

Structure and Culture

Basic Data

Table 1: Basic data of Romania in relation to the EU average

| Basic data of Romania | EU average |
|---|--|
| - Population: 19,76 million inhabitants (2016) [2] | 18,2 million (2016) |
| - Area: 238.391 km ² (2015) [2] (Water 3,57%) (2015)[4] | 159.663 km ² (2015) 2,94% water (2015) |
| - Climate and weather conditions (capital city; 2015)[3]: | (2015) |
| - Average winter temperature (Nov. to April): 3,7°C | 5,1°C |
| - Average summer temperature (May to Oct.): 18,6°C | 16,6°C |
| - Annual precipitation level: 595 mm | 691,5 mm |
| - Exposure ¹ : 99.250 million passenger km (2014) [2] | 168.260 million vehicle km (2015) |
| - 0,31 vehicles per person (2015) [2] | 0,57 (2015) |

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA;

Romania has a low GDP per capita and few vehicles per person.

Country characteristics

Table 2: Characteristics of Romania in comparison to the EU average

| Characteristics of Romania | EU average |
|---|--|
| - Population density: 86,1 inhabitants/km ² (2015) [2] | 114 inhabitants/km ² (2015) |
| - Population composition (2015) [2]: 15,5% children (0-14 years) 67,5% adults (15-64 years) 17,0% elderly (65 years and over) | 15,6% children 65,6% adults 18,9% elderly (2015) |
| - Gross Domestic Product (GDP) per capita: €8.095 (2015)[2] | €27.198 (2015) |
| - 54,6% of population lives inside urban area (2015)[4] | 72,6% (2015) |
| - Special characteristics [4]: about 25% of the roads in Romania is well passable and the motorway network is small but still expanding | |

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ No data available for traffic. Exposure is measured by billion passenger kilometres instead.

Structure of road safety management

Policy making is centralised in Romania.

The following key-actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Romania

| Key functions | Key actors |
|---|---|
| 1. - Formulation of national RS strategy - Setting targets - Development of the RS programme | - The Sectoral Operational Programme "Transport" - Romanian Road Authority - Ministry of Transports and Infrastructure – Directorate for Road Transport Ministry of Transports and Infrastructure - Directorate for Road Transport |
| 2. Monitoring of the RS development in the country | - Romanian Road Authority |
| 3. Improvements in road infrastructure | - Romanian Road Authority |
| 4. Vehicle improvement | - Romanian Automotive Register |
| 5. Improvement in road user education | - Romanian Road Authority - Road Traffic Assistance Association |
| 6. Publicity campaigns | - Traffic Police |
| 7. Enforcement of road traffic laws | - The Traffic Police (under Ministry of Administration and Interior) |
| 8. Other relevant actors | |

Sources: national sources

Road safety policy is centralised in Romania.

Attitudes towards risk taking

As Romania is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

The national road safety plan of Romania has not yet been approved.

Programmes and measures

National strategic plans and targets

- The national road safety plan of Romania has not yet been approved in the parliament.
- Targets (referred to 2010):

Table 5: Road safety targets for Romania

| Year | Fatalities |
|------|------------|
| 2020 | -50% |

- Priority topics:
 - Measures based on human factor insights
 - Strengthening and consolidating the institutional capacity
 - Training and examination of drivers
 - Improving psychological evaluation
 - Law enforcement
 - Vehicle and road infrastructure safety
 - Mobility in transport

(Sources: DG-TREN, 2010; national sources)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Romania

| Road type | General speed limits for passenger cars (km/h) |
|-------------|--|
| Urban roads | 50 |
| Rural roads | 90/100 |
| Motorways | 130 |

Source: EC DG-Move, 2017

- Special rules for: no information
- Guidelines and strategic plans for infrastructure: no information

Table 7: Obligatory parts of infrastructure management in Romania and other EU countries

| Obligatory parts in Romania: | EU countries with obligation |
|------------------------------|------------------------------|
| Safety impact assessment: - | 32% |
| Road safety audits: yes | 81% |
| Road safety inspections: yes | 89% |
| High risk site treatment: - | 74% |

Sources: DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing: no information

Romania has already implemented road safety audits and inspections.

Romania has a zero tolerance for drink-driving.

Child restraint and speed law enforcement are below average in Romania.

