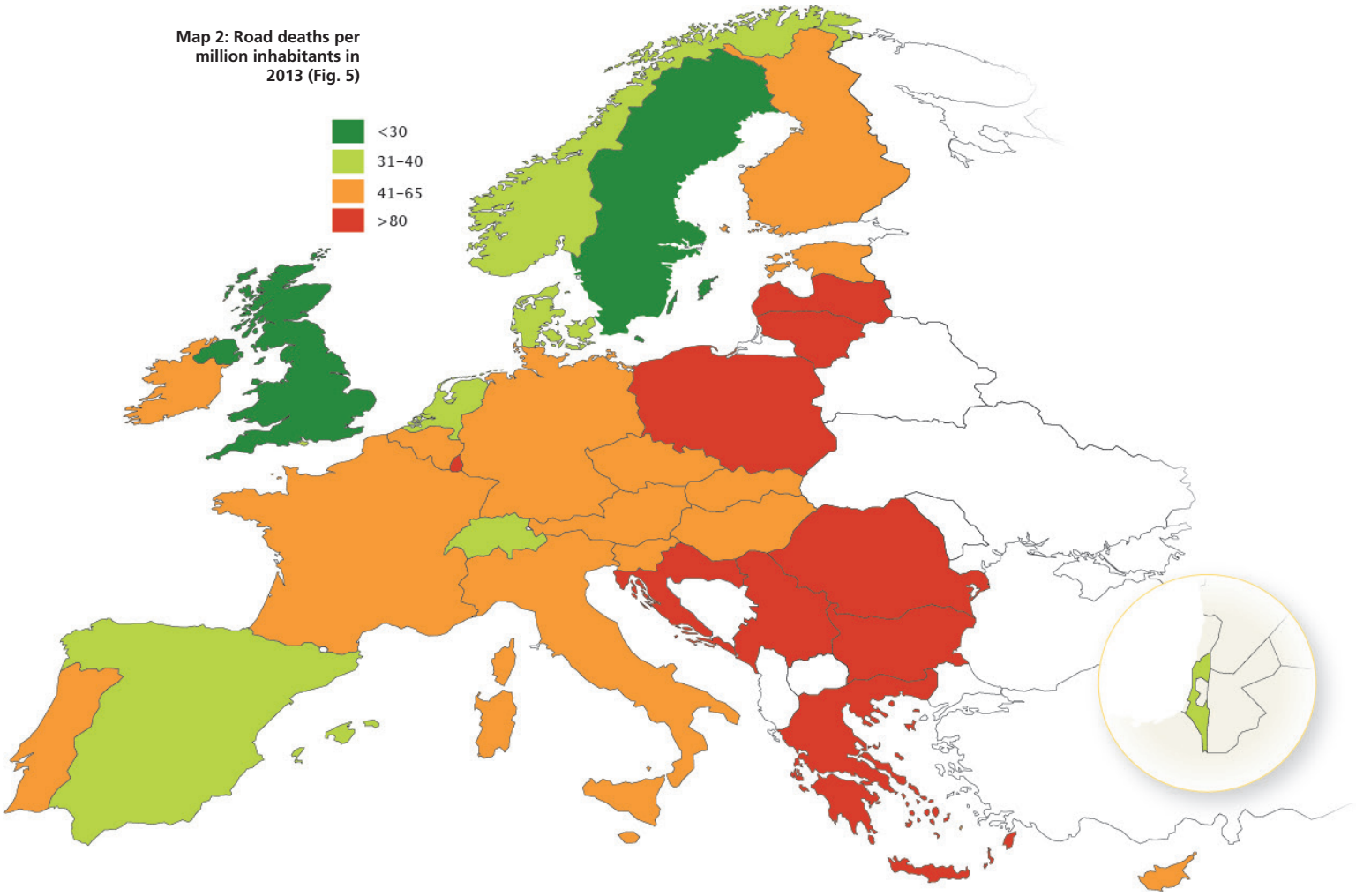
Fig. 5: Road deaths per million inhabitants in 2013 (with road deaths per million inhabitants in 2010 for comparison)
*National provisional estimates used for 2013, as the final figures for 2013 are not yet available at the time of going to print. **ETSC estimates based on EC CARE Quick indicator.



Road risk per million inhabitants in the nine countries where it is highest is more than three times as high as in Sweden.

"Thanks to financial support from the World Bank, the Road Safety Agency commissioned a consultancy to draft what would be the first Serbian Road Safety Action Plan. The consultant submitted its draft in June 2013, but adoption is still pending. The draft Strategy aims at reducing deaths by 50% by 2020 compared to 2011, and deaths per million inhabitants to less than 50 (91 in 2013), as well as reducing the number of serious injured people by 30% over the same period."
Jovica Vasiljevic, Road Safety Agency, Serbia

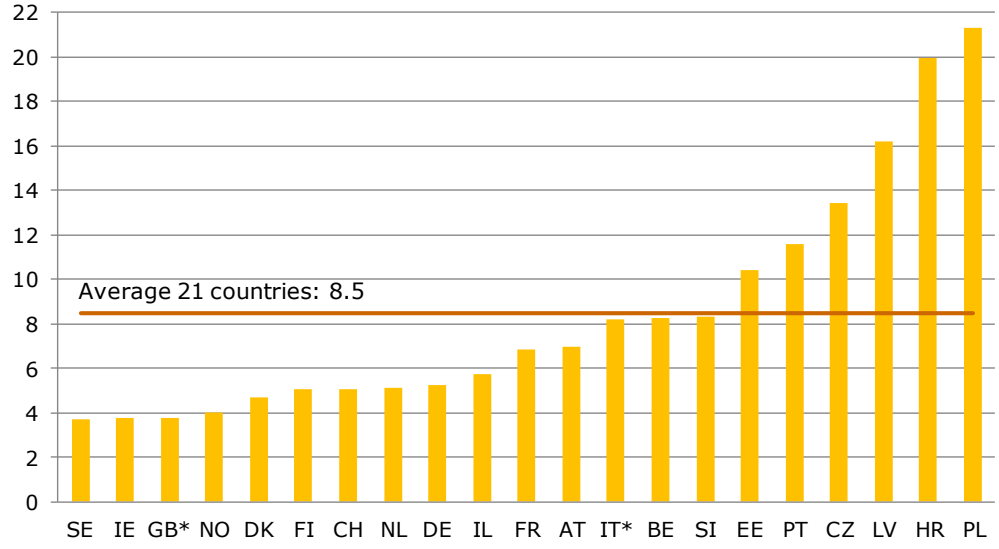
Map 2: Road deaths per million inhabitants in 2013 (Fig. 5)



1.7 Road deaths per vehicle-distance travelled

Fig. 6 shows deaths per billion vehicle-kilometres travelled for the 21 countries where up-to-date data on vehicle-km travelled are available. This indicator complements the well-established indicator of road mortality (Fig. 5).

