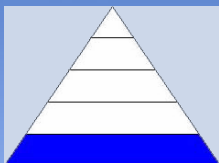


Slovakia



Structure and Culture

- **Basic data**

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

Basic data of Slovakia	European average
– Population: 5.4 million inhabitants (2010)	17.1 million (2010) ^[1,2]
– Area: 49 000 km ² (2010) (1.9% 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): 6°C Average summer temperature (May to Oct.): 15°C Annual precipitation level: 776 mm	(2010) 6°C 16°C 747 mm
– Exposure: 13.4 billion vehicle km (2000) (% cars, % vans etc. not available)	168 billion vehicle km (2010 ⁱⁱ) [1]
– 0.34 motorised vehicles per person (2002)	0.7(2010 ^{i,iii}) [1,2]

- **Country characteristics**

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

Characteristics of Slovakia	European average
– Population density: 111 inhabitants/km ² (year)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2009): 15% children (0-14 years), 72% adults (15-64 years), 12% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €12 100 (2010)	€26 100 (2010) [1,2]
– 22% of population lives inside urban area (year)	42% (2010 ^{iv}) [1,2]
– Special characteristics: The largest part of Slovakia is mountainous land, and about 40% is covered with forests.	

Slovakia has a low number of vehicles per person and a relative low number of people living inside an urban area.



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-Slovakia

- **Structure of road safety management**

- Policy making is centralized in Slovakia.

Table 3: Key actors per function in Slovakia (Source: national sources).

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	Ministry of Transport, Construction and Regional Development - Department for Road Safety
2. Monitoring of the RS development in the country	Ministry of Transport, Construction and Regional Development in cooperation with Výskumný ústav dopravný (a research institute that monitors safety performance indicators)
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – Ministry of Transport, Construction and Regional Development; – Slovak Road Administration. – National Highway Company.
4. Vehicle improvement	Ministry of Transport, Construction and Regional Development
5. Improvement in road user education	<ul style="list-style-type: none"> – Ministry of Transport, Construction and Regional Development; – Ministry of Education; – Ministry of Interior.
6. Publicity campaigns	<ul style="list-style-type: none"> – Ministry of Transport, Construction and Regional Development; – Ministry of Education; – Ministry of Interior.
7. Enforcement of road traffic laws	Ministry of Interior through the Police
8. Other relevant actors	<ul style="list-style-type: none"> – Knowledge institutions: Slovak Technical University in Bratislava, Technical University in Žilina, The Slovak Association of Civil Engineers; – Association of cities and municipalities of Slovakia (chiefs of regional offices and chiefs of self-governing regions); – The Association of Insurance companies; – The Institute of Forensic Engineering in Žilina; – The Association of the Automobile Industry of the Slovak Republic; – The Integrated rescue system of Slovakia.

Road safety policy is centralised in Slovakia, with an important role for the Ministry of Transport, Construction and Regional Development.



Road Safety Country Overview-Slovakia

- **Attitudes towards risk taking**

- Slovakian drivers admit more than drivers from other countries that they sometimes overtake others in a dangerous way.

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

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

	Slovakia	SARTRE average
Self-reported driving behaviour	% of drivers that show behaviour often or more	
Too close following	7%	9%
Inappropriate overtaking	18%	5%
Exceeding speed limit on motorways	16%	25%
Exceeding speed limit on main inter-urban roads	18%	18%
Exceeding speed limit on country roads	11%	13%
Exceeding speed limit in built-up areas	8%	8%
Support of stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	68%	60%
Higher penalties for drink-driving offences	93%	88%
Lower BAC limits	13%	8%
Perceived probability of being checked for	% of drivers who assume they are checked often	
Speeding	19%	18%
Alcohol use	14%	9%

Legend

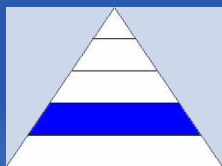
(comparison of country attitude in relation to average attitude of other SARTRE countries):

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

Slovakian drivers admit more than drivers in other countries that they sometimes overtake inappropriately.



Road Safety Country Overview-Slovakia



Slovakia has adopted vision zero as basis for their RS strategy.

Slovakia improves infrastructure via audits, inspections and black spot treatment.



Programs and measures

- **Road Safety Strategy of the country**

- The key strategy of the National programme for road safety improvement in the Slovak republic is the adoption and acceptance of the Vision Zero philosophy in relation to road safety.

