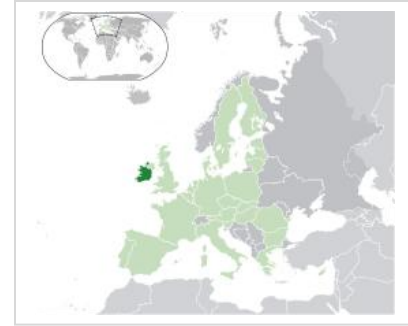


Ireland



Structure and Culture

- **Basic data**

Table 1: Basic data of Ireland in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)

Basic data of Ireland	European average
– Population: 4.5 million inhabitants (2010)	17.1 million (2010) ^[1,2]
– Area: 68 400 km ² (2010) (2% water) (2010)	156 225 km ² (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 4°C Average summer temperature (May to Oct.): 12°C Annual precipitation level: 667 mm	(2010) 6°C 16°C 747 mm
– Exposure: 48.6 billion vehicle km (2009) (78% passenger cars, 20% goods motor vehicles, 1% buses; 2008)	168 billion vehicle km (2010 ⁱⁱ) [1]
– 0.53 motorised vehicles per person (2007)	0.7(2010 ⁱⁱⁱ) [1,2]

- **Country characteristics**

Table 2: Characteristics of Ireland in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

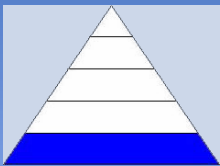
Characteristics of Ireland	European average
– Population density: 65 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2009): 21% children (0-14 years), 68% adults (15-64 years), 11% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €34 400 (2010)	€26 100 (2010) [1,2]
– 34% of population lives inside urban area (2010)	42% (2010 ^{iv}) [1,2]
– Special characteristics: In 2004, Ireland moved over to the metric system, but especially on the country side, speed limit signs are sometimes still indicated in mile/h instead of km/h.	

ⁱ Based on 30 European countries; data of HU = 2009.

ⁱⁱ Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

ⁱⁱⁱ Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^{iv} Based on 29 European countries (excl. IS).



Ireland has a low population density.



Road Safety Country Overview - Ireland

- **Structure of road safety management**

- Policy making is centralized in Ireland.

The following key actors are responsible for road safety (RS) management:

Table 3: Key actors per function in Ireland. (Sources: DG-TREN, 2005; 2010; national sources)

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	<ul style="list-style-type: none"> – The Department of Transport: responsible for road safety. – The Road Safety Authority (RSA): lead agency for RS. – The High Level Group on Road Safety.
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> – The High Level Group: responsible for the development of the Road Safety Strategy and for monitoring its delivery. – The RSA: responsible for monitoring progress of the National Road Safety Strategy. – The National Roads Authority (NRA): data collection, surveys, effectiveness research and statistics.
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – The NRA: responsible for national roads – Local road authorities: non-national roads. – The Department of the Environment, Heritage and Local Government: promotes non-national roads improvement.
4. Vehicle improvement	<ul style="list-style-type: none"> – The Department of Transport: responsible for vehicle regulation and driver testing and licensing. – The RSA: driver testing and licensing and setting safety standards for vehicles and driving.
5. Improvement in road user education	<ul style="list-style-type: none"> – The Department of Transport, – RSA
6. Publicity campaigns	<ul style="list-style-type: none"> – The Ministry of Transport; – The Ministry of State at the Department of Health and Children; – The Garda National Traffic Bureau; – The National Safety Council; – The Automobile Association.
7. Enforcement of road traffic laws	The Police (Garda Síochána)
8. Other relevant actors	<ul style="list-style-type: none"> – The Medical Bureau of Road Safety: responsible for analysis of the alcohol content and the presence of drugs in blood/urine in breath samples and is also actor in the High Level Group on Road Safety. – The National Car Testing Service: responsible for carrying out the compulsory roadworthiness test of cars every two years and is also actor in the High Level Group on Road Safety. – Actors involved in the High Level Group on Road Safety: the National Safety Council, the Irish Insurance Federation, the Garda National Traffic Bureau, the Department of Justice, Equality and Law Reform, the Department of Health & Children, and the City and County Managers Association.