Fig. 6: Road deaths per billion vehicle-kilometres. Average for the latest three years for which both the road deaths and the estimated number of vehicle-kilometres are available.
2011-2013 (SE, IE, GB, CH, IL, IT, PT, LV), 2010-2012 (NO, DK, FI, NL, DE, FR, AT, BE, EE, CZ, HR), 2009-2011 (SI, PL).
*Provisional figures for road deaths in 2013.
Vehicle-km travelled are not available or available on part of the network only in Bulgaria, Greece, Spain, Cyprus, Lithuania, Luxembourg, Hungary, Malta, Romania, Slovakia and Serbia.



Sweden, Ireland, Great Britain and Norway have the lowest numbers of road deaths per vehicle-km driven among the countries collecting up-to-date data.

Sweden, Ireland, Great Britain and Norway have the lowest numbers of road deaths per vehicle-km driven among the countries collecting up-to-date data. Road risk per kilometre travelled in Poland and Croatia is more than five times as high as in Sweden. Differences between the relative positions of countries in Fig. 5 and Fig. 6 can arise from differences in aspects such as the 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.

PART II

SLOWER PROGRESS IN REDUCING SERIOUS INJURY ON EU ROADS

199,000
Number of people recorded by the police as seriously injured following traffic collisions in 2013

2.1 Strong political will needed for action on serious injury

"Road deaths are only the tip of the iceberg. For every death on Europe's roads there are 10 serious injuries such as damage to the brain or spinal cord. We need a strategy to bring down the number of serious road injuries everywhere in the EU."
Siim Kallas, European Commission Vice-President, Transport Commissioner, March 2013.

Around 199,000 people were recorded by the police as seriously injured following traffic collisions in 2013. In the group of EU countries using a similar definition of serious injuries (see indicator box below), the number of seriously injured survivors registered in national statistics was only 5% fewer in 2013 than in 2010, compared to 19% fewer for road deaths.

Research is needed to understand why numbers of seriously injured are not going down as fast as road deaths in order to be able to devise policies for reducing seriously injured at the same pace as deaths.

"The difference in progress might be attributed to several factors which have a more important impact on deaths than on serious injuries, such as improved vehicle passive safety, speed management and better driver behaviour (leading to less injury accidents but many less deaths) and the improved post accident care systems across the EU."
George Yannis, Technical University of Athens, Greece

The European Commission presented its 'First Milestone towards an injury strategy' in March 2013[4] 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."[5] ETSC welcomed the adoption of a common EU definition of seriously injured casualties as in-patients with an injury level of MAIS 3 or more[6]. The adoption of a common EU definition will help the EU to address the challenge of serious injury and to monitor its progress and that of Member States in doing so. The Abbreviated Injury Scale (AIS) is a globally accepted trauma classification of injuries used by medical professionals and ranging from 1 (minor injuries) to 6 (fatal injuries) 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 definition of seriously injured road casualties as in-patients with an injury level of MAIS 3+ was confirmed by the High Level Group on Road Safety representing all EU Member States in January 2013.

[4] 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.
[5] European Parliament Resolution, June 2013 Road safety 2011-2020 – First milestones towards an injury strategy.
[6] ETSC Response to the European Commission's 'First Milestone Towards a Injury Strategy' , http://etsc.eu/response-to-the-european-commissions-first-milestone-towards-a-serious-injury-strategy/

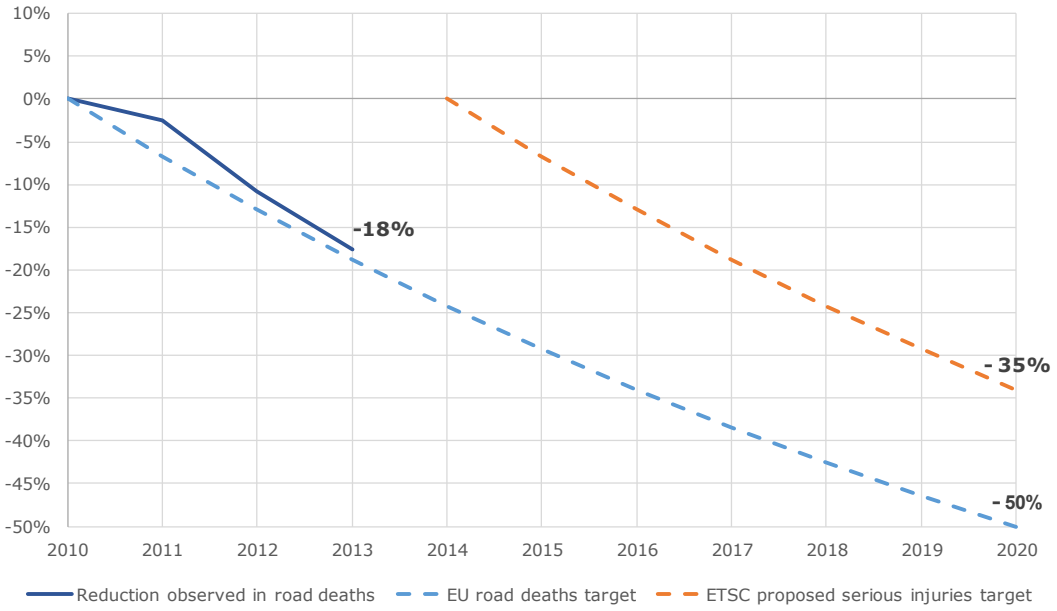
The High Level Group identified three main ways Member States can choose to collect the data: continue to use police data but apply a correction coefficient; report the number of injured based on data from hospitals; or create a link between police and hospital data. Member States should also continue 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 the data collection system to be able to report in 2015 the 2014 total number of people seriously injured as MAIS3+.
- Set national reduction targets for numbers of people seriously injured based on MAIS3+ alongside the reduction of deaths.
- Establish 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 numbers seriously injured in the impact assessment of countermeasures, where this does not take place already.

