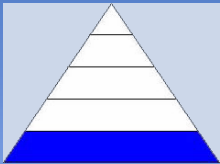


Slovenia



Structure and Culture

- **Basic data**

Table 1: Basic data of Slovenia 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 Slovenia	European average
– Population: 2.1 million inhabitants (2010) [5]	17.1 million (2010) ⁱ [1,2]
– Area: 20 100 km ² (2010) (0.6% 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.): 17°C Annual precipitation level: 1801 mm	(2010) 6°C 16°C 747 mm
– Exposure: 17.8 billion vehicle km (2010) (88% cars, 10% goods motor vehicles, 1% motorcycles, 1% buses) (2009)	168 billion vehicle km (2010) ⁱⁱ [1]
– 0.63 motorised vehicles per person (2010)	0.7(2010 ⁱⁱⁱ) [1,2]

- **Country characteristics**

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

Characteristics of Slovenia	European average
– Population density: 102 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2010): 14% children (0-14 years), 69% adults (15-64 years), 17% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €17 600 (2010)	€26 100 (2010) [1,2]
– 18% of population lives inside urban area (2010)	42% (2010 ^{iv}) [1,2]
– Special characteristics: Slovenia is a mountainous country with about 50% covered with forest.	

The share of Slovenians living inside urban areas is low compared the EU average.



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).

Road Safety Country Overview-Slovenia

- **Structure of road safety management**

- Policy making is centralized in Slovenia.

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

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

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 Ministry of Transport: responsible; – The Inter-ministerial Working Group on Road Traffic Safety: lead agency; – Slovenian Road Safety Agency and Inter-departmental working group on the National Safety Program.
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> – Board of directors of the National Safety Program; – The Road Safety Council.
3. Improvements in road infrastructure	Ministry of Transport, the Road Directorate
4. Vehicle improvement	<ul style="list-style-type: none"> – Ministry of Transport: coordination. – Interior Ministry – Ministry of Finances
5. Improvement in road user education	Slovenian Road Safety Agency
6. Publicity campaigns	Slovenian Road Safety Agency
7. Enforcement of road traffic laws	The Ministry of the Interior and the Police
8. Other relevant actors	<ul style="list-style-type: none"> – Research and educational institutions; – Economic organisations and associations; – State agencies and individual scientific workers and experts; – Clubs and associations working in the fields related to road safety.

Road Safety policy is centralised in Slovenia with the Ministry of Transport, responsible and other ministries and parties involved.



Road Safety Country Overview-Slovenia

- **Attitudes towards risk taking**
 - Slovenian drivers estimate the chance to be checked for speeding or for alcohol higher than drivers in other countries.

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

	Slovenia	SARTRE average
Self-reported driving behaviour	% of drivers that show behaviour often or more	
Too close following	7%	9%
Inappropriate overtaking	1%	5%
Exceeding speed limit on motorways	26%	25%
Exceeding speed limit on main inter-urban roads	16%	18%
Exceeding speed limit on country roads	10%	13%
Exceeding speed limit in built-up areas	6%	8%
Support of stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	59%	60%
Higher penalties for drink -driving offences	87%	88%
Lower BAC levels	9%	8%
Perceived probability of being checked	% of drivers that believe that probability is high	
Speeding	36%	18%
Alcohol use	27%	9%

Legend

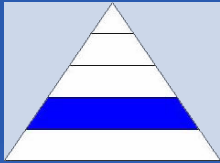
(comparison of country attitude in relation to average attitude of other SARTRE countries):

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

Slovenian drivers perceive a higher probability of being checked for speed or alcohol than drivers in other countries.



Road Safety Country Overview-Slovenia



Slovenia has adopted vision zero, with a focus on speeding, alcohol and vulnerable road users.

Programs and measures

• Road safety strategy of the country

- Slovenia has adopted Vision Zero, aiming forming a traffic system without fatal crashes or serious injuries.
- The vision focusses on three main areas: speeding, alcohol, and vulnerable road users (cyclists, pedestrians, youngsters).

• National strategic plans and targets

- The current national program covers the period 2012-2021.
- Targets:

Table 5: Road safety targets for Slovenia.