The Department of Transport has the general responsibility for road safety policy.



Road Safety Country Overview - Ireland

- **Attitudes towards risk taking**

- Compared to drivers in other countries, Irish drivers report less often hazardous driving behaviour, especially exceeding the speed limit on higher order roads.
- Irish drivers are more supportive for stricter legislation than drivers in other countries, except for lower BAC levels.
- The perceived probability of being checked for speeding and alcohol use is much lower than in other countries.

Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)

	Ireland	SARTRE average
Self-reported driving behaviour	% of Irish drivers that show behaviour often or more	
Too close following	4%	9%
Inappropriate overtaking	2%	5%
Exceeding speed limit on motorways	10%	25%
Exceeding speed limit on main inter-urban roads	7%	18%
Exceeding speed limit on country roads	4%	13%
Exceeding speed limit in built-up areas	3%	8%
Support of stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	70%	60%
Higher penalties for drink-driving offences	91%	88%
Lower BAC levels	4%	8%
Perceived probability of being checked	% of drivers that believe that probability is high	
Speeding	8%	18%
Alcohol use	1%	9%

Legend

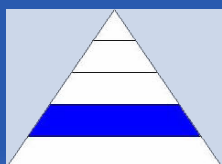
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

Irish drivers report less hazardous behaviour – especially speeding – than drivers in other countries.



Road Safety Country Overview - Ireland



Ireland has set road traffic victim targets as well as SPI targets for road safety.

Programs and measures

- **National strategic plans and targets**

- The current road safety strategy of Ireland covers the period 2007-2012.
- Targets:

Table 5: Road safety targets for Ireland

Year	Fatalities	Serious injuries
2012	Max. 60/million population	-25%
Subsequent years	Max. 50/million population	

Also specific targets for speed and use of restraint systems are set.

- Priority topics are defined in 126 actions to be done by 2012.

(Source: DG-TREN, 2005; 2010; OECD/ITF, 2011)

- **Road infrastructure**

Table 6: Description of the road categories and their characteristics in Ireland (Source: ETSC, 2010).

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	80
Motorways	100/120

- Special rules for:
 - Light motorcycles (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are available in Ireland.

Table 7: Obligatory parts of infrastructure management in country and other European countries. (Sources: DG-TREN, 2010)

Obligatory parts for infrastructure:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: -	47% ^v

- Recent activities include research on exposure risk on regional and local roads and Upgrading Ten-T network.

Road audits and road inspections are obligatory in Ireland.



^v Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

Road Safety Country Overview - Ireland

Traffic laws and regulations

Table 8: Description of the regulations in Ireland in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Ireland	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; – Novice drivers: 0.2‰; – Professional drivers: 0.2‰. [3]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: prohibited – Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: recommended [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]
– No mandatory DRL [4]. – A demerit point system is planned [3].	–

Ireland has lower drink-driving limits for novice and professional drivers than most other European countries.

Enforcement

Table 9: Effectiveness of enforcement effort in Ireland according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Ireland	Most common in Europe (% of countries)
Speed legislation enforcement	No information	7 (35%)
Seat-belt law enforcement	No information	7 (43%) ^{vii}
Child restraint law enforcement	No information	6 (27%) ^{viii}
Helmet legislation enforcement	No information	9 (39%) ^{ix}

Drink driving enforcement can be further improved.

Table 10: Performance of enforcement effort in Ireland according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Ireland	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Need to do more	Is improving (79%) ^{ix}
Seat belt use	Is improving	Is improving (52%) ^x



^{vi} Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

^{vii} Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

^{viii} Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

^{ix} Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

^x Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

Road Safety Country Overview - Ireland

Road user education and training

Table 11: Road user education and training in Ireland, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Ireland	Most common in Europe (% of countries)
General education programmes: <ul style="list-style-type: none"> - Primary school: compulsory - Secondary school: compulsory - Other groups: no information 	Compulsory (65% ^{xi}) Compulsory (50% ^{xii}) [1,2] -
Driving licences thresholds: <ul style="list-style-type: none"> - Passenger car: 17 years - Motorised two wheeler: 18 years - Busses and coaches: 18 years - Lorries and trucks: no information 	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) ^{xiii} 21 years (79% ^{xiv}) [2,3]

Most driving licence thresholds are lower in Ireland than the European average.

