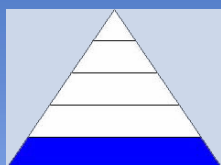


## Iceland



### Structure and Culture

- **Basic data**

**Table 1:** Basic data of Italy 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 Iceland	European average
– Population: 0.3 million inhabitants (2010) [5]	17.1 million (2010) <sup>i</sup> [1,2]
– Area: 103 125 km <sup>2</sup> (2010) (2.7% 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): 2°C Average summer temperature (May to Oct.): 10°C Annual precipitation level: 1170 mm (urban areas)	(2010) 6°C 16°C 747 mm
– Exposure: 3.2 billion vehicle km (2010) [5] (passenger cars 83%, LGV 8%, HGV 4% busses 1%, motorised two wheelers 5%)	168 billion vehicle km (2010 <sup>ii</sup> )[1]
– 0.8 motorised vehicles per person (2010)	0.7(2010 <sup>i,iii</sup> ) [1,2]

- **Country characteristics**

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

Characteristics of Iceland	European average
– Population density: 3.1 inhabitants/km <sup>2</sup> (2010) [3]	110 inhabitants km <sup>2</sup> (2010) <sup>i</sup> [1,2,3]
– Population composition (2010): 21% children (0-14 years), 67% adults (15-64 years), 12% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 <sup>iii</sup> ) [1,2]
– Gross Domestic Product (GDP) per capita: €29 900 (2010)	€26 100 (2010) [1,2]
– No information on the % of population living inside urban area.	42% (2010 <sup>iv</sup> ) [1,2]
– Special characteristics: A lot of Iceland's inland roads are dust roads, which are only accessible during the summer with a cross-country vehicle.	

Iceland is characterised by low population density and a cold and wet climate.



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

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

# Road Safety Country Overview-Iceland

- **Structure of road safety management**

- Policy making is centralized in Iceland

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

**Table 3:** Key actors per function in Iceland. (Source: national expert)

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>– The Ministry of Transport</li> <li>– The Road Traffic Directorate,</li> <li>– The Road Administration,</li> <li>– The National Police</li> </ul>
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> <li>– The Ministry of Transport</li> <li>– The Road Traffic Directorate,</li> <li>– The Road Administration,</li> <li>– The National Police</li> </ul>
3. Improvements in road infrastructure	The Road Administration
4. Vehicle improvement	The Road Traffic Directorate
5. Improvement in road user education	The Road Traffic Directorate
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– The Road Traffic Directorate</li> <li>– Municipalities</li> <li>– Insurance companies</li> </ul>
7. Enforcement of road traffic laws	The National Police
8. Other relevant actors	<ul style="list-style-type: none"> <li>– The Icelandic Road Accident Investigation Group</li> <li>– Interest groups, e.g. Automobile Association, insurance companies</li> </ul>

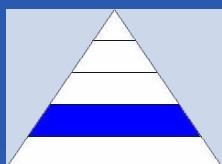
- **Attitudes towards risk taking**

- As Iceland is not part of the SARTRE-surveys, there is no information on attitudes that is comparable to other European countries.

Road safety management in Iceland is managed by cooperation of central parties.



# Road Safety Country Overview-Iceland



Iceland aims to lower the number of killed and seriously injured by 5% each year and to be among the best performing countries of killed per capita.

## Programs and measures

- **National strategic plans and targets**

- The latest long term road safety plan (2011-2022) has just been accepted by parliament. The plan is revised every four years.
- Next to the long term plan, there is a short-term plan for four years, which is revised every two years. Currently, a plan for 2011-2014 is in force, which will be revised before 2013.
- Target (referred to previous year):

**Table 4:** Road safety targets for Iceland. Coloured cells indicate sub-targets

Year	Killed and seriously injured	Average driving speed	Measures
2022			– To be among the best performing countries in terms of killed per capita
	5%/year		– Total amount of KSI
	0		– Killed and seriously injured children – Killed due to lack of seat-belt wearing
Every year	-5%		– Crashes due to influenced driving – Crashes involving 17-20 year-olds – Killed and seriously injured motorcycle riders – Injured vulnerable road users – Injured foreign road users – Crashes due to running off the road – Crashes due to lack of gap between cars – Crashes due to side impact
		<95km/h	– Average driving speed in rural area in summertime

- Priority topics (see sub-targets in the table above):
  - Children,
  - Adolescents,
  - Drink-driving,
  - Driving speed,
  - Seat-belt wearing,
  - Tailgating,
  - Vulnerable road users,
  - Motorcyclists,
  - Foreign road users,
  - Run-of road crashes,
  - Side-impact crashes.