Traffic laws and regulations

Table 8: Description of the regulations in Romania in relation to the most common regulations in other EU countries

| Regulations in Romania [1] | Most common in EU (% of countries) |
|--|------------------------------------|
| Allowed BAC ² levels: | |
| - General population: 0,0‰ | 00,5‰ (61%) |
| - Novice drivers: 0,0‰ | 0,2‰ (39%) and 0,0‰ (36%) |
| - Professional drivers: 0,0‰ | 0,2‰ (36%) and 0,0‰ (36%) |
| Phoning: | |
| - Hand held: not allowed | Not allowed (all countries) |
| - Hands free: allowed | Allowed (all countries) |
| Use of restraint systems: | |
| - Driver: obligatory | Obligatory (all countries) |
| - Front passenger: obligatory | Obligatory (all countries) |
| - Rear passengers: obligatory | Obligatory (all countries) |
| - Children: obligatory | Obligatory (all countries) |
| Helmet wearing: | |
| - Motor riders: Obligatory | Obligatory (all countries) |
| - Moped riders: Obligatory | Obligatory (all countries) |
| - Cyclists: not obligatory | Not obligatory (46%) |
| - Daytime running lights are mandatory on national roads, motorways and expressways. | |
| - A demerit point system is in place. [2] | |

Sources: [1] EC DG-Move, 2017; [2] WHO, 2013

Enforcement

Table 9: Effectiveness of enforcement effort in Romania according to an international respondent consensus (scale = 0-10)

| Issue | Score for Romania | Most common in EU (% of countries) |
|---------------------------------|-------------------|------------------------------------|
| Speed legislation enforcement | 5 | 7 (43%) |
| Seat-belt law enforcement | 7 | 7 (25%) and 8 (25%) |
| Child restraint law enforcement | 7 | 8 (39%) |
| Helmet legislation enforcement | 9 | 9 (50%) |
| Drink-driving law enforcement | 8 | 8 (43%) |

Source: WHO, 2015

² Blood Alcohol Concentration

Road User Education and Training

Table 10: Road user education and training in Romania compared to the situation in other EU countries

| Education and training in Romania | Most common in EU (% of countries) |
|--|--|
| General education programmes: | |
| - Primary school: provided | Compulsory (71%) |
| - Secondary school: provided | Compulsory (43%) |
| - Other groups: no special groups. | - |
| Driving licences thresholds: | |
| - Passenger car: 16 years for B1 category; 18 years for B category | 18 years (82%) |
| - Motorised two wheeler: 16 years for AM and A1 categories; 18 years for A2 category; 20/24 years for A category | 16 years for low categories (68%) and 18 years for higher categories (64%) |
| - Buses and coaches: 21 years | 21 years (89%) |
| - Lorries and trucks: 24 years | 21 years (71%) |

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

Road user education in Romania is provided at schools, but it is not compulsory.

Public Campaigns

Table 11: Public campaigns in Romania compared to the situation in other EU countries

| Campaigns in Romania | Most common issues in EU (% of countries) |
|---|---|
| Organisation: | |
| - CISR | |
| - CNADNR | |
| - The Traffic Police | |
| - NGOs | |
| Main themes: | |
| - speed | |
| - fatigue | |
| - children | Drink-driving (96%) |
| - drink-driving | Speeding (86%) |
| - seat-belts | Seat-belt (79%) |
| - vulnerable road users (pedestrians- cyclists) | |

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Romania, compared to the situation in other EU countries

| Mandatory technical inspections: | Most common in EU (% of countries) |
|-----------------------------------|------------------------------------|
| Passenger cars: no information | Every 12 months (39%) |
| Motorcycles: no information | Every 24 months (32%) |
| Buses or coaches: no information | Every 12 months (61%) |
| Lorries or trucks: no information | Every 12 months (68%) |

Sources: EC website, national sources

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

The number of speed tickets per population in Romania is lower than the EU average and has decreased over time.