- **National strategic plans and targets**

- The new road safety plan covers the period 2011 to 2020.
- Targets (referred to 2010):

Table 5: Road safety targets for Slovakia

Year	Fatalities
2020	-50% 345

- Priority thematic topics of proposed packages of measures are:
 - speed;
 - alcohol and drugs;
 - vulnerable road users;
 - traffic education and drivers training;
 - road infrastructure;
 - vehicles and intelligent traffic systems;
 - freight and bus transport;
 - post-accident care;
 - road safety management.

(Source: national sources)

- **Road infrastructure**

Table 6: Description of the road categories and their characteristics in Slovakia (Source: national sources).

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

- Special rules for:
 - Buses: max. 100 km/h on motorways
 - Vehicles > 3,5 ton: max. 90 km/h
 - Bus with trailer > 750 kg, or vehicle ≤ 3500 with trailer > 750 kg: 90 km/h
- Guidelines and strategic plans for infrastructure are available in Slovakia.

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

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

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

Road Safety Country Overview-Slovakia

- Recent infrastructural actions have been addressing:
 - o black spot identification and improvement,
 - o traffic calming,
 - o improving signing and marking,
 - o grade separate crossings.

• Traffic laws and regulations

Table 8: Description of the regulations in Slovakia 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 Slovakia	Most common in Europe (% of countries)
Allowed BAC level: 0.0‰; - 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 - Hands free: allowed [2]	Not allowed (97%) [2,3] -
Use of restraint systems: - Front: obligatory - Rear: obligatory - Children: obligatory [2].	Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: - Motor riders: Obligatory - Moped riders: Obligatory - Cyclists: obligatory outside built-up area and for children under 15 years [2]. - Mandatory DRL [4].	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]

• Enforcement

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

Issue	Score for Slovakia	Most common in Europe (% of countries)
Speed legislation enforcement	7	7 (35%)
Seat-belt law enforcement	8	7 (43%) ^{vii}
Child restraint law enforcement	9	6 (27%) ^{viii}
Helmet legislation enforcement	8	9 (39%) ^{ix}

Slovakia has a zero tolerance law for drink-driving, which is stricter than most other countries.

Especially child restraint law enforcement is assessed as effective in Slovakia, but most other topics need to do more.



^{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).

Road Safety Country Overview-Slovakia

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

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

• Road user education and training

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

Education and training in Slovakia	Most common in Europe (% of countries)
General education programmes: – Primary school: Compulsory – Secondary school: Voluntary – Other groups: none	Compulsory (65%) ^{xi} Compulsory (50%) ^{xii} [1,2] -
Driving licences thresholds: – Passenger car (B): 18 years; 17 years when handicapped or under company of experienced driver; – Motorised two wheeler: 16 years (A1), 18 years (A with restrictions), 21 year (A without restrictions); – Busses and coaches: 21 years – Lorries and trucks: 18 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 11: Public campaigns in Slovakia, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Slovakia	Most common issues in Europe (% of countries)
Organisation: – Ministry of Transport, Construction and Regional Development – Ministry of Education; – Ministry of Interior.	
Main themes: – Drink-driving (alcohol and drugs) – Seat-belts – Speed limits – Restraint systems – Visibility of old pedestrians and cyclists – First aid.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - -

Road safety education is only compulsory in Slovakia at primary schools.



^{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-Slovakia

No information is available on the mandatory vehicle inspection periods in Slovakia.

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

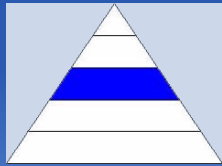
Table 12: Developments of vehicles and technology in Slovakia, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: 4-2-2 etc.	Every 12 months (41%)
Motor cycles: 4-2-2 etc.	Every 12 months (35%)
Busses or coaches: Every year until 8 years, thereafter every 6 months	Every 12 months (41%)
Lorries or trucks: Every year	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-Slovakia



The amount of speed tests per population in Slovakia is below the European average; there is no information on speed.

Road Safety Performance Indicators

• Speed

Table 13: Number of speed checks in Slovakia versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	25	24	-4%	90.8 ^{xvi}

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

Road type	2001	2011	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	17%	Not available	Not available
Urban roads	Not available	52%	Not available	Not available

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

Road type	2001	2011	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	80 km/h	Not available	Not available
Urban roads	Not available	52 km/h	Not available	Not available

• Alcohol

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

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	145.8 ^{xvii}
% tested over the limit	Not available	Not available	Not available	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-Slovakia

Most new cars sold in 2008 in Slovakia have 4 stars, while they have 5 stars in Europe in average.

