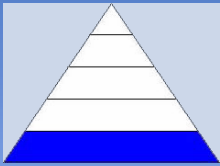


## Cyprus



### Structure and Culture

- **Basic data**

**Table 1:** Basic data of Cyprus in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA; [5] national sources)

Basic data of Cyprus	European average
– Population: 0.8 million inhabitants (2010)[5]	17.1 million (2010) <sup>i</sup> [1,2]
– Area: 9 300 km <sup>2</sup> (2010) (0.1% water) (2010)	156 225 km <sup>2</sup> (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 21°C Average summer temperature (May to Oct.): 26°C Annual precipitation level: 366 mm	(2010) 6°C 16°C 747 mm
– Exposure: data on vehicle km not available  0.9 million vehicles (2010)	168 billion vehicle km (2010 <sup>ii</sup> ) [1] 12 million vehicles (2010 <sup>iii</sup> ) [1,2]
– 1.1 motorised vehicle per person (2010)	0.7(2010 <sup>iv, v</sup> ) [1,2]

- **Country characteristics**

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

Characteristics of Cyprus	European average
– Population density: 87 inhabitants/km <sup>2</sup> (2010)	110 inhabitants km <sup>2</sup> (2010) <sup>i</sup> [1,2,3]
– Population composition (2009)[3]: 17% children (0-14 years), 70% adults (15-64 years), 13% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 <sup>iv</sup> ) [1,2]
– Gross Domestic Product (GDP) per capita: €18 900 (2010)	€26 100 (2010) [1,2]
– 54% of population lives inside urban area (year)	42% (2010 <sup>v</sup> ) [1,2]
– Special characteristics: in Cyprus, traffic drives on the left hand side of the road.	

Cyprus has a warm and dry climate and low population density.



<sup>i</sup> Based on 30 European countries; data of HU = 2009.

<sup>ii</sup> 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).

<sup>iii</sup> Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

<sup>iv</sup> Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

<sup>v</sup> Based on 29 European countries (excl. IS).

# Road Safety Country Overview-Cyprus

- **Structure of road safety management**

- Policy making is centralized in Cyprus.

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

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

Key functions	Key actors
1. <ul style="list-style-type: none"> <li>– Formulation of national RS strategy</li> <li>– Setting targets</li> <li>– Development of the RS programme</li> </ul>	<ul style="list-style-type: none"> <li>– Ministry of Communications and Works: responsible for road safety.</li> <li>– Road Safety Council: lead agency dealing with road safety.</li> <li>– Road Safety Unit (part of Ministry of Communication and Works): acts as the executive, administrative and managerial tool of the Road Safety Council.</li> </ul>
2. Monitoring of the RS development in the country	Road Safety Unit.
3. Improvements in road infrastructure	Ministry of Communications and Works (Department of Public Works).
4. Vehicle improvement	Ministry of Communications and Works (Department of Road Transport).
5. Improvement in road user education	<ul style="list-style-type: none"> <li>– Ministry of Communications and Works (Department of Road Transport): driver training.</li> <li>– Ministry of Education and Culture: road safety education.</li> </ul>
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– Road Safety Unit</li> <li>– Cyprus Traffic Police</li> </ul>
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> <li>– Ministry of Justice and Public Order</li> <li>– Cyprus Traffic Police.</li> </ul>
8. Other relevant actors	<ul style="list-style-type: none"> <li>– The Ministry of Health: responsible for emergency medical care;</li> <li>– The Cyprus Radio Foundation, the Cyprus Scientific Technical Chamber, the Cyprus Safety and Health Association: involved in the Road Safety Council;</li> <li>– The Cyprus Youth Organisation, the Automobile Association, the Association of Cyprus Insurance Companies;</li> <li>– Research: the University of Cyprus.</li> </ul>

The Road Safety Council is the lead agency dealing with road safety in Cyprus.



# Road Safety Country Overview-Cyprus

- **Attitudes towards risk taking**

- Cypriote drivers admit to dangerous behaviours more often than others, especially too close following and inappropriate overtaking.
- The perceived probability of being checked is higher as for drivers in other countries. For speeding, this is even more than twice as high.
- There is somewhat more support for stricter legislation than in other countries.