Year	Fatalities	Serious injuries
2020	-50%	
2021	Max. 35/million inhabitants	Max 210/million inhabitants

The main goal is a 50% reduction of fatalities and severe injuries in all areas, including an increase in seat-belt use up to 98%.

– Priority topics:

- Areas of road safety: road infrastructure, vehicle, road safety education and life-long learning, monitoring, medical assistance to road traffic victims and their relatives, occupational and road safety.
- Partial areas of road safety: speed, alcohol and drugs, seat-belts' and child restraint systems' use, pedestrians, powered two-wheelers, cyclists, young drivers, elderly drivers, tractor drivers, safety of railway crossings.

(Sources: DG-TREN, 2010; OECD/ITF, 2011; national experts)

• Road infrastructure

In Slovenia, roads are categorized in the following classes with corresponding speed limits:

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

Road type	Speed limit (km/h)
Urban roads	50/10
Rural roads	90/100
Motorways	130

– Special rules for:

- Light motorcycles (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are not available in Slovenia.

Infrastructural actions in Slovenia are mainly directed at black spot improvement.



Road Safety Country Overview-Slovenia

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

Obligatory parts in Slovenia:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: no	50%
Road safety inspections: no	60%
Black spot treatment: yes	47% ^v

- Recent infrastructural actions have been addressing black spot improvement.

• Traffic laws and regulations

Table 8: Description of the regulations in Slovenia 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 Slovenia	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; - Novice drivers: 0.0‰; - Professional drivers: 0.0‰ [1].	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: - Hand held: not allowed [3] - Hands free: allowed [2].	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: obligatory under 14 [3].	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]
- Mandatory DRL [4]. - A demerit point system is in place [3].	

• Enforcement

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

Issue	Score for Slovenia	Most common in Europe (% of countries)
Speed legislation enforcement	7	7 (35%)
Seat-belt law enforcement	7	7 (43%) ^{vii}
Child restraint law enforcement	7	6 (27%) ^{viii}
Helmet legislation enforcement	7	9 (39%) ^{ix}

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

^{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).

Slovenia has zero BAC limit for drink-driving among novice and professional drivers.

Enforcement effectiveness is assessed as moderately effective and improving in Slovenia.



Road Safety Country Overview-Slovenia

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

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

• Road user education and training

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

Education and training in Slovenia	Most common in Europe (% of countries)
General education programmes: – Primary school: compulsory – Secondary school: compulsory – Other groups: not available	Compulsory (65%) ^{xi} Compulsory (50%) ^{xii} [1,2] -
Driving licences thresholds: – Passenger car: 18 years – Motorised two-wheeler: 16 years for A1, 18 years for A2, 24 years for A – Busses and coaches: 21 years – Lorries and trucks: 21 years	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) ^{xiii} 21 years (79%) ^{xiv} [2,3]

• Public campaigns

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

Campaigns in Slovenia	Most common issues in Europe (% of countries)
Organisation: – Slovenian Road Safety Agency.	
Main themes: – Drink-driving – Seat-belt use – Speeding – Vulnerable road users (pedestrians, two-wheelers) – Intersection safety	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - -

Education programmes, driving licence thresholds and campaign themes in Slovenia are similar to most other countries.



^{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).

^{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).

Road Safety Country Overview-Slovenia

There is no information in mandatory vehicle inspection periods in Slovenia.

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

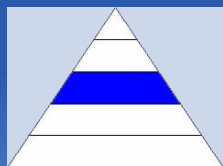
Table 13: Developments of vehicles and technology in Slovenia, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: 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%) ^{xv}



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

Road Safety Country Overview-Slovenia



The amount of speed tests per population in Slovenia is below the European average; speed offenders decreased on motorways and rural roads.

The amount of drink-driving test increased in Slovenia and the number of drink-driving offenders decreased between 2006 and 2008.