Seat-belt wearing rates are somewhat lower than the European average, but helmet wearing rates are quite high.

• Vehicles

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

Vehicle fleet in Slovakia	European average
Cars per age group (2009): <ul style="list-style-type: none"> – 10% ≤ 2 years, – 16% 2 to 5 years, – 26% 6 to 10 years, – 48% > 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: 32% – 4 stars: 51% – 3 stars: 5% – 2 stars: 2% 	<ul style="list-style-type: none"> 49% 35% 6% 1%^{xix}

• Protective systems

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

Use of protective systems in Slovakia	European average
Daytime seat belt wearing in cars and vans (2010): <ul style="list-style-type: none"> – 84% front, – 83% driver – 86% front passenger – 43% rear, – 89% 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"> – 94% motor rides, – 94% moped riders, – 25% cyclists 	<ul style="list-style-type: none"> Not available Not available Not available



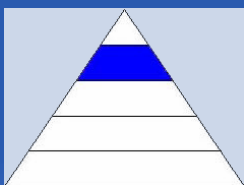
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{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-Slovakia



Road Safety Outcomes

- General positioning

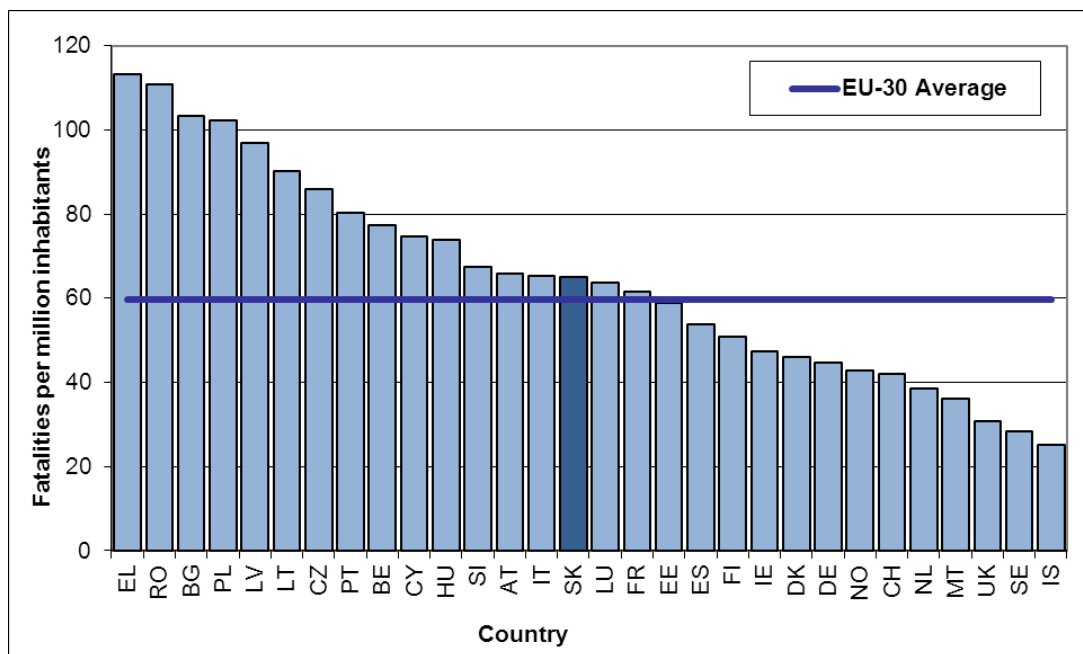


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

The number of fatalities per inhabitants is about average in Slovakia; the decline is going up and down but declines fast last years.