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

Fig. 7: Reduction in the number of road deaths (dark blue line) plotted against the EU target for 2020 (light blue dotted line), with ETSC's recommended target for reduction in the number seriously injured (orange dotted line).



The Commission has committed to setting in 2015 a common EU target for the reduction in the number of seriously injured people by 2020. As indicated in Fig. 7, 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 2020[7].

[7] Ibid

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 per year based on MAIS3+.
- Continue to review the procedures used by Member States to estimate the number of people seriously injured to ensure comparability since a variety of methods will be used in practice to implement the common definition.

Sweden, Belgium, The Netherlands, Great Britain and Spain are taking the lead in collecting data on the total number of people seriously injured based on MAIS 3+

2.3 Country comparison

Sweden, Belgium, The Netherlands, Great Britain 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 methods to adapt their data collection and reporting systems to the new EU-wide definition.

It is however too early to use data based on MAIS 3+ for country comparisons. Fig. 8 therefore shows the annual average percentage change in the number of seriously injured using current national definitions of serious injury. National definitions supplied by PIN Panellists are available in the Annexes.

Spain, Ireland, Portugal and Latvia have all seen annual reductions of more than 8% on average during the period examined. Slovenia, Slovakia, Denmark, Cyprus and Greece follow with yearly reductions of over 6%.[8]

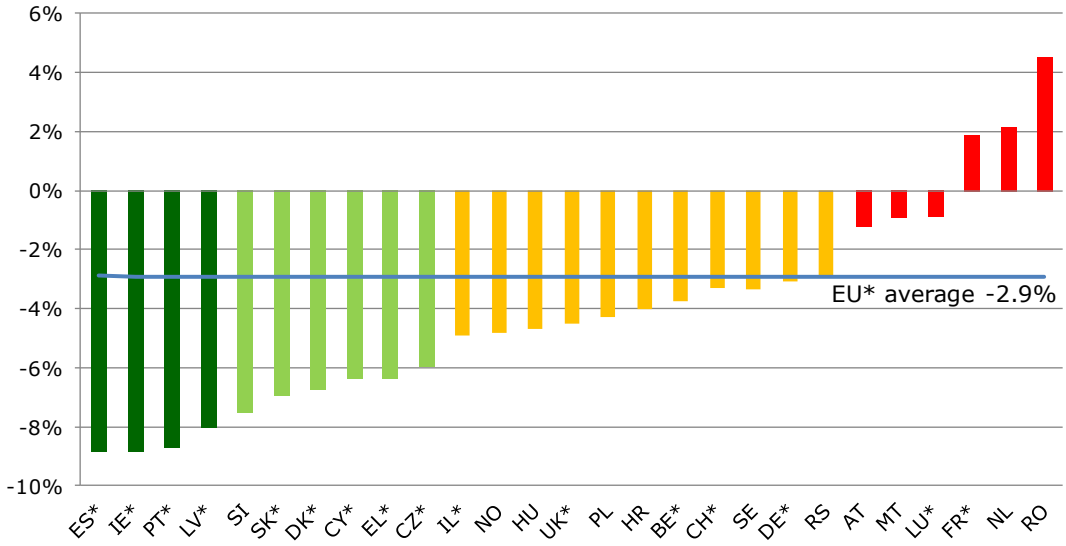


Fig. 8: Annual average percentage change in the number of seriously injured in road traffic, using current national definition of serious injury (2001-2013). *EU countries using a definition of seriously injured similar to having injuries requiring at least 24 hours as an in-patient: ES, BE, CY, CZ, DK, FR, DE, EL, IE, LU, PT, SK, UK, LV. BE, IE, DK, NL (2001-2012); FR (2005-2013); LV (2004-2013), SE (2007-2013).

[8] 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.

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 numbers of seriously injured since 2001 (Fig. 8) and these changes compared to the changes in the number of deaths over the same period (Fig. 9).

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 injuries[9].

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. In Belgium, Ireland, Denmark and the Netherlands, the latest year available is 2012. Numbers of people seriously injured in 2013 are provisional in Greece, Norway, Portugal, Serbia and the UK. Data on people seriously injured in Latvia have been available since 2004 only. Definition of serious 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.

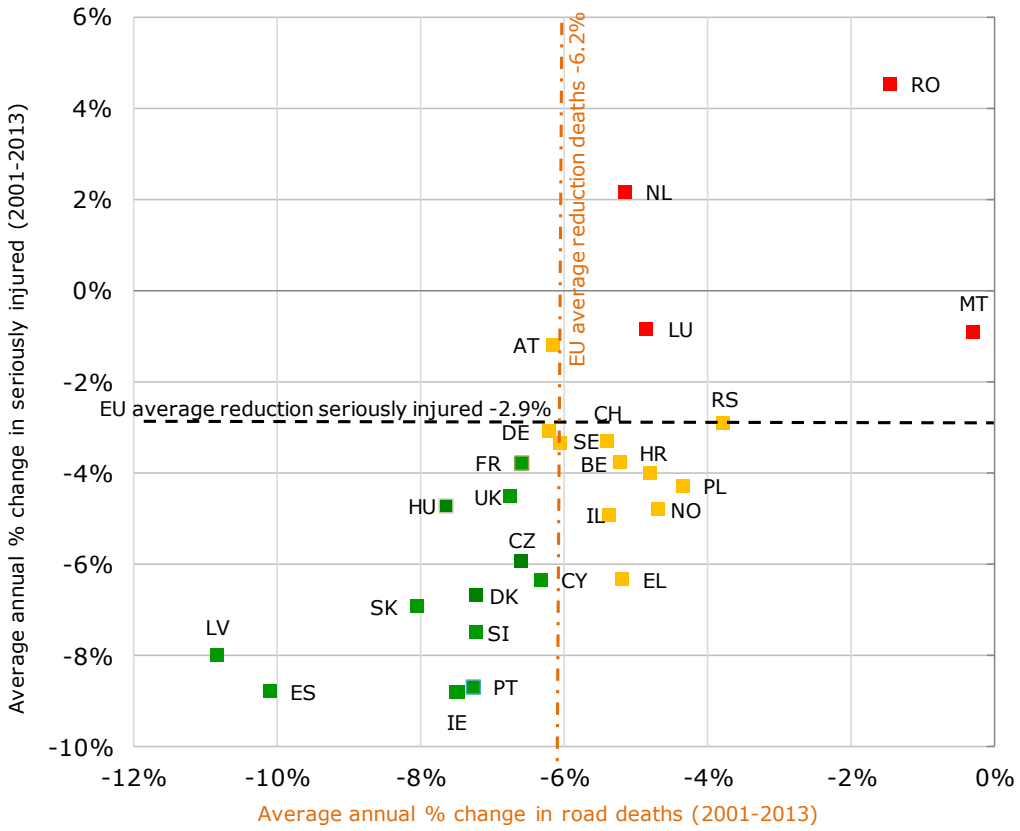
Within each country, a wide range of injuries are categorised as serious under the applicable definition. They range from lifelong disablement with severe damage to the brain or other vital parts of the body to injuries whose treatment takes only a few days and which have no longer-term consequences.