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

	<b>Cyprus</b>	<b>SARTRE average</b>
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour often or more</b>	
Too close following	25%	9%
Inappropriate overtaking	15%	5%
Exceeding speed limit on motorways	29%	25%
Exceeding speed limit on main inter-urban roads	22%	18%
Exceeding speed limit on country roads	19%	13%
Exceeding speed limit in built-up areas	13%	8%
<b>Support of stricter legislation</b>	<b>% of drivers that support stricter legislation</b>	
Higher penalties for speeding offences	69%	60%
Higher penalties for drink-driving offences	88%	88%
Lower BAC levels	10%	8%
<b>Perceived probability of being checked</b>	<b>% of drivers that believe that probability is high</b>	
Speeding	40%	18%
Alcohol use	17%	9%

**Legend**

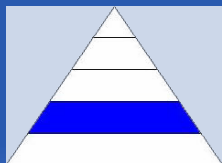
(comparison of country attitude in relation to average attitude of other SARTRE countries):

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

Cypriote drivers admit to dangerous behaviours more often than drivers in other countries.



# Road Safety Country Overview-Cyprus



Cyprus follows the -50% reduction aim of casualties in 2020, formulated by the EC.

## Programs and measures

### • National strategic plans and targets

- The latest RS plan (2012-2020) of Cyprus was approved in 2012.
- Targets (related to casualties in 2010):

**Table 5:** Road safety targets for Cyprus

Year	Fatalities + serious injuries
2020	-50%

- Priority topics (of the RD plan 2005-2010):
  - o Develop dedicated safety strategies for PTWs, pedestrians and cyclists;
  - o Promote 30 km/h zones in residential areas;
  - o Reinstall the system of safety cameras;
  - o Introduce restrictions to novice drivers;
  - o Raise road safety awareness of overseas nationals living in Cyprus;
  - o Upgrade the coordination and road safety management mechanisms;
  - o Promote road safety research.

(Sources: DG-TREN, 2005; 2010; ETSC, 2012; national experts)

### • Road infrastructure

**Table 6:** Description of the road categories and their characteristics in Cyprus (Source: TiS.PT, 2003).

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

- Special rules for:
  - o Light motorcycles (A1): no information
- Guidelines and strategic plans for infrastructure are available in Cyprus.

**Table 7:** Obligatory parts of infrastructure management in Cyprus and other European countries. (Sources: DG-TREN, 2010; national sources)

Obligatory parts in Cyprus:	European countries with obligation
Safety impact assessment: no	-
Road safety audits: no	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47% <sup>vi</sup>

Road safety inspections and black spot treatment are obligatory in Cyprus.



<sup>vi</sup> Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

# Road Safety Country Overview-Cyprus

- Recent infrastructural actions have been addressing:
  - o Traffic calming schemes,
  - o Improving pedestrian facilities,
  - o Improving black spots.

## • Traffic laws and regulations

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

Regulations in Cyprus	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; - Novice drivers: 0.5‰; - Professional drivers: 0.5‰. [2]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: - Hand held: prohibited - Hands free: allowed [2]	Not allowed (97%) [2,3] -
Use of restraint systems: - Driver: obligatory - Front passenger: obligatory - Rear passenger: obligatory - Children: obligatory [2]	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: not obligatory [2] - A demerit point system is in place [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vii</sup> ) [2,3]

## • Enforcement

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

Issue	Score for Cyprus	Most common in Europe (% of countries)
Speed legislation enforcement	6	7 (35%)
Seat-belt law enforcement	7	7 (43%) <sup>viii</sup>
Child restraint law enforcement	2	6 (27%) <sup>ix</sup>
Helmet legislation enforcement	3	9 (39%) <sup>ix</sup>

Regulations in Cyprus are similar to regulations in most European countries.

The effectiveness of enforcement on most issues is assessed as quite low in Cyprus and needing improvement.



<sup>vii</sup> Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

<sup>viii</sup> Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

<sup>ix</sup> Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

# Road Safety Country Overview-Cyprus

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

Issue	Score for Cyprus	Most common in Europe (% of countries)
Speeding	need to do more	Is improving (50%)
Drink driving	is improving	Is improving (79%) <sup>x</sup>
Seat belt use	need to do more	Is improving (52%) <sup>xi</sup>

## • Road user education and training

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

Education and training in Cyprus	Most common in Europe (% of countries)
General education programmes: – Primary school: part of the curriculum when practical. – Secondary school: compulsory within Health Education – Other groups: no information	Compulsory (65%) <sup>xii</sup> Compulsory (50%) <sup>xiii</sup> [1,2] -
Driving licences thresholds: – Passenger car: 18 – Motorised two wheeler: 18 (21) – Busses and coaches: 21 – Lorries and trucks: 21	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) <sup>xiv</sup> 21 years (79%) <sup>xv</sup> [2,3]

## • Public campaigns

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

Campaigns in Cyprus	Most common issues in Europe (% of countries)
Organisation: – Road Safety Unit; – Cyprus Traffic Police.	
Main themes: – Drink-driving, – Seat-belt (rear), – Speeding, – Education of school children, – Use of helmets.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - -

Road safety education is integrated in the curriculum of schools in Cyprus.