Public campaigns

Table 12: Public campaigns in Ireland, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Ireland	Most common issues in Europe (% of countries)
Organisation: <ul style="list-style-type: none"> - The Ministry of Transport; - The Ministry of State at the Department of Health and Children; - The Garda National Traffic Bureau; - The National Safety Council; - The Automobile Association. 	
Main themes: <ul style="list-style-type: none"> - Drink-driving, - Seat-belt, - Speeding, - Daytime running lights, - Driver fatigue, - Vulnerable road users. 	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - -

Mandatory vehicle inspection periods are similar in Ireland to most European countries.

Vehicles and technology (national developments)

Table 13: Developments of vehicles and technology in Ireland, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: every 12 months	Every 12 months (41%)
Motorcycles: every 12 months	Every 12 months (35%)
Buses or coaches: every 12 months	Every 12 months (41%)
Lorries or trucks: every 12 months	Every 12 months (41%) ^{xv}



^{xi} Based on data of 26 countries (excl. BG, CH, NO and RO).

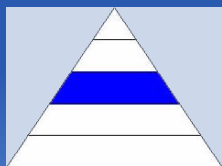
^{xii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

^{xiii} Based on data of 29 countries (excl. NO).

^{xiv} Based on data of 28 countries (excl. IE and NO).

^{xv} Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).

Road Safety Country Overview - Ireland



Between 2002 and 2008 the largest decrease in mean speed was reached on urban roads.

The number of drink-driving tests per population in Ireland are lower than the European average but have increased between 2007 and 2008.



Road Safety Performance Indicators

• Speed

Table 14: Number of speed checks in Ireland versus the European average (Source: ETSC, 2010)

Measure	2007	2008	% change	European average (2008)
Number of tests/1000 population	45	40	-11%	90.8 ^{xvi}

Table 15: Percentage of speed offenders per road type in Ireland compared to the European average (Source: ETSC, 2010)

Road type	2002	2008	Average annual change	European average
Motorways	24%	15%	-6.2%	Not available
Rural roads (incl. 100 km/h)	44%	19%	-9.4%	Not available
Urban roads (50 km/h)	53%	4%	-15.4%	Not available

Table 16: Mean speed per road type in Ireland compared to the European average (Source: ETSC, 2010)

Road type	2002	2008	Average annual change	European average
Motorways	106 km/h	107 km/h	0.1%	Not available
Rural roads (incl. 100 km/h)	89 km/h	84 km/h	-0.9%	Not available
Urban roads (50 km/h)	67 km/h	54 km/h	-3.3%	Not available

• Alcohol

Table 17: Road side surveys for drink-driving in Ireland compared to the European average (Source: ETSC, 2010)

Measure	2007	2008	% change	European average (2008)
Number of tests/1000 population	113	128	13%	145.8 ^{xvii}
% tested over the limit	4.1%	3.2%	-22%	Not available

^{xvi} Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

^{xvii} Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview - Ireland

• Vehicles

Table 18: State of the vehicle fleet in Ireland compared to the European average
(Source: ETSC, 2009)

Vehicle fleet in Ireland	European average
Cars per age group (2007): <ul style="list-style-type: none"> – 18% ≤ 2 years, – 24% 2 to 5 years, – 41% 6 to 10 years, – 17% > 10 year. 	Passenger cars (2009) ^{xviii} <ul style="list-style-type: none"> 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> – 62% 5 stars – 26% 4 stars – 2% 3 stars – 0% 2 stars 	<ul style="list-style-type: none"> 49% 35% 6% 1%^{xix}

The share of passenger cars of more than 10 years is lower than the European average.