[9] ETSC (2007) Social and Economic consequences of Road Traffic Injury in Europe.

2.4 Reduction in serious injury lags behind reduction in road deaths

Fig. 9 looks at national progress in reducing the number of road deaths and the corresponding reported number of seriously injured, in order to indicate to what extent the two have moved at a similar pace. Average annual percentage change in road deaths has been 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.

Fig. 9: Average annual change in seriously injured (2001-2013) plotted against the average annual change in road deaths (2001-2013).
Seriously injured: BE, IE, DK, NL (2001-2012); FR (2005-2013); LV (2004-2013), SE (2007-2013).



Spain, Ireland, Portugal, Latvia Slovenia, Slovakia, Denmark, Cyprus, Czech Republic, Hungary, the UK and France have performed better than the EU average both in seriously injured and in road deaths. The majority of countries – 20 out of 27 – have reduced road deaths at a faster pace than seriously injured.

ETSC's key recommendations to Member States

- Streamline the emergency response chain and increase quality of trauma management in order to effectively mitigate crash consequences in order to mitigate collision consequences effectively.

ETSC's key recommendations to EU institutions

- Within the context of the revision of the General Safety Regulation align type approval crash tests with high performing Euro NCAP crash tests and prioritise the introduction and further extension of in-vehicle safety technologies linked to the risk factors which include Intelligent Speed Assistance, alcohol interlocks and seat belt reminders[10].

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

PART III

THE SLOVAK REPUBLIC RECEIVES THE 2014 ROAD SAFETY PIN AWARD

Slovakia's progress on improving road safety was recognised with the 2014 Road Safety PIN Award at the 8th ETSC Road Safety PIN Conference in Brussels on 18 June 2014.

Slovakia now ranks 6th out of the 28 EU countries with 41 road deaths per million inhabitants in 2013

Slovakia has achieved very substantial progress in improving its road safety, with a 64% reduction in road deaths since 2001 and a particularly steep reduction since 2009.

Slovakia now ranks 6th out of the 28 EU countries with 41 road deaths per million inhabitants in 2013, compared to 27 in Sweden, 28 in the United Kingdom, 34 in the Netherlands and Denmark and 37 in Spain.

But little is known internationally about road safety policy in this country that joined the EU just ten years ago. Ján Počiatek, Transport Minister, and Robert Kaliňák, Deputy Prime Minister and Interior Minister give their views on how the Slovak authorities have committed to improving road safety.

ETSC: In 2005, the Slovak Republic adopted its first multi-annual Road Safety Plan. Up to 2008, road deaths were stable at around 600 per year. Between 2008 and 2009, Slovakia recorded the largest single year percentage drop for any PIN country since 2001, as the reforms introduced earlier started to bear fruit. And reductions have continued since then. What measures were implemented successfully?

Ján Počiatek: We have improved transport infrastructure through the construction of new sections of roads - motorways and expressways and the removal of high risk sites.

In addition there has been a wide variety of awareness-raising, educational and training activities aimed at road users, adults and children, including first aid education. This work was helped by good cooperation with the ministries of the interior, health and education and other entities.

Robert Kaliňák: A fundamental breakthrough came in 2009 with a new package of measures. New road traffic regulations were adopted. We decreased the speed limit in cities from 60 to 50km/h, adopted rules focused on increasing the safety of non-motorised road traffic, introduced obligations for pedestrians and cyclists to wear reflective items when visibility is reduced, and brought in rules focused on the prevention of collisions between pedestrians and trams as well as an obligation for cyclists to wear helmets outside cities (cyclists under the age 15 have this obligation in cities as well).

Another step was the adoption of stricter sanctions for serious violations of road traffic regulations. For instance driving under the influence of alcohol with more than 1g/l of alcohol in your blood is a criminal offence as is the refusal to submit to an examination to determine the consumption of alcohol (or other addictive substance or medication). In the case of repeated drink driving offences the law lays down the option of imposing a life-long driving ban. Enforcement was increased in parallel.

We moved from driver to owner liability, where the liability for traffic violation is borne by the owner of the vehicle, allowing for faster imposition of speeding fines.

In 2009, a dedicated national traffic police department was created focused on detecting the most serious violations. The number of traffic police officers has been increased by 12% since its creation and their equipment modernised. Time spent by the police to enforce speed limits doubled from 90,000 hours in 2010 to 180,000 hours in 2013. Slovakia joined TISPOL in 2008, bringing us the opportunity to use the best practice and experience of other countries in achieving safer road traffic.

We also moved from driver to owner liability, where the liability for traffic violation is borne by the owner of the vehicle, allowing for faster imposition of speeding fines.

Finally, our sanction system is coupled with rehabilitation measures, including refresher driving courses, health-related aptitude tests, psychiatric tests to identify alcohol or drug addiction and medication abuse, and where the psychiatric test did not determine any addiction, counselling by traffic psychologists for drivers caught driving under the influence.

ETSC: In 2010 a new 2010-2020 Road Safety Action Programme was adopted, aiming for a 50% reduction in road deaths by 2020. What are the priorities?

JP: The strategy builds on the previous national road safety plan to 2010 and is designed as a strategic document for all entities influencing road safety in the Slovak Republic. Nine general objectives were identified, which also represent priority areas of activity:

1. Reducing road collisions caused by exceeding the speed limit and failure to adapt driving speed to environmental conditions
2. Reducing road collisions caused by consumption of alcohol and drugs
3. Reducing road collisions involving vulnerable road users
4. Enhancement of safety through traffic education at schools and driver training in driving schools
5. Increasing the level of road infrastructure safety
6. Increasing the level of safety through safer vehicles and introduction of intelligent transport systems (ITS)
7. Increasing the level of safety in road freight and bus transport
8. Increasing the level of post-accident care
9. Road safety management.