(Source: national expert)



# Road Safety Country Overview-Iceland

## Road infrastructure

**Table 5:** Description of the road categories and their characteristics in Iceland (Source: DG-TREN, 2010).

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	80/90

- Special rules for:
  - o HGVs and cars pulling trailers: 80 km/h.
  - o gravel roads: 80 km/h
- Guidelines and strategic plans for infrastructure: Iceland uses two criteria to improve roads: black-spot criteria and place that are deemed unsafe.

**Table 6:** Obligatory parts of infrastructure management in Iceland and other European countries. (Sources: national sources)

Obligatory parts in Iceland:	European countries with obligation
Safety impact assessment: yes	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47% <sup>v</sup>

- Recent infrastructural actions have been addressing: black spots and unsafe spots.

## Traffic laws and regulations

**Table 7:** Description of the regulations in Iceland in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010)

Regulations of Iceland	Most common in Europe (% of countries)
Allowed BAC level: : 0.5‰ %; <ul style="list-style-type: none"> <li>- Novice drivers: 0.5‰</li> <li>- Professional drivers: 0.5‰ [1]</li> </ul>	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: <ul style="list-style-type: none"> <li>- Hand held: prohibited</li> <li>- Hands free: allowed [3]</li> </ul>	Not allowed (97%) [2,3] -
Use of restraint systems: <ul style="list-style-type: none"> <li>- Driver: obligatory</li> <li>- Front passenger: obligatory</li> <li>- Rear passenger: obligatory</li> <li>- Children: obligatory [1]</li> </ul>	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: <ul style="list-style-type: none"> <li>- Motor riders: obligatory</li> <li>- Moped riders: obligatory</li> <li>- Cyclists: mandatory under 15 years [1]</li> </ul>	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vi</sup> ) [2,3]
<ul style="list-style-type: none"> <li>- Mandatory DRL [2]</li> <li>- A demerit point system is in place [2]</li> </ul>	

In Iceland, roads are improved by safety impact assessment, black spot treatment, safety inspections and audits.

Regulations in Iceland are similar to regulations in most other European countries.



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

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

# Road Safety Country Overview-Iceland

## • Enforcement

**Table 8:** Effectiveness of enforcement effort in Iceland according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Iceland	Most common in Europe (% of countries)
Speed legislation enforcement	No information	7 (35%)
Seat-belt law enforcement	No information	7 (43%) <sup>vii</sup>
Child restraint law enforcement	No information	6 (27%) <sup>viii</sup>
Helmet legislation enforcement	No information	9 (39%) <sup>ix</sup>

**Table 9:** Performance of enforcement effort in Iceland according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Iceland	Most common in Europe (% of countries)
Speeding	No information	Is improving (50%)
Drink driving	No information	Is improving (79%) <sup>ix</sup>
Seat belt use	No information	Is improving (52%) <sup>x</sup>

## • Road user education and training

**Table 10:** Road user education and training in Iceland, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Iceland	Most common in Europe (% of countries)
General education programmes: – Primary school: Compulsory – Secondary school: Compulsory – Other groups: kindergarten program	Compulsory (65%) <sup>xi</sup> Compulsory (50%) <sup>xii</sup> [1,2] -
Driving licences thresholds: – Passenger car: 17 years – Motorised two wheeler: 15 years for mopeds, 17 years for <=125cm <sup>3</sup> , 11kW; 21 years for unlimited kW or two years of experience on <=125cc (19 years at least, if one has two years of experience on the >=125cc) – Busses and coaches: 21 years for <=16 passengers, 23 years for >16 passengers – Lorries and trucks: 18 years for up to 7.5t, 21 years for > 7.5t	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%)  21 years (76%) <sup>xiii</sup>  21 years (79%) <sup>xiv</sup> [2,3]

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

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

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

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

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

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

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

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

No information is available about traffic rule enforcement in Iceland.

As in the majority of countries, road safety education is compulsory both at primary and secondary school in Iceland.



# Road Safety Country Overview-Iceland

- **Public campaigns**

**Table 11:** Public campaigns in Iceland, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Iceland	Most common issues in Europe (% of countries)
<b>Organisation:</b> – The Road Traffic Directorate; – Municipalities; – Insurance companies	
<b>Main themes:</b> – Drink-driving, – Seat-belt, – Speeding, – Reduction of foreign drivers crashes – The Traffic Safety School called the 'Grundaschoolproject'.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - -

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

**Table 12:** Developments of vehicles and technology in Iceland, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

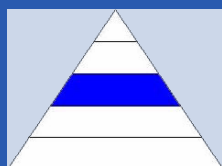
Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: after 4-2-2-1-1... years	Every 12 months (41%)
Motor cycles: after 4-2-2-1-1... years	Every 12 months (35%)
Busses or coaches: every 12 months	Every 12 months (41%)
Lorries or trucks: every 12 months	Every 12 months (41%) <sup>xv</sup>

No information is available on mandatory vehicle inspection periods in Iceland.