• Protective systems

Table 19: Protective system use in Ireland versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

Use of protective systems in Ireland	European average
Daytime seat belt wearing in cars and vans (2008) <ul style="list-style-type: none"> – 90% front, – No information on % driver – No information on % front passenger – 78% rear, – No information on % child restraint systems 	(2007) <ul style="list-style-type: none"> 85% front^{xx}, Not available Not available 60% rear^{xxi}, Not available
Helmet use (2009): <ul style="list-style-type: none"> – 99.5% motor rides , – 100% moped riders, – 40% cyclists 	<ul style="list-style-type: none"> Not available Not available Not available

Ireland has a relatively high seat-belt wearing rate in front of cars and vans. Also helmet wearing rates are high in Ireland.



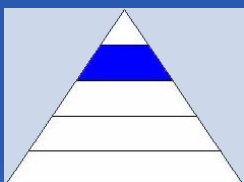
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{xix} Based on data of 27 countries (excl. CY, IS and MT).

^{xx} Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

^{xxi} Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview - Ireland



Ireland has fewer fatalities per million inhabitants than the European average and these numbers declined remarkably since 2005.

Road Safety Outcomes

- General positioning

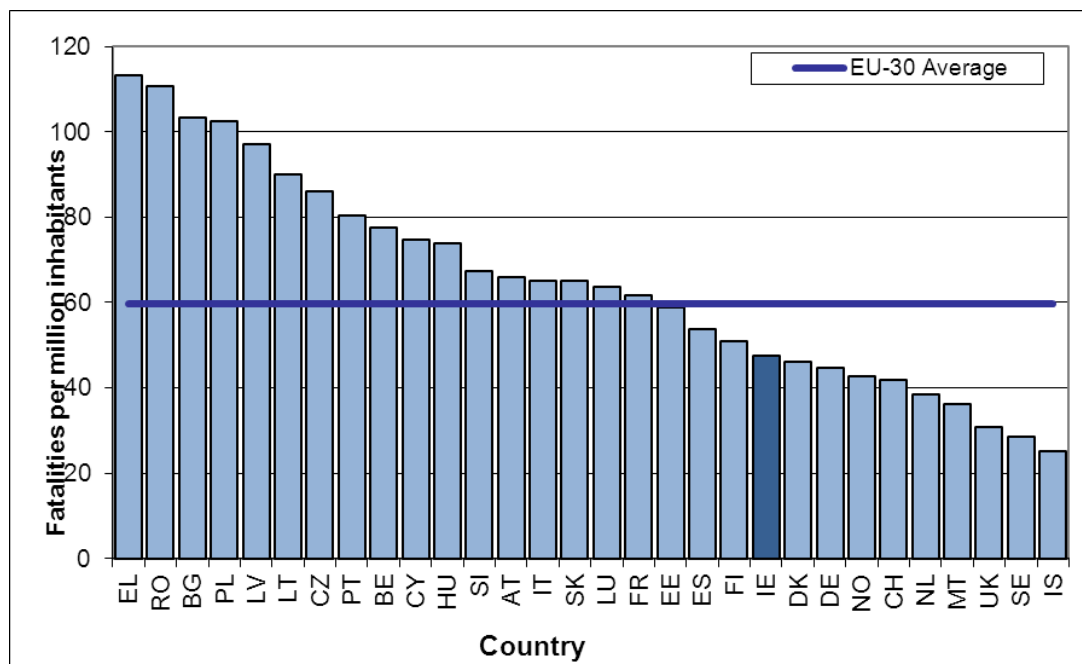


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

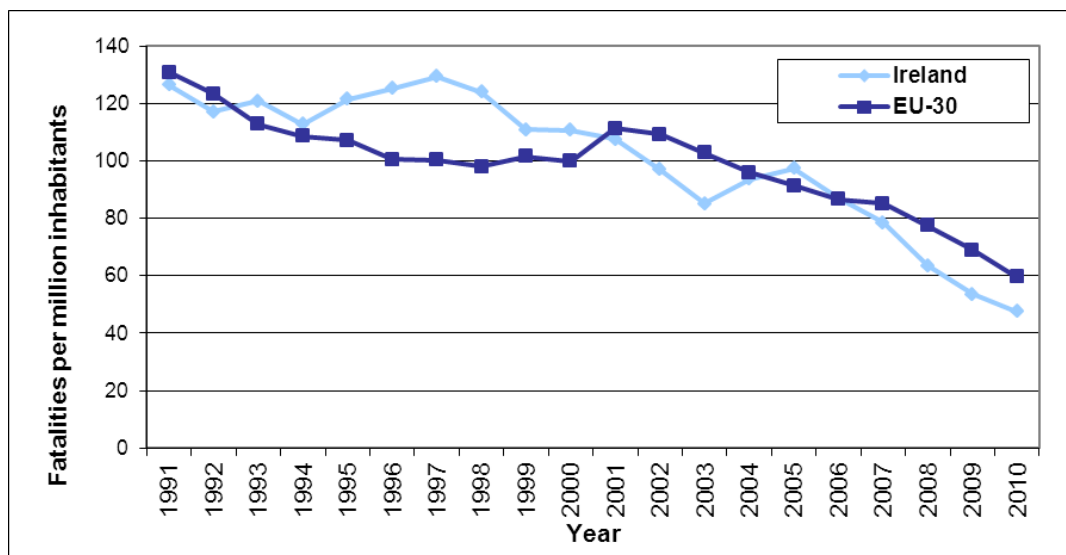


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview - Ireland

Car occupants have a higher share in fatalities than the European average.

Young men are highly represented within the number of fatalities in Ireland.

Fatal crashes on rural roads are overrepresented in Ireland.



• Transport mode

Table 20: Reported fatalities by mode of road transport in Ireland compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2008	Average annual change	% in 2008	European average (2009 ^{xxii})
Pedestrians	89	49	-4.3%	18%	18%
Car occupants	231	158	-4.3%	56%	47%
Motorcyclists	50	29	-4.3%	10%	13%
Mopeds	n.a.	n.a.	n.a.	n.a.	2%
Cyclists	12	13	7.1%	5%	5%
