



Malta has one of the highest population densities.

## Structure and Culture

### Basic Data

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

Basic data of Malta	EU average
- Population: 0,43 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 316 km <sup>2</sup> (2015) [2] (Water 0%) (2015)[4]	159.678 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 14,3°C	5,1°C
- Average summer temperature (May to Oct.): 23,7°C	16,6°C
- Annual precipitation level: 572 mm	691,5 mm
- Exposure <sup>1</sup> : 3.232 million passenger km [2]	168.260 million vehicle km (2015)
- 0,77 vehicles per person (2015)[2]	0,57 (2015)

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

### Country characteristics

**Table 2: Characteristics of Malta in comparison to the EU average**

Characteristics of Malta	EU average
- Population density: 1.369 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]: 14,3% children (0-14 years) 67,2% adults (15-64 years) 18,5% elderly (65 years and over)	15,6% children 65,56 adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €21.294 (2014) [2]	€27.198 (2015)
- 95,6% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: mostly low, rocky, flat to dissected plains; many coastal cliffs	

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

<sup>1</sup> No data available for traffic. exposure is measured by billion passenger kilometres instead.

## Structure of road safety management

Transport Malta has launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024. This National Road Safety Strategy document sets a 10-year road map for a safer land transport system which aims at considerably reducing traffic casualties within the Maltese Islands.

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

**Table 3: Key actors per function in Malta**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Transport Malta - Local Councils - Ministry of Finance
2. Monitoring of the RS development in the country	- Transport Malta - Local Councils
3. Improvements in road infrastructure	- Transport Malta - Kummissjoni Nazzjonali Persunib'Disabbilta'
4. Vehicle improvement	- Transport Malta - Ministry of Finance, Malta Insurance Association
5. Improvement in road user education	- Transport Malta - Education Division - Malta Police - Motoring Schools
6. Publicity campaigns	- Transport Malta - Malta Police - Motoring Schools
7. Enforcement of road traffic laws	- Transport Malta - Malta Police - Regional Committees
8. Other relevant actors	- Department of Health - Motorcyclist Groups - User Groups

Sources: national sources

## Attitudes towards risk taking

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

Every day an average of three people receive medical care as a consequence of being involved in a traffic collision on Maltese roads.

Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.

Road safety inspections and audits are obligatory parts of infrastructure management in Malta.

## Programmes and measures

### National strategic plans and targets

- Transport Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.
- Targets (referred to 2014):

**Table 5: Road safety targets for Malta**

Year	Fatalities	Serious Injuries	Slight injuries
2024	-50%	-30%	-20%

- Priority topics:
  - improving road safety on the arterial and distributor road network
  - implementing the Road Safety Auditing and Road Safety Inspection programmes
  - implementing Intelligent Traffic Management Systems on the arterial and distributor road network
  - over-speeding and careless driving

### Road infrastructure

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

Road type	General speed limits for passenger cars (km/h)
Urban roads	40/50
Rural roads	60/80
Motorways	60/80

Source: EC DG-Move, 2017

- Special rules for:
  - Light motorcycles (A1; until 18 years): no information
- Guidelines and strategic plans for infrastructure are available in Malta.

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

Obligatory parts in Malta:	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:
  - Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on Road Infrastructure Safety Management was transposed into national legislation.

The BAC limit in Malta is higher than in most EU countries.

## Traffic laws and regulations

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

Regulations in Malta [1]	Most common in EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,8‰	0,5‰ (61%)
- Novice drivers: 0,8‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,8‰	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: obligatory up to 10 years old	Not obligatory (46%)
- New cars have to be fitted with dedicated daytime running lights.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

Especially drink-driving law enforcement in Malta is assessed as less effective than in most EU countries.

## Enforcement

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

Issue	Score for Malta	Most common in EU (% of countries)
Speed legislation enforcement	6	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	8	9 (50%)
Drink-driving law enforcement	5	8 (43%)

Source: WHO, 2015

<sup>2</sup> Blood Alcohol Concentration

## Road User Education and Training

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

Education and training in Malta	Most common in EU (% of countries)
General education programmes:	
- Primary school: voluntary	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 18 years for A1 category; 22 years for A2 category; 22/24 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: 21 years	21 years (71%)

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

## Public Campaigns

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

Campaigns in Malta	Most common issues in EU (% of countries)
Organisation:	
- MTA	
- Police	
Main themes:	
- drink-driving	Drink-driving (96%)
- seat-belts	Speeding (86%) Seat-belt (79%)

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

## Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months Taxis: every 12 months	Every 12 months (39%)
Motorcycles: not submitted to checks	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Malta has voluntary education based on guidelines in primary and secondary school.