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

# Road Safety Country Overview-Iceland



No information is available on speed in Iceland.

The amount of alcohol checks per population in Iceland has increased, while the percentage of offenders has decreased.



## Road Safety Performance Indicators

### • Speed

**Table 13:** Number of speed checks in Iceland 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>xvi</sup>

**Table 14:** Percentage of speed offenders per road type in Iceland 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 15:** Mean speed per road type in Iceland 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

### • Alcohol

**Table 16:** Road side surveys for drink-driving in Iceland compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	56	87	55%	145.8 <sup>xvii</sup>
% tested over the limit	9%	6%	-38%	Not available

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

<sup>xvii</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-Iceland

Iceland has relative many new vehicles and vehicles between 6 and 10 year.

No information is available on wearing rates of seat-belts and helmets in Iceland.

## • Vehicles

**Table 17:** State of the vehicle fleet in Iceland compared to the European average (Source: national sources)

Vehicle fleet in Iceland	European average
Cars per age group (2011): <ul style="list-style-type: none"> <li>- 8% ≤ 2 years,</li> <li>- 15% 3 to 5 years,</li> <li>- 39 % 6 to 10 years,</li> <li>- 38% &gt; 10 year.</li> </ul>	Passenger cars (2009) <sup>xviii</sup> <ul style="list-style-type: none"> <li>12% ≤ 2 years,</li> <li>19% 3 to 5 years,</li> <li>27 % 6 to 10 years,</li> <li>42% &gt;10 years</li> </ul>
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>- no information % 5 stars</li> <li>- no information % 4 stars</li> <li>- no information % 3 stars</li> <li>- no information % 2 stars</li> </ul>	<ul style="list-style-type: none"> <li>49%</li> <li>35%</li> <li>6%</li> <li>1%<sup>xix</sup></li> </ul>

## • Protective systems

**Table 18:** Protective system use in Iceland versus the average in Europe (Source: national sources)

Use of protective systems in Iceland	European average
Daytime seat-belt wearing in cars and vans (year): <ul style="list-style-type: none"> <li>- No information% front,</li> <li>- 80 % driver (built-up areas)</li> <li>- No information % front passenger</li> <li>- No information % rear,</li> <li>- No information % child restraint systems</li> </ul>	(2007) <ul style="list-style-type: none"> <li>85% front<sup>xx</sup>,</li> <li>Not available</li> <li>Not available</li> <li>60% rear<sup>xxi</sup>,</li> <li>Not available</li> </ul>
Helmet use: <ul style="list-style-type: none"> <li>- No information % motor rides,</li> <li>- No information % moped riders,</li> <li>- No information % cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Not available</li> <li>Not available</li> <li>Not available</li> </ul>



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

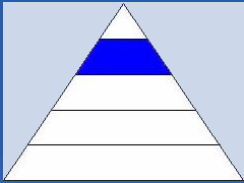
<sup>xix</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xx</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>xxi</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-Iceland



The overall trend of fatalities is decreasing by 67% over the last decade and Iceland being one of the best performing countries in Europe.