Bus/coach occupants	0	0	0%	0%	<1%
Lorries or truck occupants	24	19	1.8%	7%	4%

• Age, gender and nationality

Table 21: Reported fatalities by age, gender and nationality in Ireland versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2008	Average annual change	% in 2008	European average (2009 ^{viii})
Females					24%
0-14 years	11	6	62.4%	2%	1%
15 – 17 years	5	4	23.2%	1%	1%
18 – 24 years	26	18	-1.8%	6%	4%
25 – 49 years	29	19	2.5%	7%	7%
50 – 64 years	12	8	12.1%	3%	3%
65+ years	18	19	3.6%	7%	7%
Males					75%
0-14 years	15	12	19.3%	4%	2%
15 – 17 years	14	16	13.2%	6%	2%
18 – 24 years	87	57	-4.5%	20%	13%
25 – 49 years	122	70	-6.9%	25%	31%
50 – 64 years	32	16	-7.0%	6%	12%
65+ years	29	27	0.2%	10%	12%
Nationality of driver or rider killed					
National	n.a.	n.a.	n.a.	n.a.	Not available
Non-national	n.a.	n.a.	n.a.	n.a.	Not available

• Location

Table 22: Reported fatalities by location in Ireland compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2008	Average annual change	% in 2008	European average (2009 ^{viii})
Built-up areas	104	62	-5.3%	22%	33%
Rural areas	308	218	-4.1%	78%	49%
Motorways	4	2	50.6%	1%	5%
Junctions	82	42	-8.2%	15%	12%

^{xxii} Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview - Ireland

- **Lighting and weather conditions**

Table 23: Reported fatalities by lighting and weather conditions in Ireland compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2008	Average annual change	% in 2008	European average (2009 ^{xxiii})
Lightning conditions					
During daytime	212	163	-3.8%	58%	55%
During nighttime	200	117	-6.4%	42%	39%
Weather condition					
While raining	71	68	- 0.7%	24%	10%

- **Single vehicle crashes**

Table 24: Reported fatalities by type in Ireland compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2004	Average annual change	% in 2004	European average (2009 ^{xxiv})
Single vehicle crash	207	135	-13%	36%	40%

- **Under-reporting of casualties**

- Fatalities: 100%. This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: WHO, 2009)

In Ireland, a lot more fatalities happen during rain than on average in Europe.