Road Safety Performance Indicators

Speed

Table 13: Number of speed tickets per population in Romania versus the EU average

| Measure | 2007 | 2014 | Average annual change | EU average (2014) |
|--|------|------|-----------------------|-------------------|
| Number of speed tickets/1.000 population | 49 | 38 | -3,6% | 94 |

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Romania compared to the EU average

| Road type | 2004 | 2012 | Average annual change | EU average |
|-------------|------|------|-----------------------|------------|
| Motorways | n/a | n/a | - | n/a |
| Rural roads | n/a | n/a | - | n/a |
| Urban roads | n/a | n/a | - | n/a |

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in Romania compared to the EU average

| Road type | 2004 | 2012 | Average annual change | EU average |
|-------------|------|------|-----------------------|------------|
| Motorways | n/a | n/a | - | n/a |
| Rural roads | n/a | n/a | - | n/a |
| Urban roads | n/a | n/a | - | n/a |

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Table 16: Road side surveys for drink-driving in Romania compared to the EU average

| Measure | 2013 | 2015 | Average annual change | EU average (2015) |
|----------------------------------|------|------|-----------------------|-------------------|
| Amount of tests/1.000 population | 75 | 72 | -2,0% | 209 |
| % tested over the limit | 1,0% | 1,8% | 34,2% | 2,2% |

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The amount of alcohol tests per population is lower in Romania than in the EU on average.

Romanian vehicle fleet has a much lower EuroNCAP occupant protection score than the EU on average.

Vehicles

Table 17: State of the vehicle fleet in Romania compared to the EU average

| Vehicles | EU average |
|--|--------------------------------|
| Cars per age group (2015) [1]: | Passenger cars (2015) |
| - <2 years: 2,9% | <2 years: 10,5% |
| - 2 to 5 years: 5,0% | 2 to 5 years: 12,5% |
| - 5 to 10 years: 25,7% | 6 to 10 years: 26,0% |
| - >10 years: 66,3% | >10 years: 51,0% |
| EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]: | |
| - 5 stars: 38,3% | 5 stars: 52,5% |
| - 4 stars: 4,7% | 4 stars: 4,5% |
| - 3 stars: 7,3% | 3 stars: 2,9% |
| - 2 stars: 0,6% | 2 stars: 0,5% |
| - not tested: 49,1% | not tested: 39,6% ³ |

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Romania versus the average in EU

| Protective systems | EU average ⁴ |
|---|-------------------------|
| Daytime seat-belt wearing in cars and vans (2010): | (2016) |
| - 49% front | not available |
| - 47% driver | 91,6% driver |
| - no information on % front passenger | 92,4% front passenger |
| - no information on % rear | 70,9% rear |
| - no information on % child restraints | not available |
| Helmet use (2010): | |
| - 89% motor drivers | |
| - 76% motor passengers | not available |
| - no information on % cyclists | |

Source: WHO, 2013

Helmet wearing rate for PTW riders is quite high in Romania, but seat-belt wearing rates are low.

³ Based on data of 25 EU countries (excl. HR, LU and MT).

⁴ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

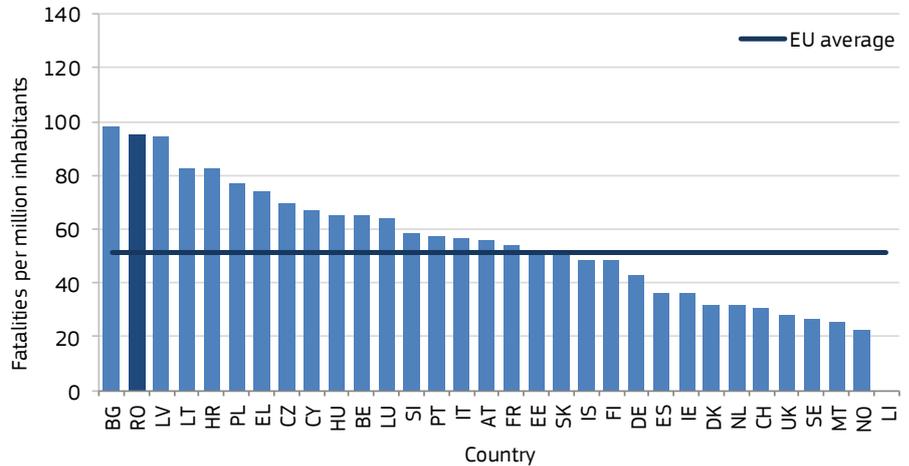
Road Safety Outcomes

General positioning

The fatality rate of Romania is substantially higher than the EU average (around 95 fatalities per million population in 2015). Marked increases have been recorded in the 2004-2008.