Ministry of Transport requires the ministries concerned and other entities to report on the implementation of the actions within their spheres of competence as set out in the National Plan. The information is then gathered and transmitted to the Government, together with progress towards the 2020 target.

ETSC: A high share of road deaths are pedestrians. What measures have you or will you adopt to reduce road deaths among pedestrians?

RK: In 2009 the speed limit in cities was lowered to 50km/h alongside an obligation for pedestrians to wear reflective items outside of cities in reduced visibility. This law was made stricter in January 2014 and this obligation now pertains to pedestrians within cities as well. Due to a high number of collisions of pedestrians with trams, we introduced in 2011 an obligation for pedestrians to give way to trams at pedestrian road crossings, unless it is controlled by light signals.

With each introduction of new rules, the Ministry of Interior communicates the changes by all available means. For example, when introducing the pedestrian–tram rule, leaflets were handed out in trams and audio messages broadcast at public transport stops equipped with audio systems.

The police was also active in schools and pre-schools delivering pedestrian safety messages. This year we will hand out tens of thousands of reflective items to pedestrians as a part of a preventive action "To see and to be seen".

ETSC: Political leadership is essential to coordinate different ministries and entities and to mobilise the public budgets necessary for the implementation of the action plan.
How do you ensure the contribution of all actors to the Road Safety Programme without a coordination body? How do you guarantee the appropriate level of resources while there is no budget allocated for the implementation of the Road Safety Plan?

JP: The National Road Safety Plan 2011-2020 clearly defines and determines specific tasks, methods and deadlines for their implementation by concerned ministries and other entities involved.

The Road Safety Department of the Transport Ministry coordinates the activity of these ministries and other bodies in the implementation of the Plan. All these entities use funds from their own budgets for the implementation of the Plan and all activities related to the improvement of road safety in Slovakia.

ETSC: Do you have any plan to introduce alcohol interlock rehabilitation programmes for drink driving offenders?

RK: Not for the moment. Currently, in Slovakia, a driver caught driving under the influence must undergo an examination by a psychiatrist to identify whether they suffer from alcohol addiction or addiction to any other substance or medication. In cases where such examination does not determine an addiction, and the subsequent comprehensive review of health-related aptitude to drive confirms this, the drivers must subject themselves to counselling by a traffic psychologist, which is conducted as four group sessions and one individual meeting with a total duration of 14 hours.

We certainly do not question the experience of countries that have introduced interlocks. Each technology that has the potential of increasing the safety of road traffic participants is worthy of attention. However, currently we consider our system of rehabilitation programs as effective. If the European Commission recommends the introduction of interlocks for certain categories of drivers, we might reconsider it.

ETSC: Slovakia's recent success in reducing road deaths is built largely on increased enforcement and the introduction of owner liability. What was the impact of those measures on Slovak drivers?

RK: For the period of 2009-2013 compared to 2004-2008 the number of people killed attributed to speeding was halved and the number of people killed attributed to drink driving cut by 39%.

The year-on-year development of the traffic and safety situation over the past five years is showing that road users notice the enforcement and modify their behaviour accordingly, whether as drivers or as other road users.

We are well aware of the fact that enforcement is inseparable from improved road safety. We do not intend to relax the level of enforcement. Our aim is to have a lasting impact on the safety of road users. The year-on-year development of the traffic and safety situation over the past five years is showing that road users notice the enforcement and modify their behaviour accordingly, whether as drivers or as other road users.

ETSC: Do you process speed tickets through an automated system to reduce the time needed to collect the required financial penalties?

RK: Following the introduction of owner liability, we set up a semi-automated system of collection of speed penalties which has been in place for five months. Our current fine system does not allow yet for full automation. However, we certainly envisage automated collection of fines in the future as a way to improve efficiency and save taxpayers' money.

ETSC: Does Slovakia have a national enforcement plan setting targets for enforcement levels, as recommended by the European Commission in its 2004 Recommendation on enforcement of traffic law?

RK: I am convinced that our current planning system of enforcement activities provides for efficient and high-quality enforcement. Planning takes into account both the road safety situation and priorities, and the resources of the police. During summer, enforcement activities intensify to cope with higher levels of cycling, motorcycling and cross border traffic.

ETSC: Slovakia is underperforming in terms of seat belt use. Only around 80% of front-seat occupants and as few as 33% rear-seat passengers were wearing their seat belt (last year available 2008/2009). How are you tackling this issue?

RK: The police enforce the use of safety belts and child restraints as part of their regular work as well during special actions, such as TISPOL's bi-annual week of dedicated seat belt enforcement.

ETSC: The experience of France and Spain, among others, showed that seat-belt wearing rates went up when non-use of a seat belt by passengers could lead to the driver losing points on their licence. Are there any plans to introduce a penalty point system in Slovakia?

RK: No, we consider the current system of traffic fines for traffic violations as working well and fully consistent with the needs of road traffic safety. Our results speak for themselves.

Ján Počiatek,
Transport Minister since April 2012.

Robert Kaliňák,
Deputy Prime Minister and Interior Minister since April 2012.

Road safety is a shared responsibility in Slovakia. The Ministry of Transport administers the Action Plan and is responsible for infrastructure, while the Ministry of the Interior is primarily responsible for updating traffic law regulations and enforcing them.