## Road Safety Outcomes

- General positioning

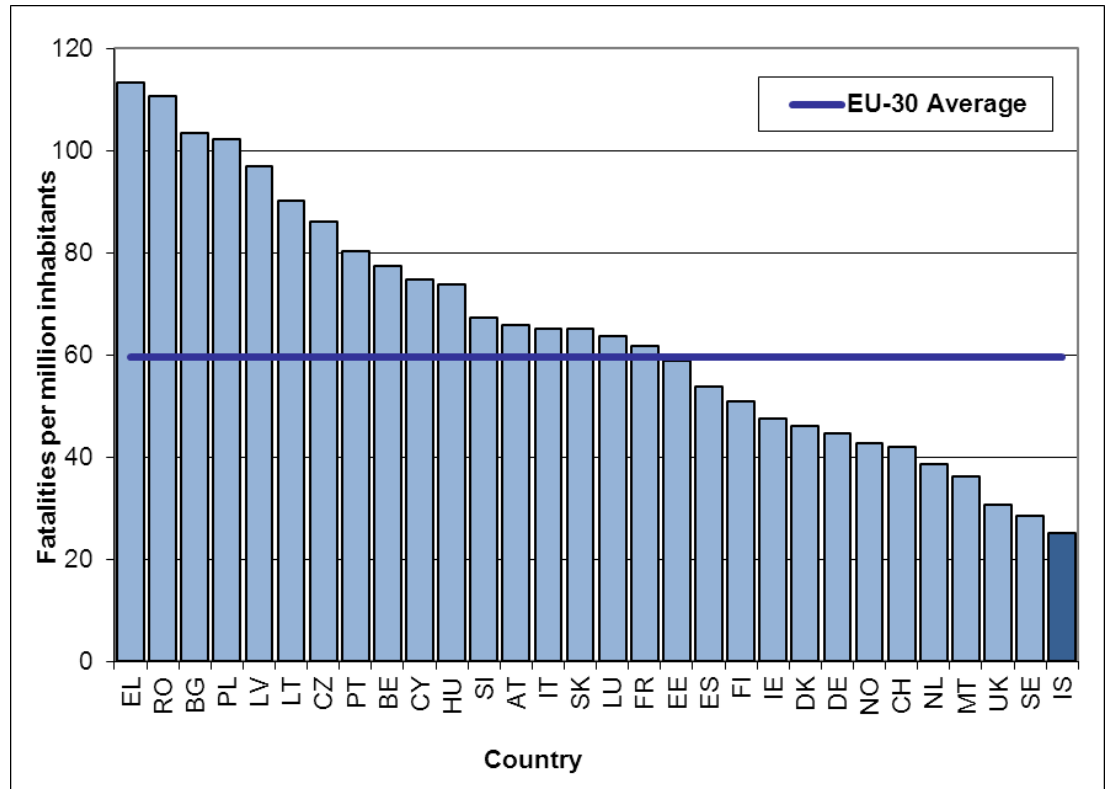


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

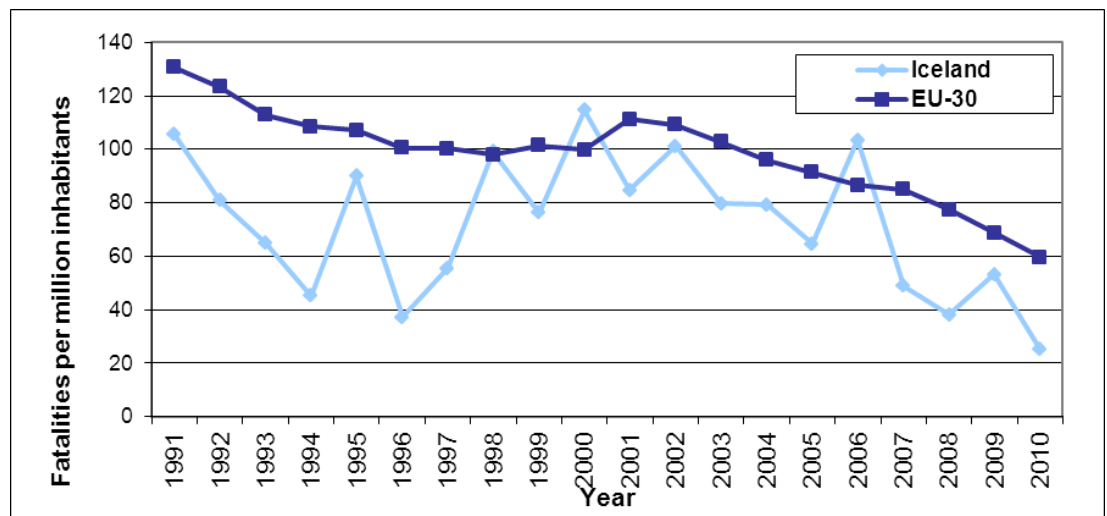


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-Iceland

Most fatalities in Iceland are among car occupants.

As the number of annual fatalities is very low in Iceland, it hardly makes sense to compare disaggregations with the European average.

In Iceland, the same number of fatalities occurred on roads inside and outside urban areas in 2010.