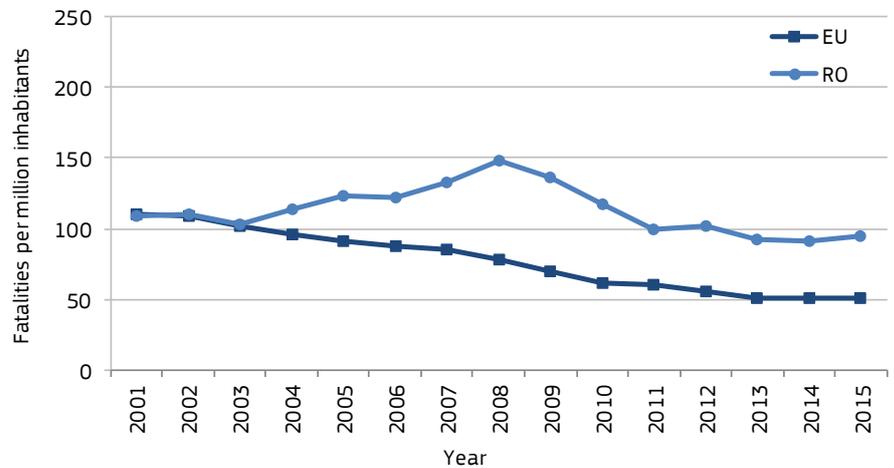
The fatality rate of Romania is substantially higher than the EU average. Marked increases have been recorded in the 2004-2008.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Romania and the EU average



Sources: CARE, Eurostat

The share of pedestrian fatalities is much higher the EU average.

Transport mode

The share of pedestrian fatalities is substantially higher than the EU average. While the average annual rate of motorcyclist fatalities between 2001 and 2016 increased (+12%), the reduction of car occupant fatalities was only 1%. In the same period the annual reduction rate of pedestrian fatalities was 3%.

Table 19: Reported fatalities by mode of road transport in Romania compared to the EU average

| Transport mode | 2001 | 2016 | Average annual change | Share in 2016 | EU average (2016) |
|----------------------------|-------|------|-----------------------|---------------|-------------------|
| Pedestrians | 1.088 | 717 | -3% | 37% | 21% |
| Car occupants | 933 | 785 | -1% | 41% | 45% |
| Motorcyclists | 9 | 46 | 12% | 2% | 15% |
| Mopeds | 4 | 33 | 16% | 2% | 3% |
| Cyclists | 145 | 176 | 1% | 9% | 9% |
| Bus/coach occupants | 15 | 23 | 3% | 1% | 0% |
| Lorries or truck occupants | 145 | 74 | -5% | 4% | 5% |

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Romania versus the EU average

| Age and gender | 2001 | 2016 | Average annual change | Share in 2016 | EU average (2016) |
|-------------------------------------|-------|-------|-----------------------|---------------|-------------------|
| Females | | | | | |
| 0-14 years | 67 | 26 | -7% | 1% | 1% |
| 15 – 17 years | 21 | 17 | -1% | 1% | 1% |
| 18 – 24 years | 75 | 41 | -4% | 2% | 3% |
| 25 – 49 years | 172 | 125 | -2% | 7% | 6% |
| 50 – 64 years | 87 | 99 | 1% | 5% | 4% |
| 65+ years | 157 | 196 | 2% | 10% | 10% |
| Males | | | | | |
| 0-14 years | 120 | 48 | -6% | 3% | 1% |
| 15 – 17 years | 35 | 34 | 0% | 2% | 2% |
| 18 – 24 years | 236 | 154 | -3% | 8% | 11% |
| 25 – 49 years | 835 | 512 | -3% | 27% | 29% |
| 50 – 64 years | 385 | 339 | -1% | 18% | 15% |
| 65+ years | 260 | 313 | 1% | 16% | 17% |
| Nationality of killed person | | | | | |
| National | 2.408 | 1.880 | -2% | 99% | n/a |
| Non-national | 42 | 33 | -2% | 2% | n/a |

Sources: CARE, national sources

Romania has a similar share of road fatalities by age and gender to the EU average.

Fatalities in built-up areas are over-represented in Romania.

Location

Fatalities in built-up areas are over-represented in Romania compared to the EU average.