Road Safety Performance Indicators

• Speed

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

Measure	2006	2008	% change	European average (2008)
Number of tickets/1000 population	Not available	72	Not available	90.8 ^{xvi}

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

Road type	2008	2009	Annual change	European average (year)
Motorways	34%	17%	-50%	Not available
Rural roads	1%	0%	-100%	Not available
Urban roads	84%	85%	1%	Not available

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

Road type	2008	2009	Annual change	European average (year)
Motorways	115 km/h	121 km/h	5%	Not available
Rural roads	63 km/h	63 km/h	0%	Not available
Urban roads	58 km/h	58 km/h	0%	Not available

• Alcohol

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

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	162	200	23%	145.8 ^{xvii}
% tested over the limit	8.0%	5.8%	-27%	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-Slovenia

• Vehicles

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

Vehicle fleet in Slovenia	European average
Cars per age group (2009): <ul style="list-style-type: none"> - 11% ≤ 2 years, - 19% 2 to 5 years, - 32 % 6 to 10 years, - 38% > 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"> - 5 stars: 52% - 4 stars: 37% - 3 stars: 3% - 2 stars: 1% 	<ul style="list-style-type: none"> 53% 31% 7% 1%^{xix}

The share of cars between 6 and 10 years old is somewhat higher in Slovenia than the European average.

• Protective systems

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

Use of protective systems in Slovenia	European average
Daytime seat belt wearing in cars (2010): <ul style="list-style-type: none"> - 93% front, - 92% driver - No information on % front passenger - 69% rear, - 92% child restraint systems 	(2007) <ul style="list-style-type: none"> 85% front^{xx}, Not available Not available 60% rear^{xxi}, Not available
Helmet use: <ul style="list-style-type: none"> - No information on % motor rides, - No information on % moped riders, - 5% cyclists (2010) 	<ul style="list-style-type: none"> Not available Not available Not available

Seat-belt wearing rates are higher in Slovenia than on average in Europe.



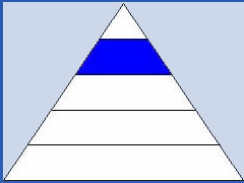
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{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-Slovenia



The number of fatalities per inhabitants in Slovenia is somewhat above average, but the decline is generally higher than the average decline in Europe.

