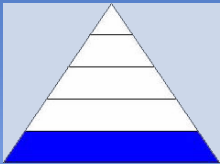


## Luxembourg



### Structure and Culture

- **Basic data**

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

Basic data of Luxembourg	European average
– Population: 502 066 inhabitants (2010)	17.1 million (2010) <sup>i</sup> [1,2]
– Area: 2 586 km <sup>2</sup> (2010) Water: 0.6% (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): 5°C Average summer temperature (May to Oct.): 15°C Annual precipitation level: 733 mm	(2010) 6°C 16°C 747 mm
– Exposure: vehicle km not available  0.4 million vehicles (2010) (81% cars, 4% motorcycles, 2% lorries, 0.4% busses)	168 billion vehicle km (2010) <sup>ii</sup> [1] 12 million vehicles (2010) <sup>iii</sup> [1, 2]
– 0.8 motorised vehicles per person (2010)	0.7(2010) <sup>iv</sup> [1,2]

- **Country characteristics**

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

Characteristics of Luxembourg	European average
– Population density: 194 inhabitants/km <sup>2</sup> (2010)	110 inhabitants km <sup>2</sup> (2010) <sup>v</sup> [1,2,3]
– Population composition (2010): 18% children (0-14 years), 68% adults (15-64 years), 14% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009) <sup>iv</sup> [1,2]
– Gross Domestic Product (GDP) per capita: €79 500 (2010)	€26 100 (2010) [1,2]
– 35% of population lives inside urban area (2010)	42% (2010) <sup>v</sup> [1,2]
– Special characteristics: Luxembourg has a lot of transit traffic, also due to workers from neighbouring countries and cheaper fuel.	

Luxembourg has one of the highest GDPs per capita in the world.



<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-Luxembourg

- **Structure of road safety management**

- Policy making is centralized in Luxembourg.

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

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

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>	The Ministry of Sustainable Development and Infrastructure (Department of Transport): overall responsibility for road safety.
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> <li>– Ministry of Sustainable Development and Infrastructure (Department of Transport)</li> <li>– The police (Police Grand-Ducale)</li> </ul>
3. Improvements in road infrastructure	<ul style="list-style-type: none"> <li>– The Ministry of Sustainable Development and Infrastructure (Department of civil engineering)</li> </ul>
4. Vehicle improvement	<ul style="list-style-type: none"> <li>– The Ministry of Sustainable Development and Infrastructure (Department of Transport)</li> <li>– The Vehicle Inspection Centre (SNCT).</li> </ul>
5. Improvement in road user education	<ul style="list-style-type: none"> <li>– The Ministry of Sustainable Development and Infrastructure</li> <li>– The Ministry of Education: awareness courses on road safety in primary and secondary schools.</li> <li>– The SNCT: provides driving training.</li> <li>– The “Centre de Formation pour conducteurs”: provides driving training and education programs in schools</li> </ul>
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– The Ministry of Sustainable Development and Infrastructure (The Department of Transport)</li> <li>– La Sécurité Routière</li> </ul>
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> <li>– The police</li> <li>– Public prosecutor’s department</li> </ul>
8. Other relevant actors	<ul style="list-style-type: none"> <li>– The Ministry of the Interior: co-ordination of legislation and regulations.</li> <li>– The Ministry of Public Health: responsible for emergency aid for traffic accident victims.</li> <li>– Other (non-profit) organisations are active on road safety awareness, education and prevention: e.g. The Association of Road Victims (AVR); Responsible Young Drivers (awareness for young drivers).</li> </ul>

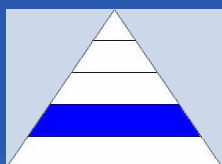
- **Attitudes towards risk taking**

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

Responsibility is assigned to the Transport Department within the Ministry of Sustainable Development and Infrastructure.



# Road Safety Country Overview-Luxembourg



The strategic plan for sustainable mobility in Luxembourg does not mention road safety.