Mandatory inspection periods for most vehicles are similar to the most common periods in the EU.

## Road Safety Performance Indicators

### Speed

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

Measure	2010	2011	Change between the two years	EU average (2011)
Number of speed tickets/1.000 population	103	80	-22,3%	108

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

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

Measure	2009	2010	Change between the two years	EU average (2010)
Amount of tests/1.000 population	n/a	n/a	-	154
% tested over the limit	73%	46,6%	-36,2%	2,8%

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

The number of speed tickets per population is below the EU average.

The percentage of drivers tested over the limit decreased in 2010.

The car fleet in Malta is relatively old.

## Vehicles

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

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 6,6%	<2 years: 10,5%
- 2 to 5 years: 8,9%	2 to 5 years: 12,5%
- 5 to 10 years: 25,7%	6 to 10 years: 26,0%
- > 10 years: 58,7%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: no information	5 stars: 52,5%
- 4 stars: no information	4 stars: 4,5%
- 3 stars: no information	3 stars: 2,9%
- 2 stars: no information	2 stars: 0,5%
- not tested: no information	not tested: 39,6% <sup>3</sup>

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

## Protective systems

**Table 18: Protective system use in Malta versus the average in EU**

Protective systems	EU average <sup>4</sup>
Daytime seat-belt wearing in cars and vans (2006):	(2016)
- 96% front	not available
- no information on % driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 28% rear	70,9% rear
- no information on % child restraints	not available
Helmet use (2013):	
- no information on % powered two-wheelers riders	not available
- no information on % cyclists	

Sources: [1] Vis & Eksler, 2008; national sources

Front seat-belt wearing rates are very high in Malta, but rear seat-belt wearing rates are much lower than the EU average.

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

<sup>4</sup> 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)



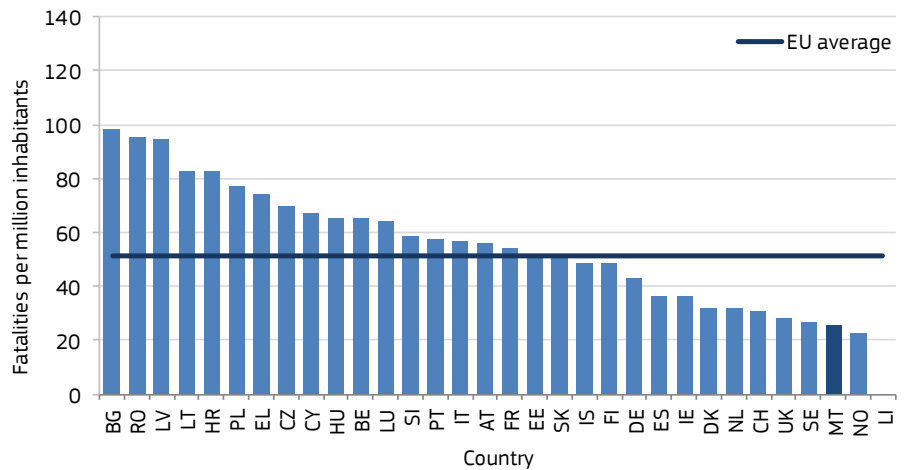
## Road Safety Outcomes

### General positioning

The fatality rate of Malta is lower than the EU average (around 26 fatalities per million population in 2015), however the annual reduction rate has been smaller and since 2010 the values have remained more or less stable.

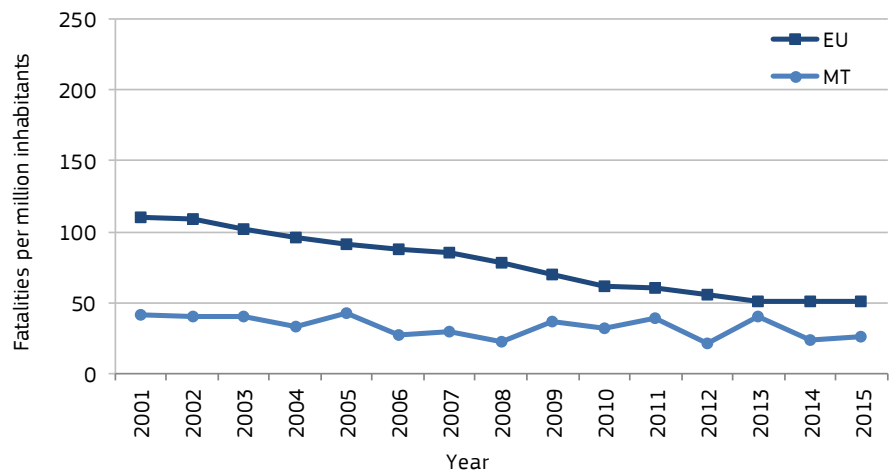
The fatality rate of Malta has been lower than the EU average between 2001 and 2015, however the annual reduction rate has been smaller.