^{xxiii} Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

^{xxiv} Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview - Ireland

- Risk figures

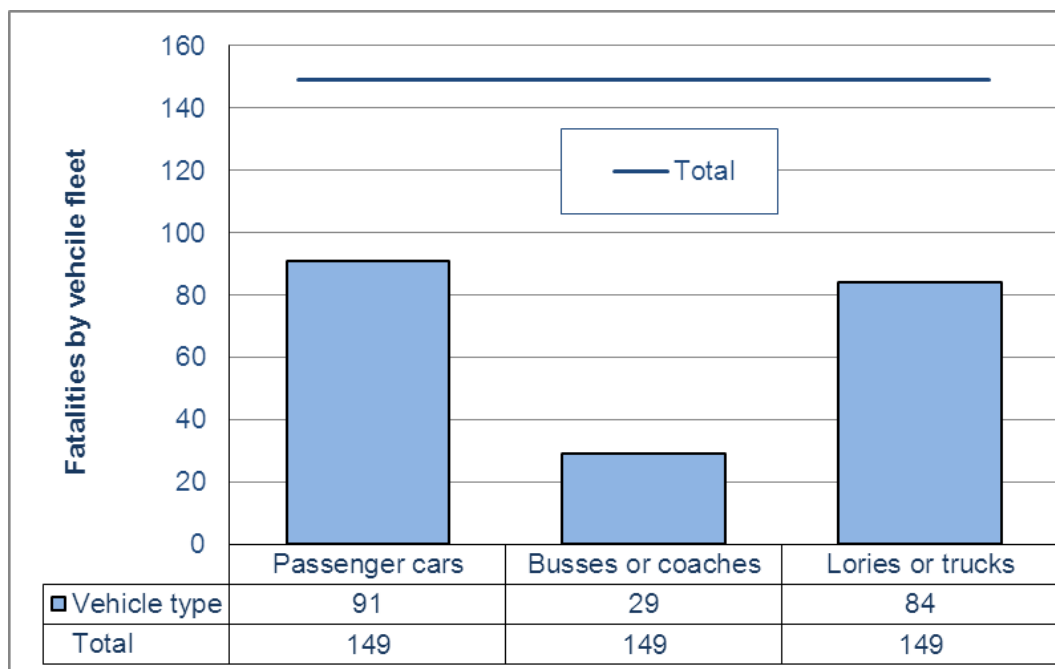


Figure 3: Fatalities by vehicle type for Ireland in 2007 (Sources: CARE).

Passengers of cars, lorries and trucks, young and older people have the highest fatality risk in Ireland.