<sup>x</sup> Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

<sup>xi</sup> Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

<sup>xii</sup> Based on data of 26 countries (excl. BG, CH, NO and RO).

<sup>xiii</sup> Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

<sup>xiv</sup> Based on data of 29 countries (excl. NO).

<sup>xv</sup> Based on data of 28 countries (excl. IE and NO).

# Road Safety Country Overview-Cyprus

Vehicle inspections are mandatory in Cyprus, but there is no information on the periodicity.

- **Vehicles and technology (national developments)**

- Since 2000, technical inspection is obligatory in Cyprus for passenger cars, buses or coaches and lorries or trucks.

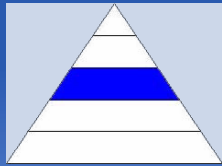
**Table 13:** *Developments of vehicles and technology in country, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)*

<b>Mandatory technical inspections</b>	<b>Most common in Europe (% of countries)</b>
Passenger cars: no information	Every 12 months (41%)
Motor cycles: no information	Every 12 months (35%)
Busses or coaches: no information	Every 12 months (41%)
Lorries or trucks: no information	Every 12 months (41%) <sup>xvi</sup>



<sup>xvi</sup> Based on data of 17 countries (excl.BG, CH, CY, CZ, EE, HU,LT, MT, NO, RO, SI, SK).

# Road Safety Country Overview-Cyprus



Mean speed is close to the speed limit in Cyprus.

## Road Safety Performance Indicators

### • Speed

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

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	90.8 <sup>xvii</sup>

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

Road type	2001	2010	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

**Table 16:** Mean speed per road type in Cyprus compared to the European average (Source: national sources)

Road type	2001	2010	Average annual change	European average
Motorways	Not available	99 km/h (slow lane) 113 km/h (fast lane)	Not available	Not available
Rural roads	Not available	86 km/h	Not available	Not available
Urban roads	Not available	48 km/h	Not available	Not available

### • Alcohol

**Table 17:** Road side surveys for drink-driving in Cyprus compared to the European average (Source: national sources)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	90	182	102%	145.8 <sup>xviii</sup>
% tested over the limit	6.2%	5.9%	-5%	Not available

The amount of alcohol test has increased in Cyprus, and the % of offenders has decreased between 2006 and 2008.



<sup>xvii</sup> Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

<sup>xviii</sup> 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-Cyprus

## • Vehicles

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

Vehicle fleet in Cyprus	European average
Cars per age group (2009): <ul style="list-style-type: none"> <li>- 9 ≤ 2 years,</li> <li>- 19% 2 to 5 years,</li> <li>- 29 % 6 to 10 years,</li> <li>- 43% &gt; 10 year.</li> </ul>	Passenger cars (2009) <sup>xi</sup> 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"> <li>- 5 stars: no information</li> <li>- 4 stars no information</li> <li>- 3 stars no information</li> <li>- 2 stars no information</li> </ul>	49% 35% 6% 1% <sup>xx</sup>

The vehicle fleet is slightly older than the European average.

## • Protective systems

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

Use of protective systems in Cyprus	European average
– Daytime seat belt wearing in cars and vans: <ul style="list-style-type: none"> <li>- 85.1% front (2010),</li> <li>- 85.4% driver</li> </ul>	(2007) 85% front <sup>xxi</sup> , Not available
– No information on % front passenger – 21% rear (2009), – No information on % child restraint systems	Not available 60% rear <sup>xxii</sup> , Not available
– Helmet use: <ul style="list-style-type: none"> <li>- No information on % motor rides,</li> <li>- No information on % moped riders,</li> <li>- 68% motorised two wheelers</li> <li>- No information on % cyclists</li> </ul>	Not available Not available - Not available

Front seat-belt use is on the level of the European average; rear seat-belt wearing is much lower than average in Cyprus.