Road Safety Outcomes

- General positioning

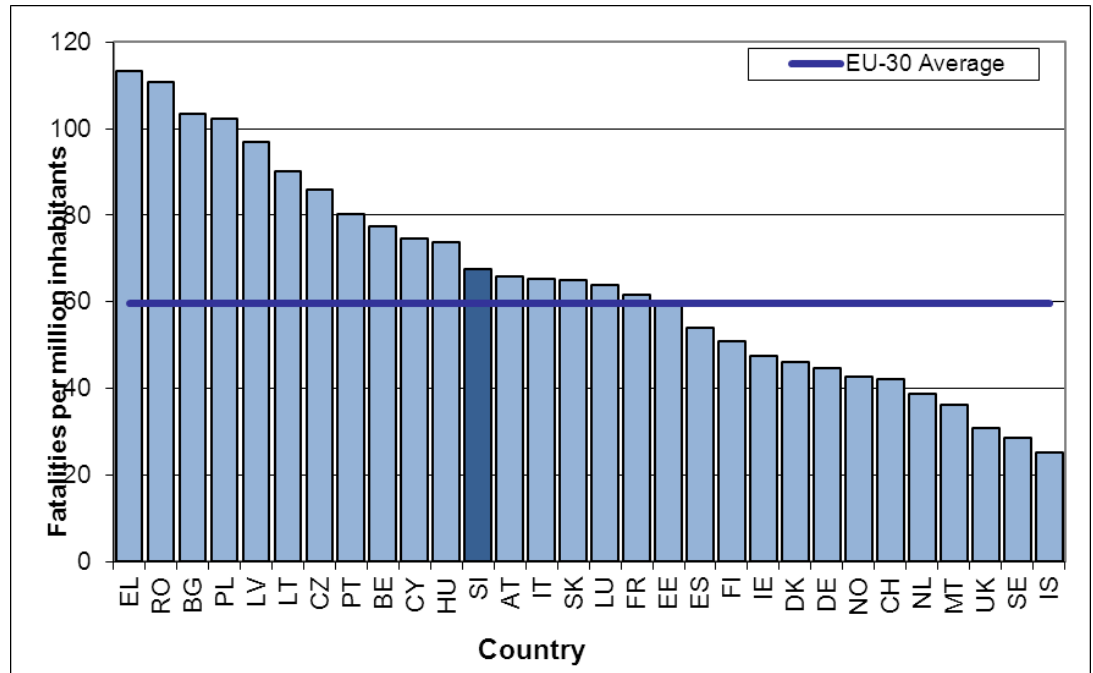


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

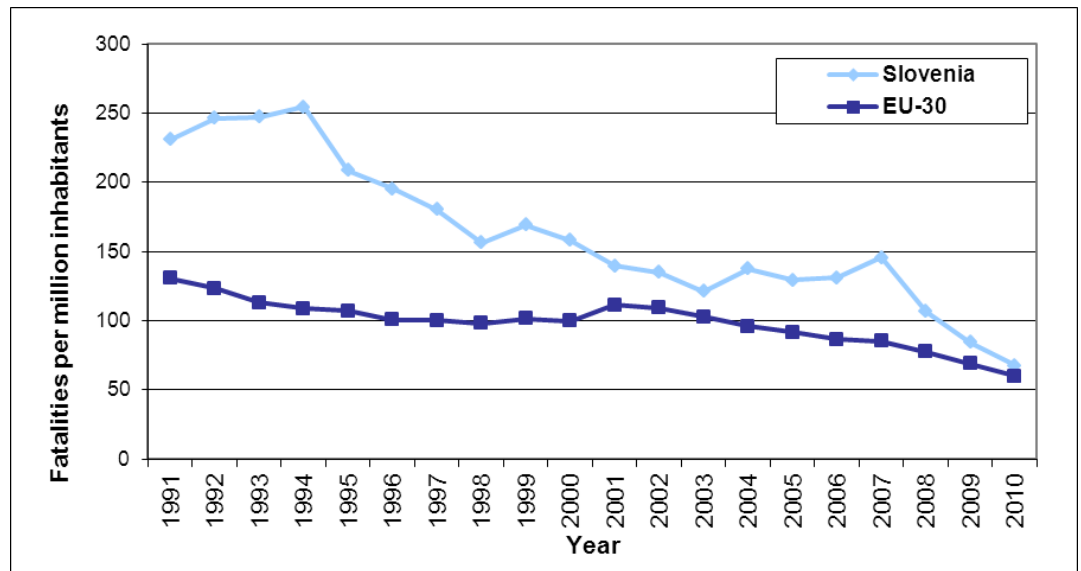


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Slovenia

Fatalities among car occupants and cyclists are overrepresented in Slovenia compared to the European average.

Especially older men are overrepresented in the road fatalities in Slovenia.

• Transport mode

Table 20: Reported fatalities by mode of road transport in Slovenia 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 ^{xxii})
Pedestrians	42	26	-4%	19%	18%
Car occupants	235	112	-7%	81%	47%
Motorcyclists	36	17	-3%	12%	13%
Mopeds	16	5	5%	4%	2%
Cyclists	16	16	-14%	12%	5%
Bus/coach occupants	0	1	-	1%	<1%
Lorries or truck occupants	5	2	18%	1%	4%

• Age, gender and nationality

Table 21: Reported fatalities by age, gender and nationality in Slovenia 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 ^{viii})
Females	51	34	0%	25%	24%
0-14 years	1	1	16%	1%	1%
15 – 17 years	4	2	24%	1%	1%
18 – 24 years	4	3	9%	2%	4%
25 – 49 years	16	11	3%	8%	7%
50 – 64 years	11	6	8%	4%	3%
65+ years	15	11	8%	8%	7%
Males	227	104	-7%	75%	75%
0-14 years	3	1	21%	1%	2%
15 – 17 years	16	2	-12%	1%	2%
18 – 24 years	48	16	-9%	12%	13%
25 – 49 years	100	43	-7%	31%	31%
50 – 64 years	29	22	1%	16%	12%
65+ years	31	20	-3%	14%	12%
Nationality of driver or rider killed					
Non-national drivers	8	3	8%	2%	Not available
Non-national riders	1	5	98%	4%	Not available



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

Road Safety Country Overview-Slovenia

Most fatalities happen on rural roads in Slovenia, but a relative large share occurs on motorways.

A relative large share of fatal crashes in Slovenia occur during daylight and as a single vehicle crash.