Table 21: Reported fatalities by location in Romania compared to the EU average

| Location | 2001 | 2016 | Average annual change | Share in 2016 | EU average (2016) |
|----------------|-------|-------|-----------------------|---------------|-------------------|
| Built-up areas | 1.841 | 1.189 | -3% | 62% | 37% |
| Rural areas | 603 | 698 | 1% | 36% | 54% |
| Motorways | 6 | 26 | 11% | 1% | 8% |
| Junctions | 71 | 207 | 8% | 11% | 20% |

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Romania compared to the EU average

| Conditions | 2001 | 2016 | Average annual change | Share in 2016 | EU average (2016) |
|-----------------------------|-------|-------|-----------------------|---------------|-------------------|
| Lightning conditions | | | | | |
| During daylight | 1.130 | 1.029 | -1% | 54% | 52% |
| During night-time | 1.149 | 751 | -3% | 39% | 31% |
| Weather conditions | | | | | |
| While raining | 88 | 173 | 5% | 9% | 9% |

Sources CARE, national sources

The share of fatal single vehicle accidents in Romania is a bit lower than the EU average.

Single vehicle accidents

Table 23: Reported fatalities by type in Romania compared to the EU average

| Accident Type | 2001 | 2016 | Average annual change | Share in 2016 | EU average (2016) |
|--------------------------|------|------|-----------------------|---------------|-------------------|
| Single vehicle accidents | 968 | 461 | -6% | 24% | 29% |

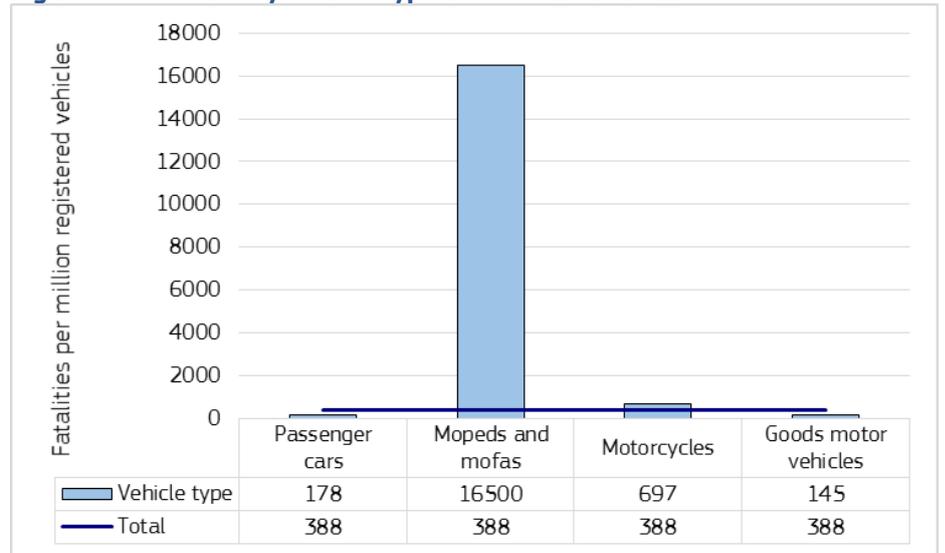
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