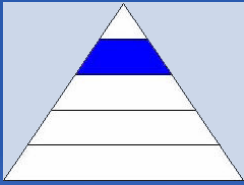
<sup>xi</sup> Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

<sup>xx</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xxi</sup> 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)

<sup>xxii</sup> 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-Cyprus



Cyprus has a higher than average number of fatalities per million inhabitants, but last years, this number is decreasing faster than average.

## Road Safety Outcomes

- General positioning

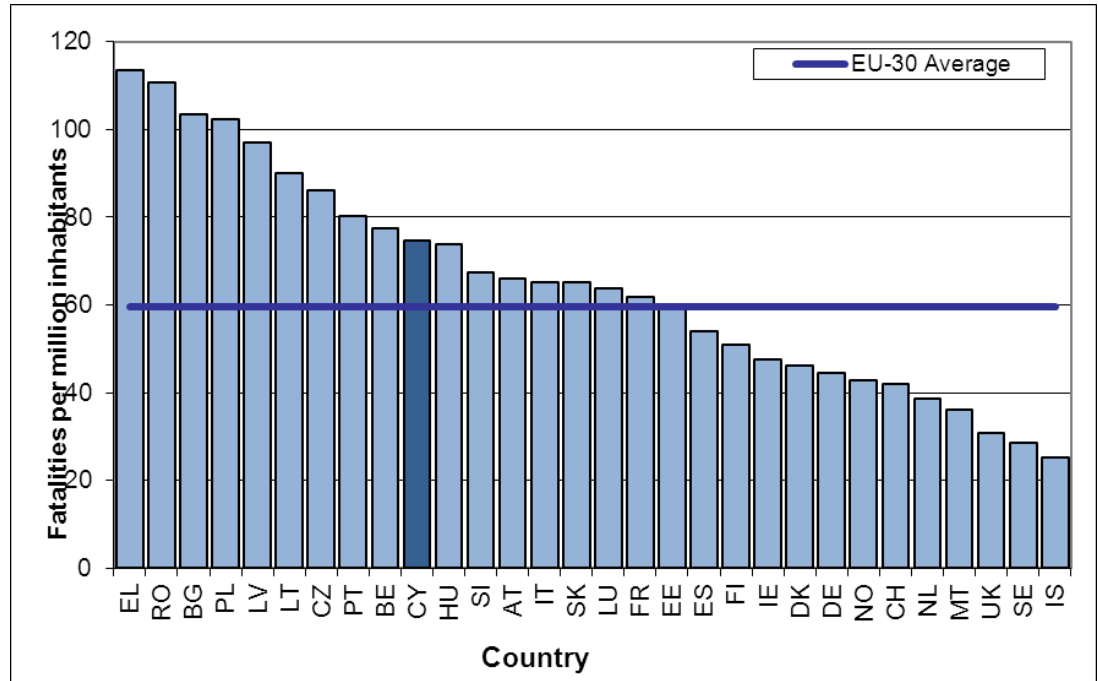


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

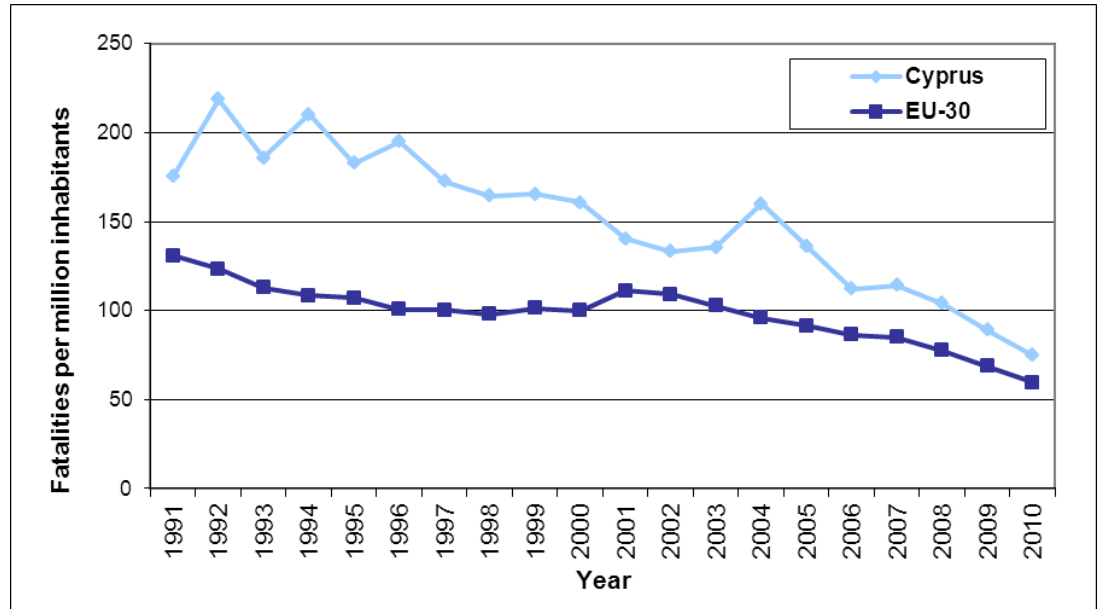


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-Cyprus

Motorcyclists and pedestrians fatalities are over-represented in Cyprus, but car occupants have a much lower share in Cyprus than on average in Europe.

Middle aged men have the highest share of fatalities in Cyprus, higher than the European average.

70% of fatalities in Cyprus occur inside built-up areas, which is much more than the European average.



## • Transport mode

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

Transport mode	2001	2010	Average annual change	% in 2010	European average (2009 <sup>xxiii</sup> )
Pedestrians	21	13	-2.1%	22%	18%
Car occupants	36	17	-6.6%	28%	47%
Motorcyclists	9	16	16.6%	27%	13%
Mopeds	9	3	-2.8%	5%	2%
Cyclists	1	2	33.3%	3%	5%
Bus/coach occupants	1	0	-100.0%	0%	<1%
Lorries or truck occupants	1	1	12.5%	2%	4%

## • Age, gender and nationality

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

Age and gender	2001	2010	Average annual change	% in 2010	European average (2009 <sup>viii</sup> )
<b>Females</b>					24%
0-14 years	1	1	-30.0%	2%	1%
15 – 17 years	1	0	-37.5%	0%	1%
18 – 24 years	1	1	20.4%	2%	4%
25 – 49 years	8	1	-1.3%	2%	7%
50 – 64 years	1	2	33.1%	3%	3%
65+ years	9	5	0.7%	8%	7%