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 UK	UK
Serbia	RS
Israel	IL
Norway	NO
Switzerland	CH

Table 1 (Fig. 1, 2). Road deaths and percentage change in road deaths between 2010 and 2013 and between 2012 and 2013

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	FIG 1 2010-2013	FIG 2 2012-2013
SK	625	626	653	608	600	608	661	606	385	353	324	295	223	-37%	-24%
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	-32%	-12%
EL*	1,880	1,634	1,605	1,670	1,658	1,657	1,612	1,553	1,456	1,258	1,141	984	870*	-31%	-12%
PT[2]*	1,670	1,668	1,542	1,294	1,247	969	974	885	840	937	891	743	650*	-31%	-13%
CY	98	94	97	117	102	86	89	82	71	60	71	51	44	-27%	-14%
DK*	431	463	432	369	331	306	406	406	303	255	220	167	192*	-25%	-15%
BG**	1.011	959	960	943	957	1,043	1,006	1,061	901	776	658	605	600**	-23%	-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	-22%	-9%
IL	542	525	445	467	437	405	382	412	314	352	341	263	277	-21%	5%
HU	1,239	1,429	1,326	1,296	1,278	1,303	1,232	996	822	740	638	605	591	-20%	-2%
CZ	1,334	1,431	1,447	1,382	1,286	1,063	1,222	1,076	901	802	773	742	650	-19%	-12%
FR*	8,162	7,655	6,058	5,530	5,318	4,703	4,620	4,275	4,273	3,992	3,963	3,653	3,250*	-19%	-11%
LV	558	559	532	516	442	407	419	316	254	218	179	177	179	-18%	1%
CH	544	513	546	510	409	370	384	357	349	327	320	339	269	-18%	-21%
AT	958	956	931	878	768	730	691	679	633	552	523	531	455	-18%	-14%
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	3,400*	-17%	-7%
BE*	1,486	1,306	1,214	1,162	1,089	1,069	1,067	944	943	841	861	767	720*	-14%	-6%
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	-14%	-6%
LT	706	697	709	752	773	760	740	499	370	299	297	301	258	-14%	-14%
HR	647	627	701	608	597	614	619	664	548	426	418	393	368	-14%	-6%
NL[3]	1,083	1,069	1,088	881	817	811	791	750	720	640	661	650	570	-11%	-12%
IE*	411	376	335	374	396	365	338	279	238	212	186	162	190*	-10%	17%
NO*	275	310	280	258	224	242	233	255	212	210	168	145	190*	-10%	31%
SI	278	269	242	274	257	262	293	214	171	138	141	130	125	-9%	-4%
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	-9%	-7%
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	1,790*	-6%	-1%
FI*	433	415	379	375	379	336	380	344	279	272	292	255	258*	-5%	1%
SE[5]	534	515	512	463	423	428	454	380	341	266	319	285	260	-2%	-9%
RS	1,275	854	868	960	843	910	968	905	810	660	731	688	650	-2%	-6%
EE	199	223	164	170	169	204	196	132	100	79	101	87	81	3%	-7%
MT	16	16	16	13	16	10	14	15	21	15	17	9	18	20%	100%
LU	70	62	53	50	47	43	45	35	48	32	33	34	45	41%	32%
EU28	**55,001**	**54,038**	**51,098**	**47,954**	**45,981**	**43,771**	**43,211**	**39,713**	**35,427**	**31,595**	**30,803**	**28,198**	**26,025**	**-18%**	**-8%**

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

*National provisional estimates used for 2013, as the final figures for 2013 are not yet available at the time of going to print.
**ETSC estimates for 2013 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 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] UK 2013 estimate based on final data for Northern Ireland (57 deaths) plus provisional data for GB (1730). GB 2013 estimate of 2% decreased in killed in 2013 Q1-3 compared with 2012 Q1-3.
[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. 4). Road deaths and percentage change in road deaths between 2001 and 2013 and annual average percentage change 2001-2013

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	FIG 4 2001-2013	FIG 9 Annual % change
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	-70%	-10.1%
LV	558	559	532	516	442	407	419	316	254	218	179	177	179	-68%	-10.8%
SK	625	626	653	608	600	608	661	606	385	353	324	295	223	-64%	-8.0%
LT	706	697	709	752	773	760	740	499	370	299	297	301	258	-63%	-9.6%
PT[2]*	1,670	1,668	1,542	1,294	1,247	969	974	885	840	937	891	743	650*	-61%	-7.3%
FR*	8,162	7,655	6,058	5,530	5,318	4,703	4,620	4,275	4,273	3,992	3,963	3,653	3,250*	-60%	-6.6%
EE	199	223	164	170	169	204	196	132	100	79	101	87	81	-59%	-8.3%
DK*	431	463	432	369	331	306	406	406	303	255	220	167	192*	-55%	-7.2%
CY	98	94	97	117	102	86	89	82	71	60	71	51	44	-55%	-6.3%
SI	278	269	242	274	257	262	293	214	171	138	141	130	125	-55%	-7.2%
IE*	411	376	335	374	396	365	338	279	238	212	186	162	190*	-54%	-7.5%
EL*	1,880	1,634	1,605	1,670	1,658	1,657	1,612	1,553	1,456	1,258	1,141	984	870*	-54%	-5.2%
AT	958	956	931	878	768	730	691	679	633	552	523	531	455	-53%	-6.2%
HU	1,239	1,429	1,326	1,296	1,278	1,303	1,232	996	822	740	638	605	591	-52%	-7.7%
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	-52%	-6.2%
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	3,400*	-52%	-6.3%
BE*	1,486	1,306	1,214	1,162	1,089	1,069	1,067	944	943	841	861	767	720*	-52%	-5.2%
CZ	1,334	1,431	1,447	1,382	1,286	1,063	1,222	1,076	901	802	773	742	650	-51%	-6.6%
SE[4]	534	515	512	463	423	428	454	380	341	266	319	285	260	-51%	-6.1%
CH	544	513	546	510	409	370	384	357	349	327	320	339	269	-51%	-5.4%
UK*[3]	3,598	3,581	3,658	3,368	3,337	3,300	3,056	2,718	2,337	1,905	1,960	1,802	1,790*	-50%	-6.8%
RS	1,275	854	868	960	843	910	968	905	810	660	731	688	650	-49%	-3.8%
IL	542	525	445	467	437	405	382	412	314	352	341	263	277	-49%	-5.4%
NL[5]	1,083	1,069	1,088	881	817	811	791	750	720	640	661	650	570	-47%	-5.1%
HR	647	627	701	608	597	614	619	664	548	426	418	393	368	-43%	-4.8%
BG**	1,011	959	960	943	957	1.043	1.006	1.061	901	776	658	605	600**	-41%	-4.1%
FI*	433	415	379	375	379	336	380	344	279	272	292	255	258*	-40%	-4.4%
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	-39%	-4.3%
LU	70	62	53	50	47	43	45	35	48	32	33	34	45	-36%	-4.9%
NO*	275	310	280	258	224	242	233	255	212	210	168	145	190*	-31%	-4.7%
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	-24%	-1.5%
MT	16	16	16	13	16	10	14	15	21	15	17	9	18	13%	-0.3%
EU28	**55,001**	**54,038**	**51,098**	**47,954**	**45,981**	**43,771**	**43,211**	**39,713**	**35,427**	**31,595**	**30,803**	**28,198**	**26,025**	**-53%**	**-6.2%**

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

*National provisional estimates used for 2013, as the final figures for 2013 are not yet available at the time of going to print.
**ETSC estimates for 2013 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 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] [)]UK 2013 estimate based on final data for Northern Ireland (57 deaths) plus provisional data for GB (1730). GB 2013 estimate of 2% decreased in killed in 2013 Q1-3 compared with 2012 Q1-3.
[4] 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.
[5] 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.