Luxembourg has recently paid attention to the improvement of cross sections and guidelines for protection barriers.



## Programs and measures

### • National strategic plans and targets

- In April 2012, the Department of Transport has released their Global Strategy for a sustainable Mobility. Road safety is not mentioned in it and no road safety plan is available.
- Target:

**Table 4: Road safety targets for Luxembourg**

Year	Fatalities
2020	-50%

Luxembourg follows the European road safety target.

- Priority issues (without reference to concrete actions):
  - o Vulnerable road users,
  - o Traffic laws,
  - o Drivers licence,
  - o Transport of goods and travellers,
  - o Campaigns,
  - o Accidentology.

(Sources: national sources)

### • Road infrastructure

In Luxembourg, roads are categorized in the following classes with corresponding speed limits and design guidelines:

**Table 5: Description of the road categories and their characteristics in Luxembourg (Source: TiS.PT, 2003; national sources).**

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90
Motorways	130/110

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

**Table 6: Obligatory parts of infrastructure management in Luxembourg and other European countries. (Sources: DG-TREN, 2010)**

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

- Recent activities of road infrastructure improvement have been addressing:
  - o Improvement of level crossings (railroad crossing)
  - o New guidelines for protection barriers
  - o Improve intersections

<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-Luxembourg

## Traffic laws and regulations

**Table 7:** Description of the regulations in Luxembourg 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 Luxembourg	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; – Novice drivers: 0.2‰; – Professional drivers: 0.2‰ [2]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning not allowed since: – Hand held: prohibited – Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: – Drivers: obligatory – Front passengers: obligatory – Rear passengers: obligatory – Children: obligatory [2, 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: not obligatory [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vii</sup> ) [2,3]
– New cars don't have to be fitted with dedicated day time running lights, but according to EU requirements, it will be obligatory in the future. [2]	

Luxembourg has a 0.2 drink-driving limit for novice and professional drivers, which is lower than in most countries.

## Enforcement

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

Issue	Score for Luxembourg	Most common in Europe (% of countries)
Speed legislation enforcement	Not available	7 (35%)
Seat-belt law enforcement	Not available	7 (43%) <sup>viii</sup>
Child restraint law enforcement	Not available	6 (27%) <sup>ix</sup>
Helmet legislation enforcement	Not available	9 (39%) <sup>ix</sup>

Traffic enforcement is improving in Luxembourg.



<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-Luxembourg

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

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

## • Road user education and training

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

Education and training in Luxembourg	Most common in Europe (% of countries)
<b>General education programmes:</b> <ul style="list-style-type: none"> <li>– Primary school: compulsory within the curriculum of health education</li> <li>– Secondary school: compulsory within the curriculum of health education</li> <li>– Other groups: young drivers within 2 years after driving license [3]</li> </ul>	Compulsory (65%) <sup>xii</sup> Compulsory (50%) <sup>xiii</sup> [1,2] -
<b>Driving licences thresholds:</b> <ul style="list-style-type: none"> <li>– Passenger car: 18 years</li> <li>– Motorised two wheeler: 16 years (max. power 11 kw max 125 ccm) 21 years (power &gt;25 kw, 2 first years max power 11kw max 125 ccm)</li> <li>– Busses and coaches: 21 years</li> <li>– Lorries and trucks: 21 years</li> </ul>	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 11:** Public campaigns in Luxembourg, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Luxembourg	Most common issues in Europe (% of countries)
<b>Organisation:</b> <ul style="list-style-type: none"> <li>– The Ministry of Sustainable Development and Infrastructure (Department of Transport);</li> <li>– ‘La Sécurité Routière’.</li> </ul>	
<b>Main themes:</b> <ul style="list-style-type: none"> <li>– Drink-driving</li> <li>–</li> <li>– Speeding</li> </ul>	Drink-driving (83%) Seat-belt (73%) Speeding (53%)

Road safety education at school will be compulsory within the curriculum of health education.