<b>Males</b>					75%
0-14 years	0	3	-16.7%	5%	2%
15 – 17 years	7	2	35.9%	3%	2%
18 – 24 years	24	11	-4.7%	18%	13%
25 – 49 years	29	26	0.4%	43%	31%
50 – 64 years	6	5	27.3%	8%	12%
65+ years	11	6	2.7%	10%	12%
<b>Nationality of driver or rider killed</b>					
National	13	12	15.3%	20%	Not available
Non-national	5	6	11.3%	10%	Not available

## • Location

**Table 22:** Reported fatalities by location in Cyprus 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	2010	Average annual change	% in 2010	European average (2009 <sup>viii</sup> )
Built-up areas	61	42	-1.5%	70%	33%
Rural areas	37	18	-4.3%	30%	49%
Motorways	12	8	2.6%	13%	5%
Junctions	26	17	-1.0%	28%	12%

<sup>xxiii</sup> Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

# Road Safety Country Overview-Cyprus

## • Lighting and weather conditions

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

Conditions	2001	2010	Average annual change	% in 2010	European average (2009 <sup>xxiv</sup> )
<b>Lightning conditions</b>					
During daylight	49	28	-3.1%	47%	55%
During nighttime	49	32	-4.1%	53%	39%
<b>Weather condition</b>					
While raining	2	8	80.5%	13%	10%

## • Single vehicle crashes

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

Crash type	2001	2010	Average annual change	% in 2010	European average (2009 <sup>viii,xxv</sup> )
Single vehicle crash	52	32	-4.7%	53%	40%

## • Under-reporting of casualties

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: CARE)

In Cyprus more fatal crashes are single vehicle crashes and happen during night time than the European average.



<sup>xxiv</sup> Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

<sup>xxv</sup> Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

# Road Safety Country Overview-Cyprus

- Risk figures

As in other countries, young and elderly people have the highest risks of dying in a crash in Cyprus.