Table 3 (Fig. 5) Road deaths per million inhabitants in 2013 and in 2010

	2013			2010		
	Road deaths	Inhabitants	Road deaths per million inhabitants	Road deaths	Inhabitants	Road deaths per million inhabitants
SE	260	9,555,893	**27**	266	9,340,682	**28**
UK*	1790*	63,896,071	**28**	1905	62,510,197	**30**
CH	269	8,039,060	**33**	327	7,785,806	**42**
DK*	192*	5,602,628	**34**	255	5,534,738	**46**
NL	570	16,779,575	**34**	640	16,574,989	**39**
IL[1]	277	8,134,500	**34**	352	7,695,100	**46**
ES	1680	46,727,890	**36**	2478	46,486,619	**53**
NO*	190*	5,051,275	**38**	210	4,858,199	**43**
DE	3340	80,523,746	**41**	3651	81,802,257	**45**
IE*	190*	4,591,087	**41**	212	4,549,428	**47**
SK	223	5,410,836	**41**	353	5,390,410	**65**
MT	18	421,364	**43**	15	414,027	**36**
FI*	258*	5,426,674	**48**	272	5,351,427	**51**
FR*	3250*	65,578,819	**50**	3992	64,658,856	**62**
CY	44	865,878	**51**	60	819,140	**73**
AT	455	8,451,860	**53**	552	8,375,290	**66**
IT*	3400*	59,685,227	**57**	4114	59,190,143	**70**
HU	591	9,908,798	**60**	740	10,014,324	**74**
EE	81	1,320,174	**61**	79	1,333,290	**59**
SI	125	2,058,821	**61**	138	2,046,976	**67**
CZ	650	10,516,125	**62**	802	10,462,088	**77**
PT*	650*	10,487,289	**62**	937	10,573,479	**89**
BE*	720*	11,161,642	**65**	841	10,839,905	**78**
EL*	870*	11,062,508	**79**	1258	11,183,516	**112**
BG**	600**	7,284,552	**82**	776	7,421,766	**105**
LU	45	537,039	**84**	32	502,066	**64**
HR	368	4,262,140	**86**	426	4,302,847	**99**
LT	258	2,971,905	**86**	299	3,141,976	**95**
PL	3357	38,533,299	**87**	3907	38,167,329	**102**
LV	179	2,023,825	**88**	218	2,120,504	**103**
RS	650	7,181,505	**91**	660	7,306,677	**90**
RO	1861	20,020,074	**93**	2377	20,294,683	**117**
EU	**26,025**	**505,665,739**	**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 2013, as the final figures for 2013 are not yet available at the time of going to print.
**ETSC estimates for 2013 based on EC CARE Quick indicator.

[1] National population data.

Table 4 (Fig. 6) Road deaths per billion vehicle kilometres driven.

	Average number of road deaths	Average number of vehicle-km (in millions)[1]	Deaths per billion vehicle-km	Time period covered
SE	288	77,641	**4**	2011-2013
IE	179	47,559	**4**	2011-2013
GB	1851	489,696	**4**	2011-2013
NO	174	43,243	**4**	2010-2012
DK	214	45,790	**5**	2010-2012
FI	273	54,170	**5**	2010-2012
CH	309	61,246	**5**	2011-2013
NL	650	127,459	**5**	2010-2012
DE	3754	713,900	**5**	2010-2012
IL	294	50,926	**6**	2011-2013
FR	3869	563,567	**7**	2010-2012
AT	535	76,800	**7**	2010-2012
IT	3638	442,277	**8**	2011-2013
BE	823	99,438	**8**	2010-2012
SI	150	17,992	**8**	2009-2011
EE	89	8,566	**10**	2010-2012
PT	761	65,542	**12**	2010-2012
CZ[2]	639	47,489	**13**	2010-2012
LV	178	11,005	**16**	2011-2013
HR	412	20,632	**20**	2010-2012
PL	4223	198,195	**21**	2009-2011
BG	680	n/a	n/a	
EL	1128	n/a	n/a	
ES	2147	n/a	n/a	
CY	61	n/a	n/a	
LT	299	n/a	n/a	
LU	33	n/a	n/a	
HU	661	n/a	n/a	
MT	14	n/a	n/a	
RO	2146	n/a	n/a	
SK	324	n/a	n/a	
RS	693	n/a	n/a	

[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, 9) Serious injuries according to national definition (see Table 6 for definition) and average annual percentage change

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Average annual % change 2001-2013	% change 2010-2013
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[1]	7,344[1]	-1%	
BE*	8,949	8,223	8,083	6,913	7,272	6,999	6,997	6,782	6,647	5,981	6,164	5,261	n/a	-4%	
BE MAIS 3+								3,523	3,369	3,074	3,288				
CY*	1,015	945	900	960	741	730	717	661	647	586	561	551	407	-6%	
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	2,782	-6%	
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	n/a	-7%	
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	25,876	-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	-3%	
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	1,273**	-6%	
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%	
IE*	1,417	1,150	1,009	877	1,021	907	860	835	640	561	472	474	n/a	-9%	
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	-5%	
LV*	n/a	n/a	n/a	1,222	810	630	638	791	681	569	531	493	452	-8%	
LU*	352	351	331	297	307	319	286	290	288	266	317	339	316	-1%	
MT	262	314	247	264	257	277	246	248	199	211	235	300	265	-1%	
NL[3]	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	2%	
NL MAIS 3+										5,700	6,100				
NO	1,043	1,151	994	980	977	940	879	867	751	714	679	639	640**	-5%	
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	11,672	-4%	
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	1,943**	-9%	
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	5%	
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%	
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	-7%	
SI	2,481	1,561	1,399	1,398	1,292	1,259	1,295	1,100	1,061	880	919	848	708	-7%	
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	-9%	
ES MAIS 3+										6,412					
SE							5,394	5,598	5,204	4,648	4,500	4,436	4,812		
SE MAIS 3+							1,389	1,563	1,476	1,208	1,096	1,027	1,085	-3%	
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	-3%	
UK*[4]	38,792	37,502	34,995	32,313	30,027	28,673	28,871	27,024	25,725	23,552	23,947	23,834	22,370**	-5%	
GB MAIS3+										34,810					
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	-4%	
EU28	**285,131**	**270,327**	**257,343**	**240,601**	**252,740**	**246,073**	**246,756**	**233,492**	**221,771**	**202,166**	**209,825**	**201,390**	**198,680**	**-2.9%**	
EU same def*	**235,049**	**221,954**	**211,070**	**195,837**	**210,115**	**204,533**	**202,294**	**188,920**	**180,914**	**165,851**	**172,360**	**163,346**	**157,523**		**-5%**

EE	Separate statistics for serious and slight injuries are n/a.
FI	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.