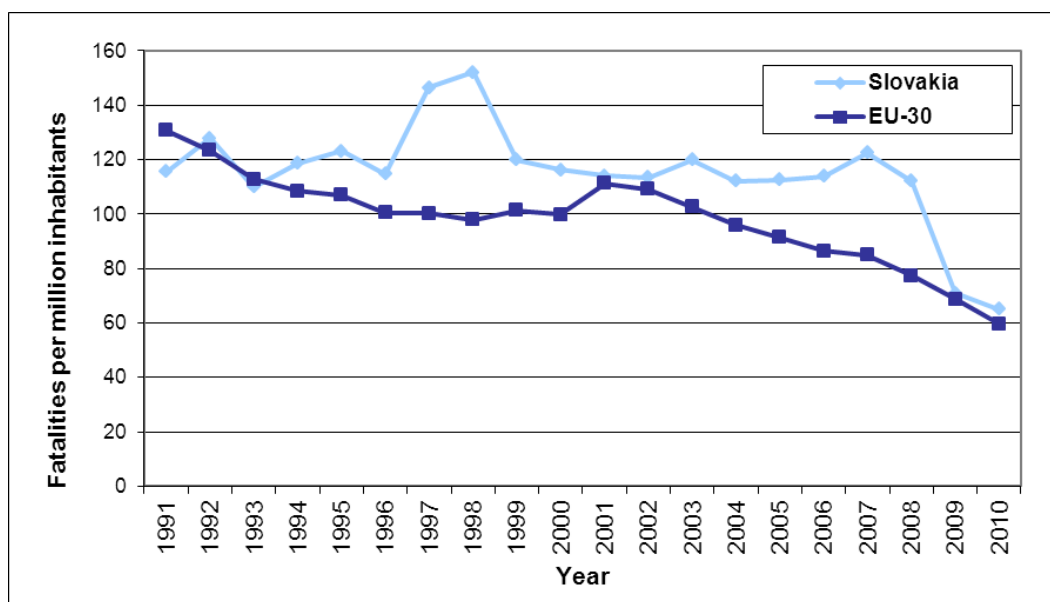


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Slovakia

Pedestrians have a relative large share in fatalities in Slovakia but together with fatalities among cyclists, also showed the largest decrease last years.

Young and older men are overrepresented in fatalities in Slovakia.

Relative many fatalities occur on rural roads, relative few on motorways in Slovakia.



• Transport mode

Table 19: Reported fatalities by mode of road transport in Slovakia compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2005	2009	Average annual change	% in 2009	European average (2009 ^{xxii})
Pedestrians	174	93	-12%	24%	18%
Car occupants	293	182	-9%	47%	47%
Motorcyclists	45	34	-6%	9%	13%
Mopeds	-	-	-	-	2%
Cyclists	56	22	-15%	6%	5%
Bus/coach occupants	8	12	13%	3%	<1%
Lorries or truck occupants	26	16	-10%	4%	4%

• Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Slovakia versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2005	2009	Average annual change	% in 2009	European average (2009 ^{viii})
Females	144	88	-10%	23%	24%
0-14 years	10	3	-18%	1%	1%
15 – 17 years	7	2	-18%	1%	1%
18 – 24 years	13	2	-21%	1%	4%
25 – 49 years	58	22	-16%	7%	7%
50 – 64 years	26	23	-3%	7%	3%
65+ years	29	24	-4%	8%	7%
Males	462	296	-9%	77%	75%
0-14 years	9	6	-8%	2%	2%
15 – 17 years	11	3	-18%	1%	2%
18 – 24 years	70	51	-7%	16%	13%
25 – 49 years	203	100	-13%	31%	31%
50 – 64 years	118	57	-13%	18%	12%
65+ years	48	27	-11%	8%	12%
Nationality of driver or rider killed					
National	591	366	-10%	95%	Not available
Non-national	15	18	5%	5%	Not available

• Location

Table 21: Reported fatalities by location in Slovakia 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	2005	2009	Average annual change	% in 2009	European average (2009 ^{viii})
Built-up areas	277	176	-9%	46%	33%
Rural areas	329	208	-9%	54%	49%
Motorways	21	9	-14%	2%	5%
Junctions	72	35	-13%	9%	12%

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

Road Safety Country Overview-Slovakia

- **Lighting and weather conditions**

Table 22: Reported fatalities by lighting and weather conditions in Slovakia compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2005	2009	Average annual change	% in 2009	European average (2009 ^{xxiii})
Lightning conditions					
During daylight	313	203	-9%	53%	55%
During nighttime	253	157	-9%	41%	39%
Weather condition					
While raining	52	46	-3%	12%	10%

- **Single vehicle crashes**

Table 23: Reported fatalities by type in Slovakia compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2005	2009	Average annual change	% in 2009	European average (2009 ^{xxiv})
Single vehicle crash	342	117	-16%	30%	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)

Somewhat more than average amount of fatalities occur during night time, during rain; and relative few as single vehicle crash.