• Location

Table 22: Reported fatalities by location in Slovenia 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 ^{xxiii})
Built-up areas	91	60	-4%	43%	33%
Rural areas	187	78	-8%	57%	49%
Motorways	24	19	13%	14%	5%
Junctions	28	14	3%	10%	12%

• Lighting and weather conditions

Table 23: Reported fatalities by lighting and weather conditions in Slovenia 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 ^{xxiii})
Lightning conditions					
During daylight	-	93	-	67%	55%
During nighttime	-	45	-	33%	39%
Weather condition					
While raining	31	18	-4.3%	13%	10%

• Single-vehicle crashes

Table 24: Reported fatalities by type in Slovenia 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 ^{xxiv})
Single vehicle crash	162	85	-6.0%	62%	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: national sources)



^{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-Slovenia

- Risk figures

Youngsters, elderly and roads inside urban areas have the highest risks in Slovenia.

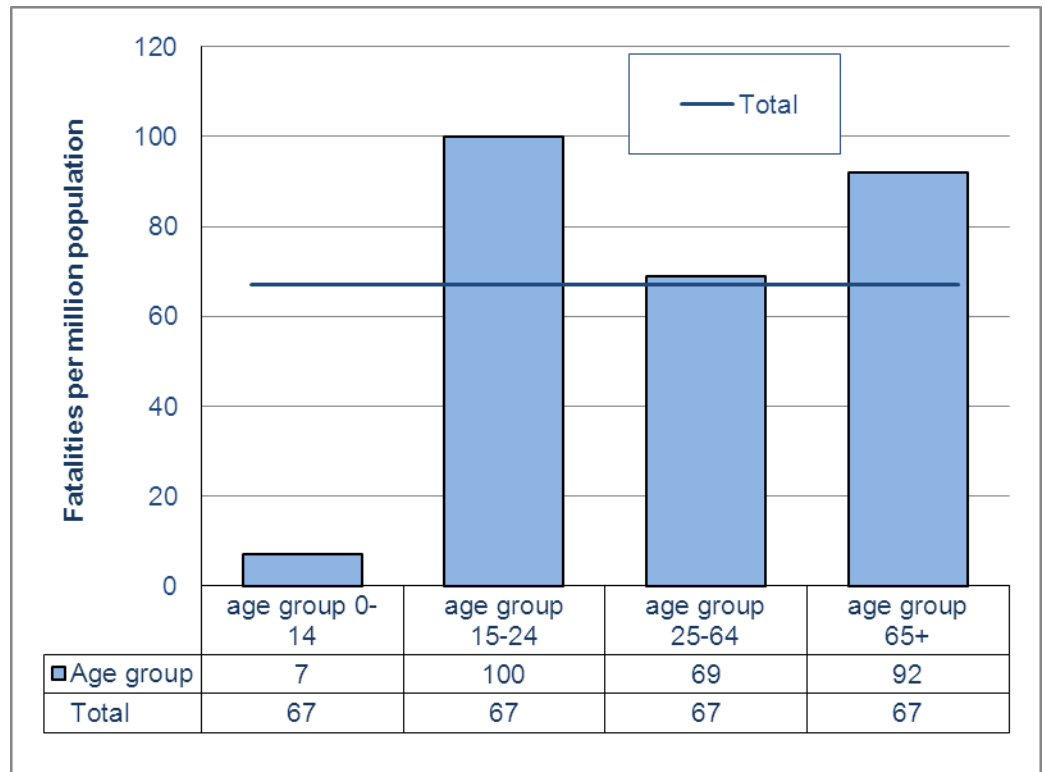


Figure 3: Fatalities by number of inhabitants in Slovenia in 2010 (Sources: CARE, OECD/ITF, 2011).