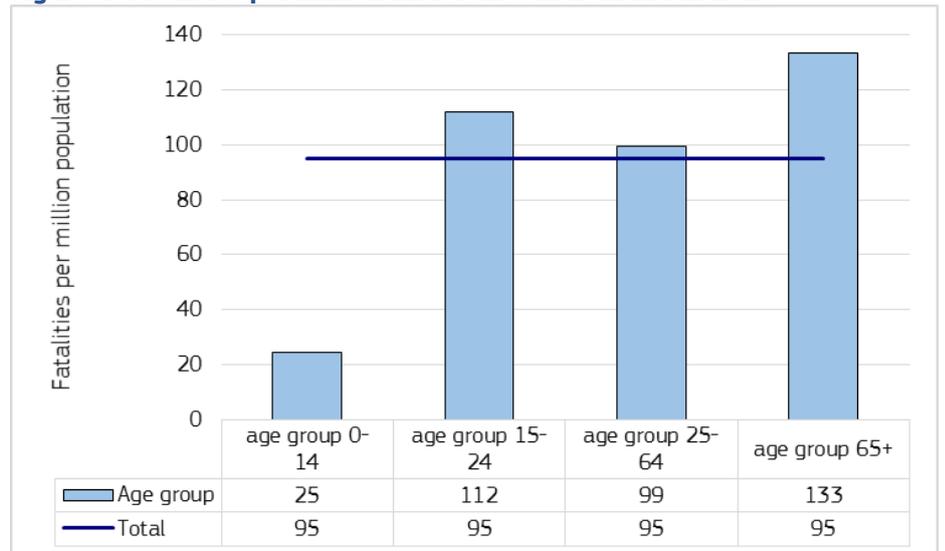
Risk Figures

Figure 3: Fatalities by vehicle type in Romania in 2012



Sources CARE, UNECE

Figure 4: Fatalities per million inhabitants in Romania in 2015



Sources: CARE, EUROSTAT

In Romania risk is highest for drivers of mopeds and mofas as well as for the elderly and youngsters.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁵ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Romania versus the EU average

| Country | Fatality | Severe injury | Slight injury |
|-------------------|------------------|----------------|---------------|
| Austria | 2.395.000 | 327.000 | 25.800 |
| Belgium | 2.178.000 | 330.400 | 21.300 |
| Bulgaria | 984.000 | 127.900 | 9.800 |
| Croatia | 1.333.000 | 173.300 | 13.300 |
| Cyprus | 1.234.000 | 163.100 | 11.900 |
| Czech Republic | 1.446.000 | 194.300 | 14.100 |
| Denmark | 2.364.000 | 292.600 | 22.900 |
| Estonia | 1.163.000 | 155.800 | 11.200 |
| Finland | 2.213.000 | 294.300 | 22.000 |
| France | 2.070.000 | 289.200 | 21.600 |
| Germany | 2.220.000 | 307.100 | 24.800 |
| Greece | 1.518.000 | 198.400 | 15.100 |
| Hungary | 1.225.000 | 164.400 | 11.900 |
| Ireland | 2.412.000 | 305.600 | 23.300 |
| Italy | 1.916.000 | 246.200 | 18.800 |
| Latvia | 1.034.000 | 140.000 | 10.000 |
| Lithuania | 1.061.000 | 144.900 | 10.500 |
| Luxembourg | 3.323.000 | 517.700 | 31.200 |
| Malta | 2.122.000 | 269.500 | 20.100 |
| Netherlands | 2.388.000 | 316.400 | 25.500 |
| Poland | 1.168.000 | 156.700 | 11.300 |
| Portugal | 1.505.000 | 201.100 | 13.800 |
| Romania | 1.048.000 | 136.200 | 10.400 |
| Slovakia | 1.593.000 | 219.700 | 15.700 |
| Slovenia | 1.989.000 | 258.300 | 18.900 |
| Spain | 1.913.000 | 237.800 | 17.900 |
| Sweden | 2.240.000 | 328.700 | 23.500 |
| Great Britain | 2.170.000 | 280.300 | 22.200 |
| EU average | 1.870.000 | 243.100 | 18.700 |

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Estimated costs of road accident casualties are lower in Romania than on average in the EU.

⁵ Value of Statistical Life

PTW and pedestrian safety
are major issues in Romania.

Synthesis

Safety position

- The fatality rate of Romania is substantially higher than the EU average (around 95 fatalities per million population in 2015).

Scope of problem

- The highest shares of road fatalities in Romania are among the car occupants and the pedestrians. Pedestrians are significantly over-represented compared to the EU average.
- The risk of being killed in a road accident for moped and motorcycle users is extremely high.
- Much more fatalities in Romania occur inside built-up areas.
- Seat-belt wearing rates are low in Romania.

Recent progress

- No substantial improvement has been achieved in road safety between 2001 and 2015 in Romania. Moreover, marked increases in fatality rates have been recorded in the period 2004-2008.

Remarkable road safety policy issues

- The national road safety plan of Romania has not yet been approved.
- Romania has already implemented road safety audits and inspections.
- Romania has a zero tolerance for drink-driving.
- Child restraint and speed law enforcement are below average in Romania.