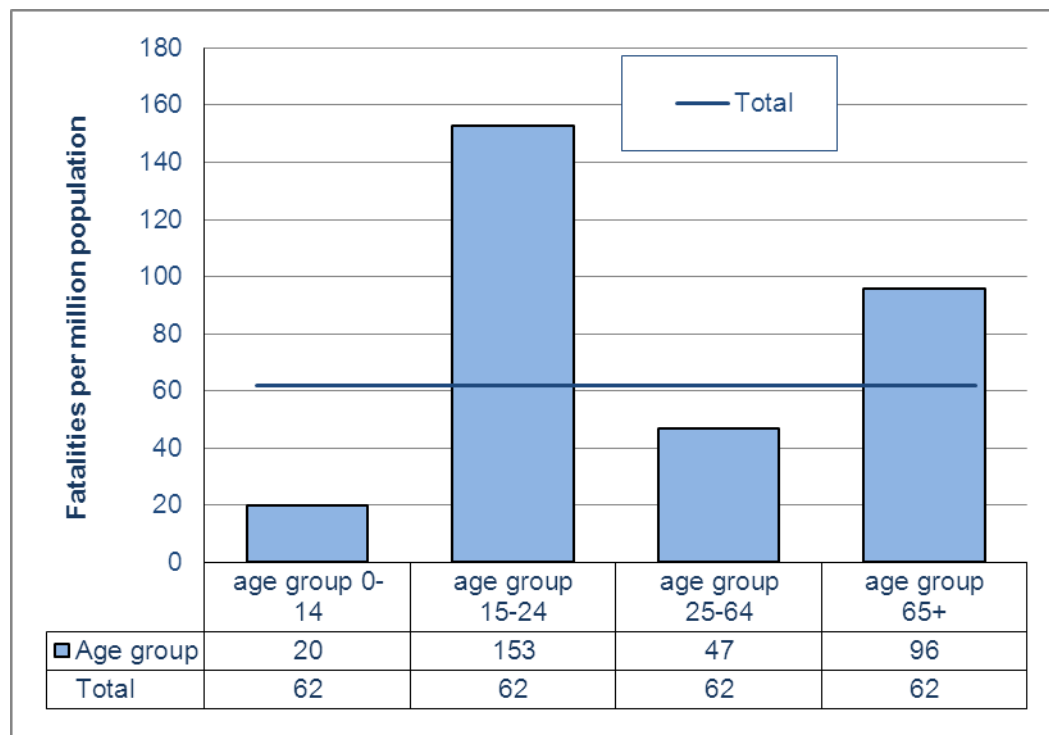


Figure 4: Fatalities per million inhabitants in Ireland in 2008 (Sources: CARE, OECD/ITF, 2011).



Road Safety Country Overview - Ireland

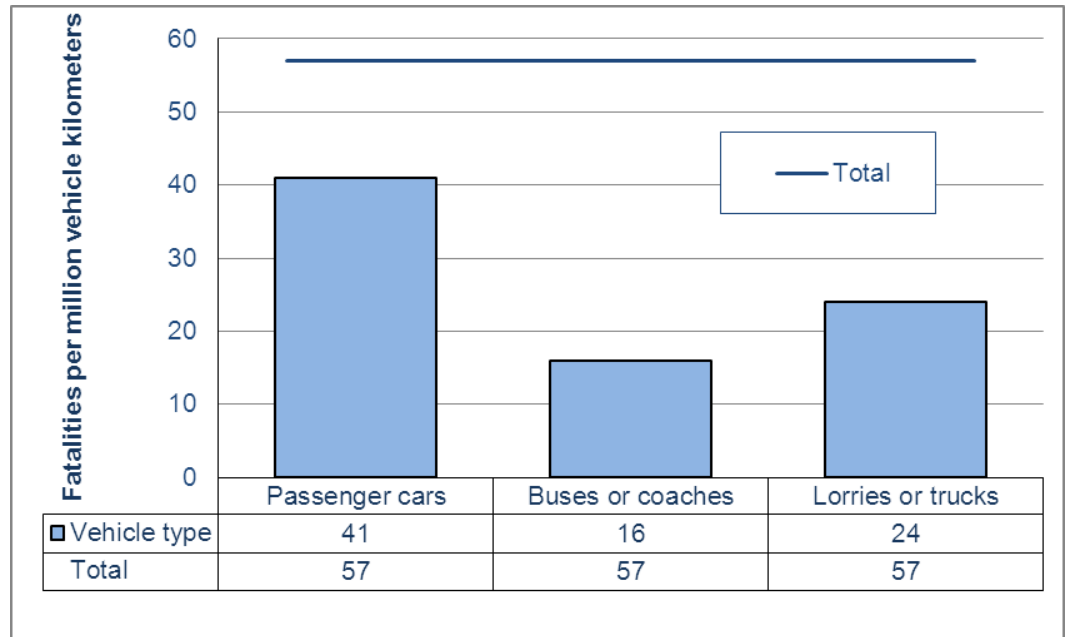
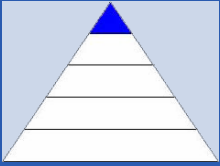


Figure 5: Fatalities per million vehicle km for Ireland in 2008 (Sources: CARE, Eurostat).



Road Safety Country Overview - Ireland



The estimated road injury costs are higher in Ireland than on average in Europe.