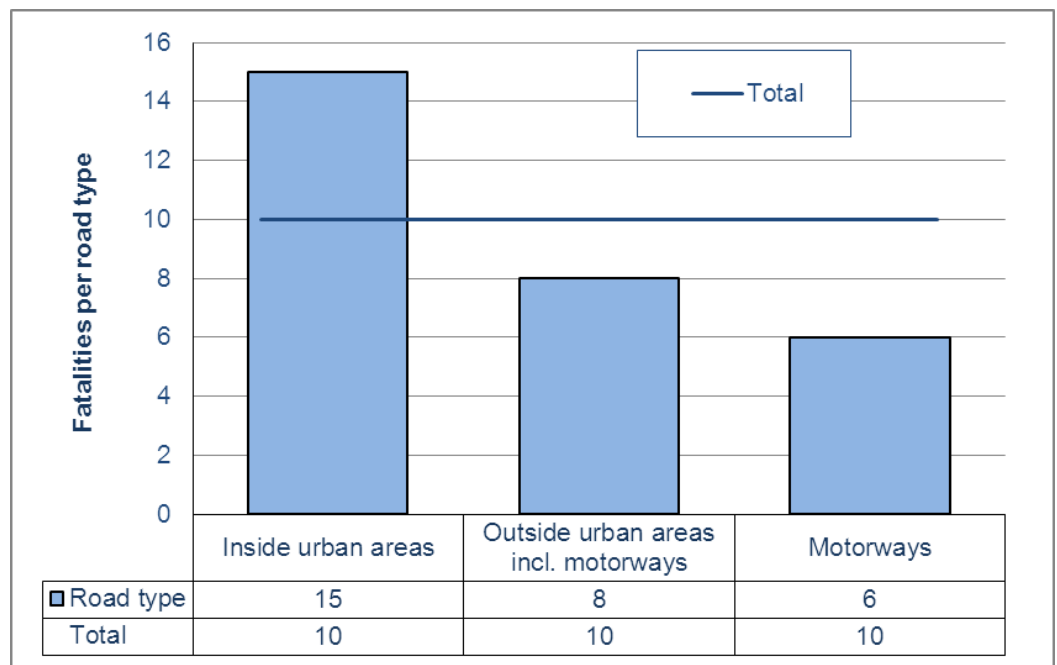
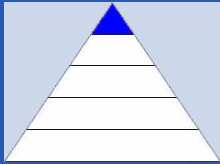


Figure 4: Fatality per road type for Slovenia in 2009 (Sources: CARE, Eurostat).



Road Safety Country Overview-Slovenia



Social Cost

- Total costs of road crashes: 0.28 billion Euros (2010)
- Percentage of GDP: 0.8%

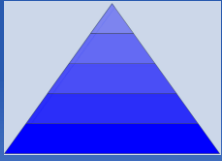
Table 25: Cost (in million Euro) per injury type in Slovenia versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average ^{xxv}
Fatal	0.70	1.28
Hospitalised	0.06	0.18
Slightly injured	0.01	0.02

The estimated costs of road injuries are lower in Slovenia than on average in Europe.



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



Enforcement is improving in Slovenia and drink-driving and speeding behaviour already showed some improvements.

Synthesis

- **Safety position**

- Slovenia keeps the 19th position among the 30 European countries, in terms of total road accidents fatalities per population. This is somewhat above the European average.

- **Scope of problem**

- Fatalities among car occupants and cyclists are overrepresented in Slovenia compared to the European average. Motorcyclists, moped riders and occupants of older vehicles are most at risk in Slovenia.
- Especially older men are overrepresented in the road fatalities in Slovenia. The highest fatality risks are for youngsters and the elderly.
- Most fatalities happen on rural roads in Slovenia, but a relative large share occurs on motorways. The largest risk in Slovenia is on roads inside urban areas.
- A relative large share of fatal crashes in Slovenia occur during daylight and as a single vehicle crash.
- The amount of speed tests per population in Slovenia is below the European average.

- **Recent progress**

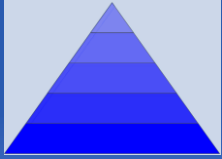
- The number of road accident fatalities has decreased significantly in Slovenia over the last two decades. The progress was observed in the areas of using protective systems in cars as well as in the enforcement of speeding and alcohol-impaired driving. Further progress in these areas would contribute to road safety in the country.
- Enforcement effectiveness is assessed as moderately effective and improving in Slovenia. For instance, the amount of drink-driving test increased in Slovenia and the number of drink-driving offenders decreased between 2006 and 2008. Also the number of speed offenders decreased on motorways and rural roads.

- **Remarkable road safety policy issues**

- The most remarkable road safety policy issue in Slovenia can be seen in the adoption of Vision Zero strategy, demanding zero fatalities or severe injuries due to traffic accidents.
- Slovenia has zero tolerance for drink-driving among novice and professional drivers.



Road Safety Country Overview-Slovenia



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