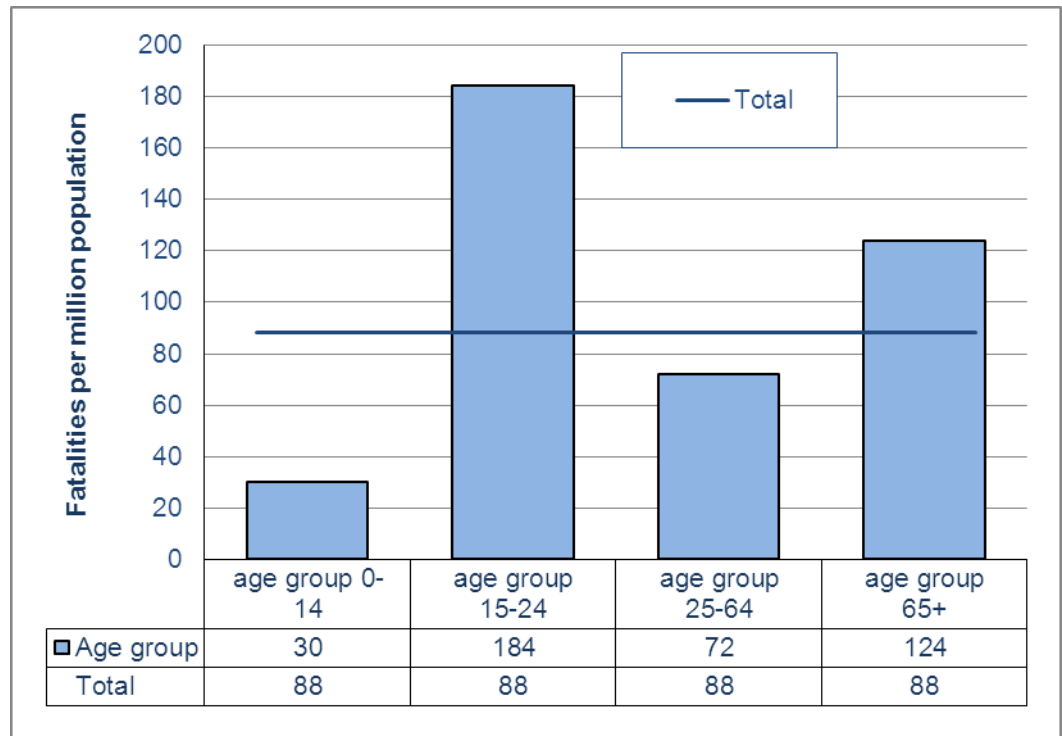
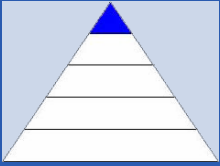


Figure 3: Fatalities by number of inhabitants in the country in 2010 (Sources: CARE, OECD/ITF, 2011).



# Road Safety Country Overview-Cyprus



There is no information about the costs associated with road safety in Cyprus

## Social Cost

- Total costs of road crashes: no information.
- Percentage of GDP: no information.

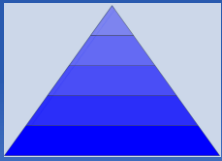
**Table 25:** Cost (in million Euro) per injury type in Cyprus versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average <sup>xxvi</sup>
Fatal	n.a.	1.28
Hospitalised	n.a.	0.18
Slightly injured	n.a.	0.02



<sup>xxvi</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

# Road Safety Country Overview-Cyprus



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Enforcement on most road safety issues needs improvement in Cyprus, as is also reflected by the quite low helmet and rear seat-belt wearing rates.

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## Synthesis

- **Safety position**

- Cyprus is one of the slightly worse than average performing countries in the EU.

- **Scope of problem**

- Motorcyclists and pedestrians are over-represented in road accident fatalities in Cyprus, but car occupants have a much lower share in Cyprus than on average in Europe.
- Middle aged men have the highest share of fatalities in Cyprus, higher than the European average.
- More than 2/3 of all fatalities occur inside urban areas, which is more than double than the EU average.
- In Cyprus more fatal crashes are single vehicle crashes and happen during night time than the European average.
- Helmet wearing rates are relatively and Cypriot drivers self-report inappropriate behaviour slightly more often than other European drivers. Also rear seat-belt wearing is much lower than average in Cyprus. This may be due to the low effectiveness of enforcement on most issues in Cyprus, which needs improvement.

- **Recent progress**

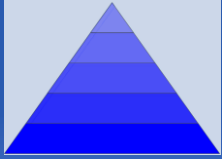
- Fatalities have decreased by 40% overall in the last decade, which is better than the average decrease in Europe.

- **Remarkable road safety policy issues**

- Road safety inspections and black spot treatment are obligatory in Cyprus.
- Road safety education is integrated in the curriculum of schools in Cyprus.



# Road Safety Country Overview-Cyprus



## 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.
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