**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 Malta and the EU average**



Sources: CARE, Eurostat

The shares of motorcyclist and car occupant fatalities are much higher compared to the EU average.

## Transport mode

The shares of motorcyclist and car occupant fatalities are much higher than the EU average. There were no average annual reductions of motorcyclist and car occupant fatalities between 2001 and 2010. No pedestrian fatalities were recorded in 2010.

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

Transport mode	2001	2010	Average annual change	Share in 2010	EU average (2010)
Pedestrians	6	0	-100%	0%	20%
Car occupants	3	9	13%	69%	48%
Motorcyclists	3	3	0%	23%	14%
Mopeds	-	-	-	-	4%
Cyclists	0	0	0%	0%	7%
Bus/coach occupants	0	0	0%	0%	0%
Lorries or truck occupants	5	0	-100%	0%	5%

Sources: CARE, national sources

## Age, gender and nationality

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

Age and gender	2005	2010	Average annual change	Share in 2010	EU average (2010)
<b>Females</b>					
0 - 14 years	2	1	-13%	8%	1%
15 - 17 years	1	0	-100%	0%	1%
18 - 24 years	0	2	-	15%	3%
25 - 49 years	0	2	-	15%	7%
50 - 64 years	0	0	-	0%	4%
65+ years	1	0	-100%	0%	8%
<b>Males</b>					
0 - 14 years	1	0	-100%	0%	2%
15 - 17 years	2	0	-100%	0%	2%
18 - 24 years	5	2	-17%	15%	13%
25 - 49 years	3	5	11%	38%	31%
50 - 64 years	0	1	-	8%	14%
65+ years	2	0	-100%	0%	14%
<b>Nationality of killed person</b>					
National	4	5	5%	38%	n/a
Non-national	13	1	-40%	8%	n/a

Sources: CARE, national sources

Malta has a higher share of female road fatalities than the EU average. The share of non-national fatalities is 62%.

There are only fatalities in built-up areas in Malta.

## Location

There are only fatalities in built-up areas in Malta.

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

Location	2005	2010	Average annual change	Share in 2010	EU average (2010)
Built-up areas	17	13	-5%	100%	37%
Rural areas	0	0	-	0%	54%
Motorways	0	0	-	0%	7%
Junctions	n/a	n/a	-	-	24%

Sources: CARE, national sources

## Lighting and weather conditions

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

Conditions	2005	2010	Average annual change	Share in 2010	EU average (2010)
<b>Lightning conditions</b>					
During daylight	6	3	-13%	23%	49%
During night-time	11	7	-9%	54%	32%
<b>Weather conditions</b>					
While raining	4	0	-100%	0%	11%

Sources: CARE, national sources

## Single vehicle accidents

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

Accident Type	2001	2010	Average annual change	Share in 2010	EU average (2010)
Single vehicle accidents	3	7	18%	54%	27%

