

Press release

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Introduction of Different Payment for Mobility will have positive road safety effect

SWOV-report: Different Payment for Mobility may save dozens of road deaths per year

The introduction of Different Payment for Mobility will have a positive effect on Dutch road safety. Depending on the variant that is chosen, the saving could annually amount to 20 to 40 road deaths. The introduction of the rush hour rate will have a limited effect on road safety. Data from the coastal Randstad region show that an area tax in the vicinity of the major cities could result in an extra annual saving of 5 road deaths. These findings are published in SWOV report *Road Safety Effects of Different Payment for Mobility*.

When Different Payment for Mobility is introduced one no longer pays for the possession of a car, but for its use. One pays for each kilometre driven. Different Payment for Mobility makes possession of a car cheaper, but the actual use becomes more expensive. In 2020, Different Payment for Mobility will have resulted in a decrease of mobility by 6 to 10 percent.

In the report SWOV calculated the road safety effects of four variants of Different Payment for the year 2020. The calculations show that the number of road deaths will decrease by 4 to 7 percent in comparison with a situation without Different Payment for Mobility. In absolute figures this means an annual saving of 20 to 40 road deaths. According to the report, the largest saving will be achieved with the variant in which the purchase tax is abolished in its entirety and which has the highest price per kilometre.

Furthermore, the report specifically looks at the effect of Different Payment for Mobility will have on traffic participation by young novice drivers. Youths may be more prone to the direct effects of car use. In addition, young novice drivers have a relatively high risk of being involved in a crash. The report indicates that at the present moment there is no reason to assume that the introduction of Different Payment for Mobility will have a negative effect on the mobility and safety of young novice drivers. However, in SWOV's opinion it is advisable to keep a sharp eye on this group. Because of their higher risk a small change in mobility may already have a high safety effect.

The introduction of Different Payment for Mobility will – according to experts – change the vehicle fleet. It will become heavier and younger. Purchasing a vehicle is becoming relatively cheap. A

heavier car has a positive effect on the occupants' safety, but a negative effect on less heavy crash opponent. SWOV, however, expects the net road safety effect to be negligible.

The introduction of Different Payment for Mobility may lead to more people changing to riding a motorcycle, because motorcycles are not included in the present proposal. Motorcycle use will than be more attractive than car use, and this shift in mobility can lead to some extra road deaths per year.

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About SWOV

The Institute for Scientific Research SWOV has been carrying out fundamental and anticipatory research into road safety for over 45 years now and has a position of knowledge an information centre on this subject. It aims at road safety improvement by making use of the results from scientific research.

More information about SWOV is available on its website www.swov.nl