^{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-Slovakia

- Risk figures

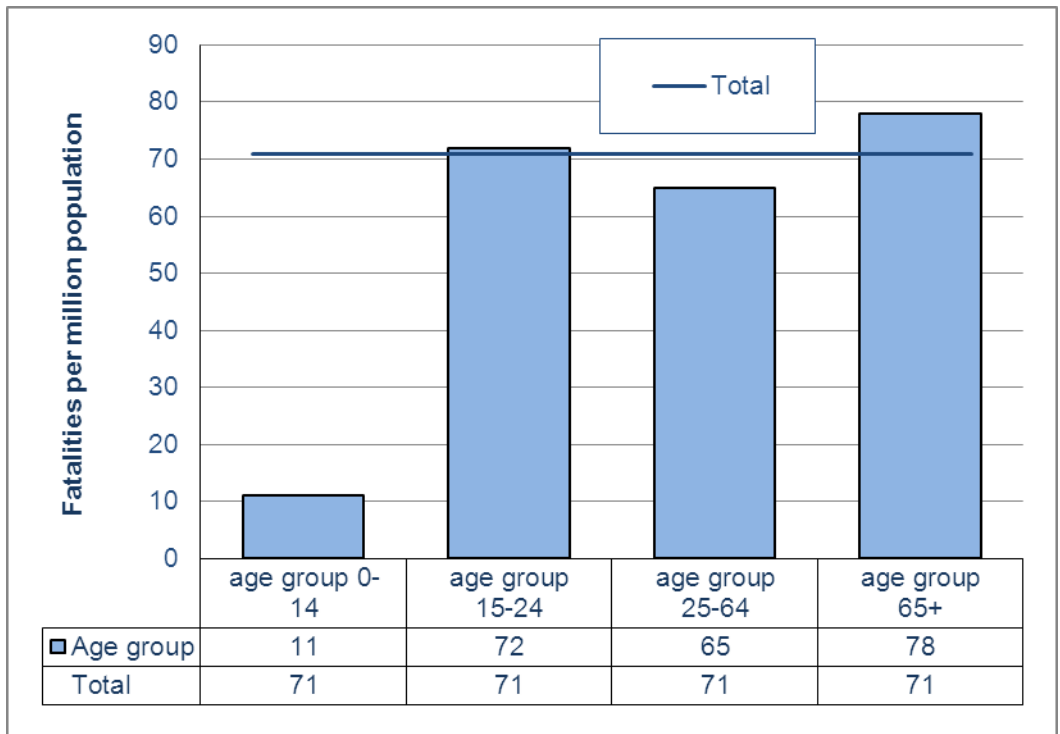
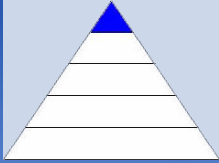


Figure 3: Fatalities by number of inhabitants in Slovakia in 2010 (Sources: CARE, OECD/ITF, 2011).

Children have a relative low risk in Slovakia.



Road Safety Country Overview-Slovakia



Social Cost

- Total costs of road crashes (fatalities and injuries): 0.7 billion euros (2007)
- Percentage of GDP: 1.28%

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

Injury type	Value	European average ^{xxv}
Fatal	0.32	1.28
Hospitalised	0.10	0.18
Slightly injured	0.01	0.02

Estimated costs of road injuries are lower in Slovakia than on average in Europe.



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

Road Safety Country Overview-Slovakia



Slovakia has an average road safety position in Europe and is in the process of adopting a vision zero strategy.

Synthesis

- **Safety position**

- The number of fatalities per inhabitants in Slovakia is slightly above the European average.

- **Scope of problem**

- Pedestrians have a relative large share in fatalities in Slovakia. Young and older men are overrepresented in fatalities in Slovakia.
- Relative many fatalities in Slovakia occur on rural roads, relative few on motorways.
- Somewhat more than average amount of fatalities occur during night time and during rain.
- Youngsters and elderly have the highest risks in Slovakia.
- The amount of speed tests per population in Slovakia is below the European average; there is no information on speed and drink-driving.
- Seat-belt wearing rates are somewhat lower than the European average.

- **Recent progress**

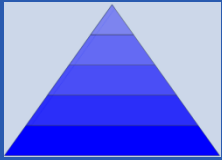
- The decline in fatalities per population is going up and down, but declines fast last years.
- Fatalities among cyclists and pedestrians showed the largest decrease last years.

- **Remarkable road safety policy issues**

- Slovakia is in the process of adopting a vision zero as basis for their RS strategy.
- Slovakia has a zero tolerance law for drink-driving, which is stricter than most other countries.
- Especially child restraint law enforcement is assessed as effective in Slovakia.



Road Safety Country Overview-Slovakia



Literature

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