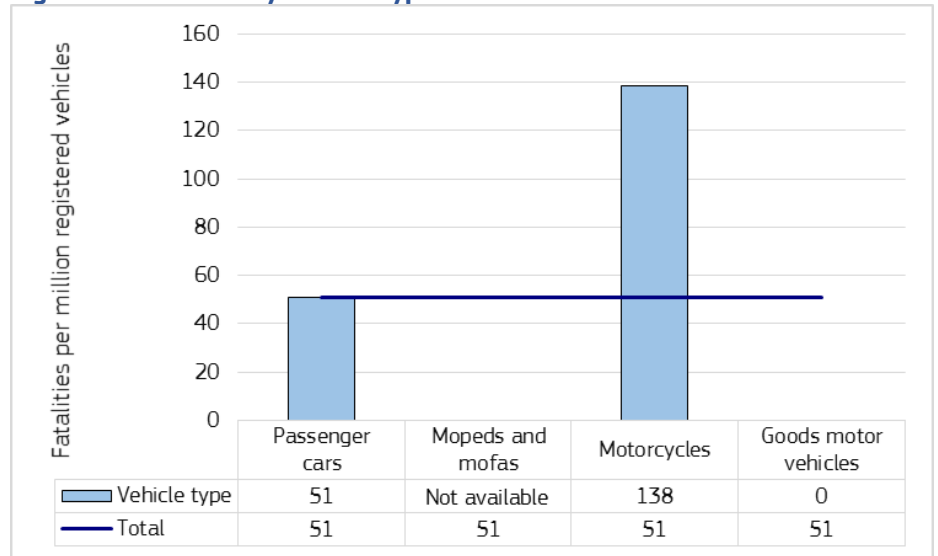
Sources: CARE, national sources

## Under-reporting of casualties

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

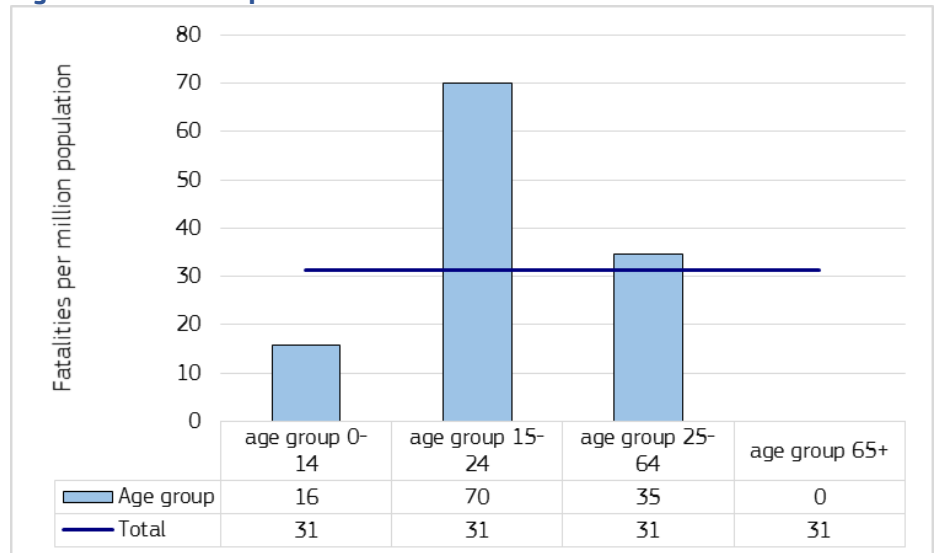
## Risk Figures

**Figure 3: Fatalities by vehicle type in Malta in 2009**



Sources CARE, UNECE; Fatalities for Mopeds and mofas were not available

**Figure 4: Fatalities per million inhabitants in Malta in 2010**



Sources: CARE, EUROSTAT

In Malta motorcyclists and youngsters have a higher risk of getting involved in a fatal crash compared to the other groups).

## 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 (VSL<sup>5</sup> 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 Malta 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
<b>Malta</b>	<b>2.122.000</b>	<b>269.500</b>	<b>20.100</b>
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
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

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 road safety costs per injury type are higher in Malta than on average in the EU.

<sup>5</sup> Value of Statistical Life

## Synthesis

### Safety position

- The fatality rate of Malta is lower than the EU average (around 26 fatalities per million population in 2015).

### Scope of problem

- Fatalities among car occupants and motorcyclists are the most common in Malta, but numbers are very low.
- In Malta, all fatalities occurred inside built-up areas.
- In Malta motorcyclists and youngsters have a higher risk of getting involved in a fatal crash compared to the other groups.
- The car fleet in Malta is relatively old.
- Rear seat-belt wearing rates are much lower than the EU average.

### Recent progress

- Since 2001, the Maltese fatality rates have shown fluctuations – due to small figures – but no substantial improvement. The annual reduction rate has been smaller than that of the EU average and since 2010 the values have remained more or less stable.

### Remarkable road safety policy issues

- Transport Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.
- Road safety inspections and audits are compulsory for road infrastructure in Malta.
- Effectiveness of traffic law enforcement in Malta is below or at the EU average.
- The BAC limit in Malta is higher than in most EU countries.

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Transport Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.

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## 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](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)<sup>1/n</sup>-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

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview - Malta, European Commission, Directorate General for Transport, September 2017.*





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