<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-Luxembourg

For buses and trucks, mandatory inspection periods are shorter in Luxembourg than the most common period in Europe.

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

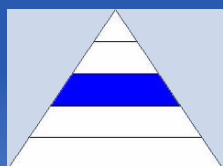
**Table 12:** Developments of vehicles and technology in Luxembourg, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

<b>Mandatory technical inspections</b>	<b>Most common in Europe (% of countries)</b>
Passenger cars: Every 12 months	Every 12 months (41%)
Motorcycles: Every 12 months	Every 12 months (35%)
Busses or coaches: Every 6 months	Every 12 months (41%)
Lorries or trucks: Every 6 months	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-Luxembourg



The number of speed checks per inhabitants increased somewhat between 2006 and 2008.

The number of alcohol tests per inhabitants has decreased between 2006 and 2008, but the rate of offenders was not found to change.



## Road Safety Performance Indicators

### • Speed

**Table 13:** Number of speed checks in Luxembourg versus the European average (Source: ETSC, 2010; national sources)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 inhabitants	24	26	8%	90.8 <sup>xvii</sup>

**Table 14:** Percentage of speed offenders per road type in Luxembourg compared to the European average (Source: ETSC, 2010)

Road type	2001	2010	Average annual change	European average
Motorways	No information	No information	No information	Not available
Rural roads	No information	No information	No information	Not available
Urban roads	No information	No information	No information	Not available

**Table 15:** Mean speed per road type in Luxembourg compared to the European average (Source: ETSC, 2010)

Road type	2001	2010	Average annual change	European average
Motorways	No information	No information	No information	Not available
Rural roads	No information	No information	No information	Not available
Urban roads	No information	No information	No information	Not available

### • Alcohol

**Table 16:** Road side surveys for drink-driving in Luxembourg compared to the European average (Source: ETSC, 2010). This includes only tests that are ordered by the public department of the prosecutor.

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 inhabitants	52	35	33%	145.8 <sup>xviii</sup>
% tested over the limit	2%	2%	0%	Not available

<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-Luxembourg

## • Vehicles

**Table 17:** State of the vehicle fleet in Luxembourg compared to the European average (Source: ETSC, 2009; national sources)

Vehicle fleet in Luxembourg	European average
Cars per age group (2009): <ul style="list-style-type: none"> <li>- 28 % ≤ 2 years,</li> <li>- 32 % 2 to 5 years,</li> <li>- 25 % 6 to 10 years,</li> <li>- 15 % &gt; 10 year.</li> </ul>	Total vehicle fleet (2008) <sup>xx</sup> 16% ≤ 2 years, 15% 2 to 5 years, 21 % 6 to 10 years, 33% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>- 5 stars: unknown</li> <li>- 4 stars: unknown</li> <li>- 3 stars: unknown</li> <li>- 2 stars: unknown</li> </ul> Average score: 31.9 points (91.3% of the maximum of 35 points). This is 1 point higher than the average score for the EU-27 countries.	49% 35% 6% 1% <sup>xx</sup>

The quality of cars in Luxembourg is somewhat higher than the European average.

## • Protective systems

**Table 18:** Protective system use in Luxembourg versus the average in Europe (Source: Vis & Eksler, 2008, national sources)

Use of protective systems in Luxembourg	European average
Daytime seat belt wearing in cars and vans: <ul style="list-style-type: none"> <li>- 78% front (2003)</li> <li>- 81 % driver</li> <li>- No information % front passenger</li> <li>- 60% rear (2003)</li> <li>- 57% child restraint systems (2005)</li> </ul>	(2007) 85% front <sup>xxi</sup> , Not available Not available 60% rear <sup>xxii</sup> , Not available
- Helmet use: <ul style="list-style-type: none"> <li>- 99% motor riders(estimation)</li> <li>- 99% moped riders (estimation)</li> <li>- No information % cyclists</li> </ul>	Not available Not available Not available

Seat-belt wearing rates are already some years old but seem to be about the European average.