Social Cost

- Total costs of road crashes: 1.33 billion euros (2007)
- Percentage of GDP: 0.82% (2007)

(Source: WHO, 2009)

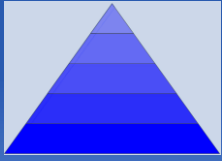
Table 25: Cost (in million Euro) per injury type in Ireland versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average ^{xxv}
Fatal	2.13	1.28
Hospitalised	0.27	0.18
Slightly injured	0.02	0.02



^{xxv} Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview - Ireland



Synthesis

- **Safety position**

- The number of fatalities per million inhabitants is lower in Ireland compared to the European average.

- **Scope of problem**

- A large number of fatalities are car occupants. The risk of being involved in a fatal crash per vehicle fleet and per million vehicle kilometers is highest for car occupants than for bus or truck occupants. Occupants of passenger cars, lorries and trucks have the highest fatality risk in Ireland.
- Young people are an important risk group in Ireland (taking into account their representation in the population). Especially young males have a higher proportion in the total number of fatalities compared to the European average. Young as well as older people have the highest fatality risk in Ireland.
- Fatal crashes on rural roads are overrepresented in Ireland.
- In Ireland, a lot more fatalities happen during rain than on average in Europe.
- Drink driving enforcement can be further improved.

- **Recent progress**

- The number of fatalities per million inhabitants dropped remarkably over the last years.
- Between 2002 and 2008 the largest decrease in mean speed was reached on urban roads.
- The number of drink-driving tests per population in Ireland are lower than the European average but have increased between 2007 and 2008.

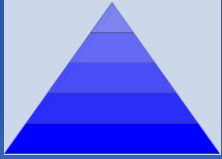
- **Remarkable road safety policy issues**

- Ireland has set road traffic victim targets as well as SPI targets for road safety.
- Road audits and road inspections are obligatory in Ireland
- Ireland has lower drink-driving limits for novice and professional drivers than most other European countries.

Ireland has set road traffic victim targets as well as target at the level of Road Safety Performance Indicators.



Road Safety Country Overview - Ireland



Literature

- Bickel, P. et al (2006) HEATCO deliverable 5. Proposal for harmonised guidelines. EU-project developing harmonised European approaches for transport costing and project assessment (HEATCO). Institut für Energiewissenschaft und Rationelle Energieanwendung, Stuttgart.
- CARE database
- CIA database
- DG-TREN (2005) Road safety country profiles (on website http://ec.europa.eu/transport/road_safety/observatory/country_profiles_en.htm)
- DG-TREN (2008) Day time running lights (on website http://ec.europa.eu/transport/road_safety/observatory/doc/drl_rules.pdf)
- DG-TREN (2010). *Technical Assistance in support of the Preparation of the European Road Safety Action Program 2011-2020. Final Report*. DG-TREN, Brussels
- ETSC (2009). *Boost the market for safer cars across Europe. + Background tables* PIN Flash no.13. ETSC, Brussels
- ETSC (2010). *Tackling the three main killers on the road. A priority for the forthcoming EU Road Safety Action Program + Background tables*. PIN Flash no.16. ETSC, Brussels
- ETSC (2011) www.etsc.eu/faq.php (FAQ on driving licensing has been removed now)
- Eurostat database
- National sources: via CARE national experts
- OECD/ITF (2011). *IRTAD Road Safety 2010. Annual Report*. OECD/ITF, Brussels
- ROSE25 (2005). *Inventory and compiling of a European good practice guide on road safety education targeted at young people. Final report*. KfV, Vienna
- SARTRE (2004). *European drivers and road risk. SARTRE 3 results*. INRETS, Arcueil Cedex.
- SUPREME (2007) Final Report Part F1. Thematic Report: Education and Campaigns. European Commission, Brussels.
- TiS.PT (2003). *Study on Road Traffic Rules and Corresponding Enforcement Actions in the Member States of the European Union*. European Commission Directorate-General Energy and Transport, Brussels.
- Vis, M.A. and Eksler, V. (Eds.) (2008) *Road Safety Performance Indicators: Updated Country Comparisons*. Deliverable D3.11a of the EU FP6 project SafetyNet.
- WHO (2009) Global status report on road safety. Time for action. World Health Organisation, Geneva.