References

1. CARE database (2017).
2. CIA database (2017).
3. DG-TREN (2010). Technical Assistance in support of the Preparation of the European Road Safety Action Program 2011-2020. Final Report. DG-TREN, Brussels.
4. European Commission website (2017a).
http://europa.eu/youreurope/citizens/vehicles/registration/formalities/index_en.htm
5. European Commission website (2017b).
<http://europa.eu/youreurope/citizens/vehicles/driving-licence/get-driving-licence/>
6. European Commission DG Move website (2017).
http://ec.europa.eu/transport/road_safety/index_en.htm
7. ETSC (2009). Boost the market for safer cars across Europe. + Background tables PIN Flash no. 13. ETSC, Brussels.
8. ETSC (2010). Road Safety Target in Sight: Making up for lost time. + Background tables 4th Road Safety PIN report. ETSC, Brussels.
9. ETSC (2014). Ranking EU progress on car occupant safety. + Background tables PIN Flash no. 27. ETSC, Brussels.
10. ETSC (2015). Enforcement in the EU-Vision 2020. + Background tables. ETSC, Brussels.
11. ETSC (2015). Making walking and cycling on Europe's roads safer. + Background tables PIN Flash no. 29. ETSC, Brussels.
12. ETSC (2015). Ranking EU progress on improving motorway safety. + Background tables PIN Flash no. 28. ETSC, Brussels.
13. ETSC (2016). How safe are the new cars sold in the EU? An analysis of the market penetration of Euro NCAP-rated cars. + Background tables PIN Flash no. 30. ETSC, Brussels.
14. ETSC (2016). How traffic law enforcement can contribute to safer roads. + Background tables PIN Flash no. 31. ETSC, Brussels.
15. Eurostat database (2017).
16. European Commission (2014). Handbook on External Costs of Transport. Final Report. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014.
17. European Commission (2015). Road Safety in the European Union: Trends, statistics and main challenges. European Commission, Mobility and Transport DG, Brussels.
18. National Sources (2017): via national CARE experts and official national sources of statistics.
19. OECD/ITF (2014). Road Safety Annual Report 2014. OECD Publishing, Paris.
20. OECD/ITF (2015). Road Safety Annual Report 2015. OECD Publishing, Paris.
21. OECD/ITF (2015). Road Infrastructure Safety Management. OECD Publishing, Paris.
22. OECD/ITF (2016). Road Safety Annual Report 2016. OECD Publishing, Paris.
23. OECD/ITF (2017). Road Safety Annual Report 2017. OECD Publishing, Paris.
24. ROSE25 (2005). Inventory and compiling of a European good practice guide on road safety education targeted at young people. Final report. KfV, Vienna.
25. SUPREME (2007) Final Report Part F1. Thematic Report: Education and Campaigns. European Commission, Brussels.
26. Torfs, K., Meesmann, U., Van den Berghe, W., & Trotta M., (2016). ESRA 2015 – The results. Synthesis of the main findings from the ESRA survey in 17 countries. ESRA project (European Survey of Road users' safety Attitudes). Belgian Road Safety Institute, Brussels.
27. WHO (2013). Global status report on road safety 2013: supporting a decade of action. World Health Organisation, Geneva.
28. WHO (2015) Global status report on road safety 2015. World Health Organisation, Geneva.
29. UNECE database (2017).

Notes

1. Country abbreviations

| | | | | | | | | |
|---|----------------|----|---|-------------|----|---|----------------|----|
|  | Belgium | BE |  | Italy | IT |  | Romania | RO |
|  | Bulgaria | BG |  | Cyprus | CY |  | Slovenia | SI |
|  | Czech Republic | CZ |  | Latvia | LV |  | Slovakia | SK |
|  | Denmark | DK |  | Lithuania | LT |  | Finland | FI |
|  | Germany | DE |  | Luxembourg | LU |  | Sweden | SE |
|  | Estonia | EE |  | Hungary | HU |  | United Kingdom | UK |
|  | Ireland | IE |  | Malta | MT | | | |
|  | Greece | EL |  | Netherlands | NL |  | Iceland | IS |
|  | Spain | ES |  | Austria | AT |  | Liechtenstein | LI |
|  | France | FR |  | Poland | PL |  | Norway | NO |
|  | Croatia | HR |  | Portugal | PT |  | Switzerland | CH |

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

This report has been produced by the National Technical University of Athens ([NTUA](#)), the Austrian Road Safety Board ([KFV](#)) and the European Union Road Federation ([ERF](#)) under a contract with the [European Commission](#). Whilst every effort has been made to ensure that the information presented in this report is relevant, accurate and up-to-date, the Partners cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this report are those of the author(s) and do not necessarily reflect the official opinion of the Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained therein.

8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview – Romania, European Commission, Directorate General for Transport, September 2017.