<sup>xix</sup> Based on data of 22 countries (excl. CH, CY, DE, EL, IS, LT, NO and SK).

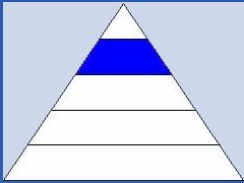
<sup>xx</sup> Based on data of 27 countries (excl. CY, IS and MT).

<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-Luxembourg



## Road Safety Outcomes

- General positioning

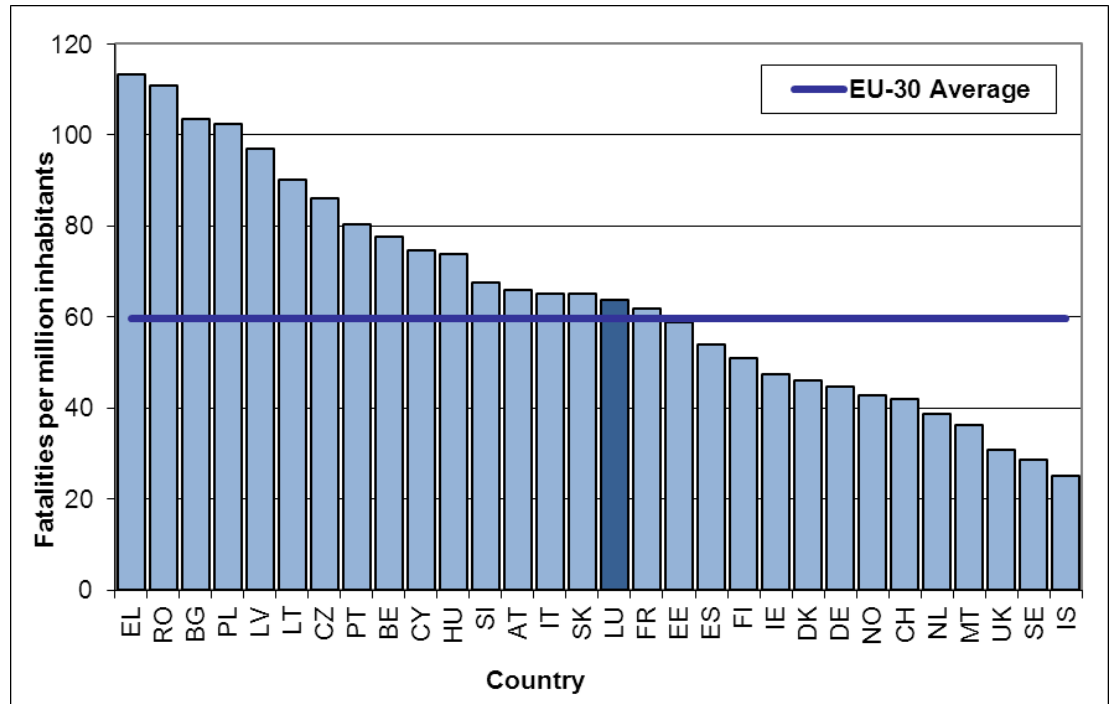


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

The amount of fatalities per population in Luxembourg is about average, but the decrease of fatalities has gone faster last decades than the European average.