Source: National statistics provided by the PIN panellists for each country.
Average annual percentage change 2001-2012 (BE, IE, DK, NL); 2005-2013 (FR); 2004-2013 (LV), 2007-2013 (SE).
*Countries using a comparable definition of serious injuries: BE, CY, CZ, DK, FR, DE, EL, IE, LU, LV, PT, SK, ES, CH, UK. ** Provisional data for 2013
[1] Substantial changes to the police reporting system as of 1.1.2012 (from paper form to integrated digital collection). Because of lower underreporting due to the new police system, the figure increased substantially.
[3] Change of definition from in-patient for 6 days to in-patient for 24 hours. Average annual percentage change 2005-2011 in Fig. 8 and 9.
[4] Data for the Netherlands rounded off to nearest hundred.
[5] UK 2013 estimate made up of GB figure of 21,650 for year ending September 2013 and 720 final figure for NI in 2013.

Table 6: Current definition of a seriously injured person in a road collision.

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.
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.
Czech Republic*	No official definition, but common approach is hospitalised for at least 24 hours. Police records.
Denmark*	All injuries except "slight". Police records.
Estonia	Separate statistics of serious and slight injuries are n/a.
Finland	Separate statistics of serious and slight injuries are n/a.
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.
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 disfiguration 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 disfiguration, 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*	Hospitalised for at least 24 hours. Police records.
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 records.
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
Croatia	ICD-International Classification of Deseases- used by medical staff exclusively, after admission to the hospital.

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 an 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 7: 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	Belgian inpatient hospital data contain ICD diagnosis which have been converted to MAIS codes. No cross-checking with police data (yet). ID-linking between hospital and police data is agreed but not yet in place.
Bulgaria	n/a
Croatia	Croatia is starting the process of converting ICD into MAIS 3+.
Cyprus	n/a
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 diagnose info is existent, ready to start working on linking the data if tool to convertion from ICD to MAIS is ready.
Finland	There is no systematic linkage between police and hospital data. Finland is actively working on how the ICD diagnose codes can reliably be converted into AIS and MAIS values. National pilot project is underway.
France	Linking between police and health data is done in the Rhone Alpes region.
Germany	It is planned to introduce a new category of critically injured persons which will probably be defined as MAIS3+.
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. At the moment the real possibility can be the transformation of ICD codes to AIS ones.
Ireland	The Road Safety Authority has commissioned a study examining the feasibility of adopting MAIS+3 definition of serious injury and linking Irish Hospital data with the police data. The feasibility study has been completed. We are working on the recommendations in the feasibility study.
Israel	Israel currently uses ISS 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 2014.
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 (see Table 5)
Norway	Under consideration.
Poland	Poland is working to update its data collect system to be able to report serious injuries based on MAIS 3+. The work is coordinated by the National Road Safety Council.
Portugal	Under consideration.
Romania	n/a
Serbia	n/a
Slovakia	n/a
Slovenia	In the short term it is not planned to collect serious injuries data based on MAIS3+.
Spain	Data already available for 2011 (see Table 5). 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 5)
Switzerland	Linking of health and police data will start in 2014. This will allow to code the recommended maximum AIS score based on ICD-10.
UK	MAIS 3+ serious injuries data not available due to review of methodology.

Topics covered by the PIN programme since 2006
Dates refer to the year of publication of the PIN report in which the topics mentioned are covered.
All PIN reports can be downloaded from www.etsc.eu/pin

Annual

Progress in reduction in deaths in each country since 2001

- Progress since 2010 with valuation of reduction (from 2012)
- Progress in total since 1990 in EU15, EU10, EU2 and EU27 (from 2011 – EU28 from 2014)

Deaths per million inhabitants and deaths per billion vehicle-km

Progress in reduction in serious injuries since 2001

2013

Progress in reduction in deaths in collisions involving

- Heavy goods vehicles
- Light goods vehicles
- A bus, coach or trolleybus
  - By distance travelled by those types of vehicle
  - By type of road user and type of road

Speeds of goods vehicles over 3.5t on urban roads and rural roads and percentages exceeding the limit

Deaths by gender

2012

Young people deaths aged 15-30 and young people mortality

Young people deaths by gender and type of road users

Road deaths among young people as a percentage of deaths from all causes in the same age group

Deaths in collisions involving young drivers or riders

Road safety management

2011

Valuation of reduction in deaths since 2001 and possible future reduction from 2010

Pedestrian deaths

Cyclist deaths and helmet wearing rates

PTW rider deaths and helmet wearing rates

Moped rider deaths as share of PTW rider deaths

PTW rider deaths relative to car driver deaths

Deaths on rural roads other than motorways

Deaths on urban roads

2010

Numbers of seriously injured as defined by each country

Speeds of car and van drivers on urban roads, rural roads and motorways and percentages exceeding the limit

Numbers of speeding tickets issued

Deaths attributed to alcohol relative to other deaths

Numbers of roadside breath tests

Seatbelt wearing rates for front and rear seats

2009

Occupant protection in new cars

Pedestrian protection in new cars

Child protection in new cars

Seatbelt reminders in new cars

Percentages of vehicles in various Euro NCAP categories

Renewal rate of cars

Child deaths aged up to 14

Road mortality by agegroup below age 18

Road mortality in capital cities

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 2013. Countries in dark green have reduced by the largest percentage; those in red by the lowest. The PIN marks Slovakia, winner of the 2014 PIN Award for outstanding progress in reducing road deaths.

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