## • Transport mode

**Table 19:** Reported fatalities by mode of road transport in Iceland 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>xxii</sup> )
Pedestrians	1	2	-	25%	18%
Car occupants	21	4	-12%	50%	47%
Motorcyclists	1	1	-	13%	13%
Mopeds	0	0	-	0%	2%
Cyclists	0	0	-	0%	5%
Bus/coach occupants	0	0	-	0%	<1%
Lorries or truck occupants	1	1	-	13%	4%

## • Age, gender and nationality

**Table 20:** Reported fatalities by age, gender and nationality in Iceland 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	0	-	0%	1%
15 – 17 years	0	0	-	0%	1%
18 – 24 years	3	2	-	25%	4%
25 – 49 years	4	0	-	0%	7%
50 – 64 years	0	1	-	13%	3%
65+ years	0	1	-	13%	7%
<b>Males</b>					75%
0-14 years	1	0	-	0%	2%
15 – 17 years	2	0	-	0%	2%
18 – 24 years	3	1	-	13%	13%
25 – 49 years	5	1	-	13%	31%
50 – 64 years	2	1	-	13%	12%
65+ years	3	1	-	13%	12%
<b>Nationality of driver or rider killed</b>					
National	9	3	-	75%	Not available
Non-national	1	1	-	25%	Not available

## • Location

**Table 21:** Reported fatalities by location in Iceland compared to the European average of the last year available (Source: CARE, national sources).

Location	2001	2010	Average annual change	% in 2010	European average (2009 <sup>viii</sup> )
Built-up areas	7	4	69%	50%	33%
Rural areas	17	4	-3%	50%	49%
Motorways	-	-	-	-	5%
Junctions	-	-	-	-	12%

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

# Road Safety Country Overview-Iceland

## • Lighting and weather conditions

**Table 22:** Reported fatalities by lighting and weather conditions in Iceland 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>xxiii</sup> )
<b>Lightning conditions</b>					
During daylight	17	5	-10%	63%	55%
During nighttime	7	3	28%	38%	39%
<b>Weather condition</b>					
While raining	2	2	-	25%	10%

Somewhat more fatal crashes happen during daylight in Iceland.

## • Single vehicle crashes

**Table 23:** Reported fatalities by type in Iceland 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>xxiv</sup> )
Single vehicle crash	8	5	7%	63%	40%

## • Under-reporting of casualties

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: 57% (1990)

(Source: CARE; national sources)

## • Risk figures

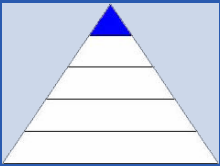
- Due to the low number of fatalities in Iceland, it makes no sense to draw risk figures.



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

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

# Road Safety Country Overview-Iceland



## Social Cost

- Total costs of road crashes: 0.2 billion euros (2006).
- Percentage of GDP: 1.8%

**Table 24:** Cost (in million Euro) per injury type in Iceland versus the European average (Source: Bickel et al., 2006; national experts).

Injury type	Value	European average <sup>xxv</sup>
Fatal	1.79	1.28
Hospitalised	0.29	0.18
Slightly injured	0.02	0.02

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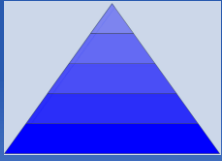
Estimated costs of traffic casualties are higher in Iceland than the European average.

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

# Road Safety Country Overview-Iceland



Iceland's road safety strategy includes quantitative targets for different sub-groups, from 'zero fatalities' (e.g. children) to 5% yearly reduction (overall).

## Synthesis

- **Safety position**

- Iceland is one of the best performing countries in Europe, with only 25 fatalities per million inhabitants. Also absolutely, the number of fatalities is very low: with 0.3 million inhabitants, there were only 8 fatalities in 2010.
- Because of the low numbers, road safety data of Iceland should be handled with care, especially when comparing Iceland with other countries.

- **Scope of problem**

- Most fatalities in Iceland are among car occupants.
- In Iceland, the same number of fatalities occurred on roads inside and outside urban areas in 2010.
- Somewhat more fatal crashes happen during daylight in Iceland.
- The small number of fatalities does not allow further identification of particular groups or types of accidents that may be problematic.

- **Recent progress**

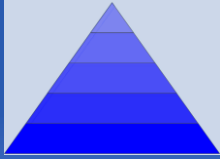
- Despite the small number of fatalities in Iceland, considerable decrease of more than 65% took place within the last decade.
- The amount of alcohol checks per population in Iceland has increased, while the percentage of offenders has decreased.

- **Remarkable road safety policy issues**

- Iceland aims to remain amongst the best performing countries in the world in terms of killed people in traffic per capita. The most recent national strategy adopts a -5% yearly reduction target for all fatalities, and a 'zero fatalities' target for children and fatalities due to not wearing seat-belt.
- In Iceland, road inspections and audits are obligatory.



# Road Safety Country Overview-Iceland



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