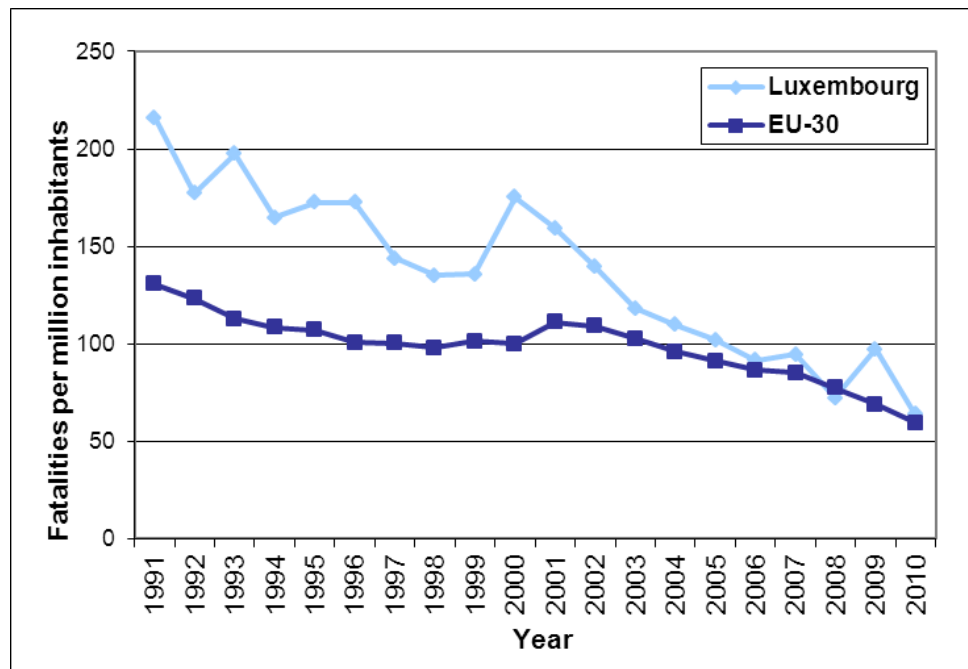


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-Luxembourg

By far the majority of fatalities in Luxembourg are car occupants.

More than one third of the fatal victims were non-national road users; a lot of road users in Luxembourg are transit users.

Most fatal crashes in Luxembourg occur on rural roads and motorways.



## • Transport mode

**Table 19:** Reported fatalities by mode of road transport in Luxembourg 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	11	1	-	3%	18%
Car occupants	51	27	-	84%	47%
Motorcyclists	6	1	-	3%	13%
Mopeds	0	0	-	0%	2%
Cyclists	1	1	-	3%	5%
Bus/coach occupants	0	0	-	0%	<1%
Lorries or truck occupants	1	1	-	3%	4%
Agricultural vehicles	0	1	-	3%	

## • Age, gender and nationality

**Table 20:** Reported fatalities by age, gender and nationality in Luxembourg 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>	17	8	-1%	25%	24%
0-14 years	2	0	-	0%	1%
15 – 17 years	3	0	-	0%	1%
18 – 24 years	4	2	38%	6%	4%
25 – 49 years	5	4	11%	13%	7%
50 – 64 years	2	1	-	3%	3%
65+ years	1	1	67%	3%	7%
<b>Males</b>	52	24	-6%	75%	75%
0-14 years	2	0	-	0%	2%
15 – 17 years	0	0	-	0%	2%
18 – 24 years	12	8	1%	25%	13%
25 – 49 years	22	9	-5%	28%	31%
50 – 64 years	10	5	6%	16%	12%
65+ years	6	2	29%	6%	12%
<b>Nationality of driver killed</b>					
National	23	8	-	32%	Not available
Non-national	21	14	-2%	56%	Not available

## • Location

**Table 21:** Reported fatalities by location in Luxembourg 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	17	3	-11%	9%	33%
Rural areas	46	22	-	69%	49%
Motorways	7	7	20%	22%	5%
Junctions	9	1	-3%	3%	12%

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

# Road Safety Country Overview-Luxembourg

A relative low amount of fatal crashes occur during daylight, and relative many fatal crashes are single vehicle crashes in Luxembourg.

## • Lighting and weather conditions

**Table 22:** Reported fatalities by lighting and weather conditions in Luxembourg 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	15	8	45%	25%	55%
During nighttime	26	13	-5%	41%	39%
<b>Weather condition</b>					
While raining	9	4	15%	13%	10%

## • Single vehicle crashes

**Table 23:** Reported fatalities by type in Luxembourg 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>xxv</sup> )
Single vehicle crash	30	18	-2%	56%	40%

## • Under-reporting of casualties

- Fatalities: 100% (2010). Data about fatalities are from the reports of the policemen and checked with newspaper messages.
- Hospitalised: no information.

(Source: national sources)



<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-Luxembourg

- Risk figures

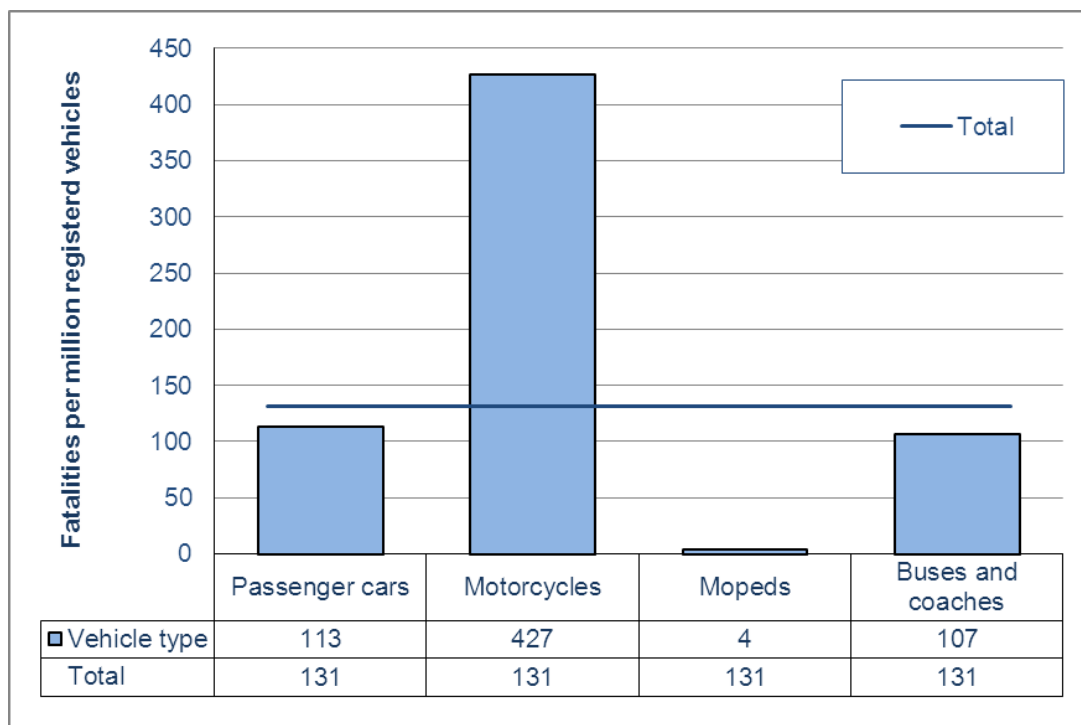


Figure 3: Fatalities by vehicle type for Luxembourg 2001 - 2010 (Sources: CARE, Eurostat).

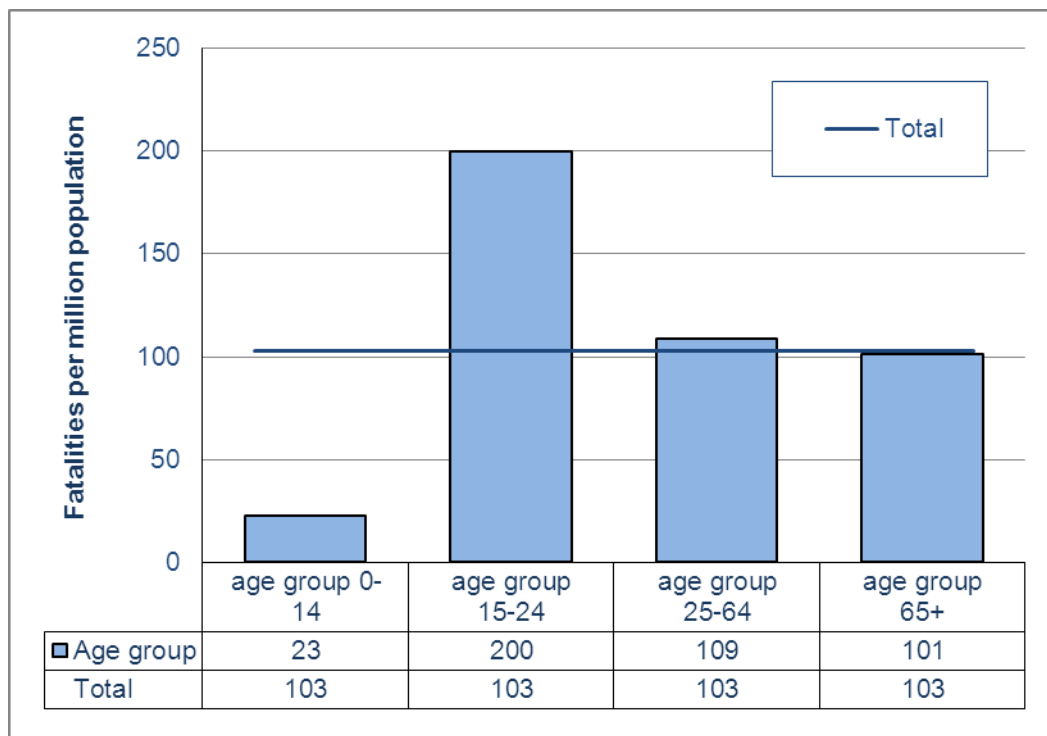
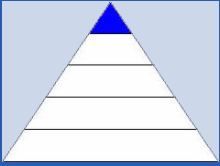


Figure 4: Average of fatalities in Luxembourg by age group 2001-2010 (Sources: CARE, OECD/ITF, 2011).

The risks on motorcycles and youngsters are highest in Luxembourg, but due to the transit position of the country, the risk of cars and trucks may be inflated.



# Road Safety Country Overview-Luxembourg



Estimated road safety costs in Luxembourg are higher than the European average for severe injuries.

## Social Cost

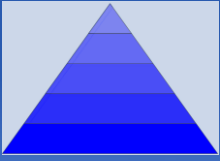
- Total costs of road crashes: no information
- Percentage of GDP: no information

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

Injury type	Value	European average <sup>xxvi</sup>
Fatal	2.33	1.28
Hospitalised	0.36	0.18
Slightly injured	0.02	0.02



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



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Road casualties in Luxembourg are very much dominated by the transit traffic through the country.

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## Synthesis

- **Safety position**

- The road safety position of Luxembourg within Europe is about the European average. With 64 fatalities per million inhabitants, it is at rank 15 within the European countries.

- **Scope of problem**

- Given the small size of the country, the absolute number of fatalities is also relatively small and has been ranging between 30 and 70 in the last 10 years.
- By far the majority of fatalities in Luxembourg are car occupants, but the risk is highest for motorcycles.
- More than one third of the fatal victims were non-national road users, which is understandable from the fact that Luxembourg has a lot of transit traffic.
- Most fatal crashes in Luxembourg occur on rural roads and motorways.

- **Recent progress**

- From 2001 to 2010 the number of fatalities has been halved and the decrease of fatalities has gone faster last decades than the European average.
- Traffic enforcement is improving in Luxembourg.

- **Remarkable road safety policy issues**

- Luxembourg has a 0.2 drink-driving limit for novice and professional drivers, which is lower than in most countries.
- For buses and trucks, mandatory inspection periods are shorter in Luxembourg than the most common period in Europe.



# Road Safety Country Overview-Luxembourg



## Literature

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