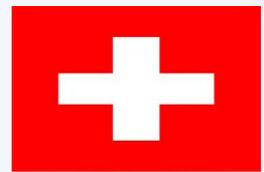




# Road Safety Country Overview



# Switzerland



## Structure and Culture

### Basic Data

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

Basic data of Switzerland	EU average
- Population: 8,24 million inhabitants (2015)[2]	18,2 million (2016)
- Area: 41.285 km <sup>2</sup> (2015)[2] (3,1% water) (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): 2,4°C	5,1°C
- Average summer temperature (May to Oct.): 13,9°C	16,6°C
- Annual precipitation level: 1.059 mm	691,5 mm
- Exposure: 63.731 million vehicle km (2015) [1]	168.260 million vehicle km (2015)
- 0,73 vehicles per person (2015) [1]	0,57 (2015)

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

The GDP is more than 2 times higher than the EU average GDP.

### Country characteristics

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

Characteristics of Switzerland	EU average
- Population density: 207 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]	
14,9% children (0-14 years)	15,6% children
67,3% adults (15-64 years)	65,6% adults
17,8% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €73.383 (2015) [2]	€27.198 (2015)
- 73,9% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: mostly mountains with a central plateau of rolling hills, plains, and large lakes	

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

## Structure of road safety management

The Federal Roads Office (FEDRO) was established in 1998 as Switzerland's federal authority responsible for road infrastructure and private road transport. It belongs to the Federal Department of the Environment, Transport, Energy and Communications (DETEC), and focuses on securing sustainable and safe mobility on the country's roads.

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

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

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Federal Roads Office - Federal Department of the Environment, Transport, Energy and Communication - Federal Office of Transport - Canton Transportation Administrations
2. Monitoring of the RS development in the country	- Federal Roads Office
3. Improvements in road infrastructure	- Federal Department of the Environment, Transport, Energy and Communication - Federal Office of Transport
4. Vehicle improvement	- Federal Roads Office
5. Improvement in road user education	- Swiss Council for Accident Prevention
6. Publicity campaigns	- Federal Roads Office - Swiss Council for Accident Prevention
7. Enforcement of road traffic laws	- Federal Department of Justice and Police - Cantonal Police - Regional Police
8. Other relevant actors	- Federation Routière Suisse (FRS)

Sources: national sources

The Federal Roads Office (FEDRO) focuses on securing sustainable and safe mobility on the country's roads.

Drivers in Switzerland are more supportive for stricter legislation on speeding but not on drink-driving compared to drivers in other countries.

## Attitudes towards risk taking

- Drivers in Switzerland are more supportive for stricter legislation on speeding but not on drink-driving compared to drivers in other countries.
- The perceived probability of being checked is higher than the ESRA-average.

**Table 4: Road safety attitudes and behaviour of drivers**

	Switzerland	ESRA average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour at least once</b>	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	63%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	36%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	64%	68%
<b>Supporting stricter legislation</b>	<b>% of drivers that disagree with the following</b>	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: <b>The penalties are too severe: for speeding</b>	52%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: <b>The penalties are too severe: alcohol</b>	84%	87%
Do you support the following measure?: <b>Zero tolerance for alcohol (0,0‰) for all drivers</b>	53%	41%
<b>Perceived probability of being checked</b>	<b>% of drivers with answers in following categories</b>	
In the past 12 months, how many times have you been stopped by the police for a check? <b>(once or more)</b>	36%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? <b>(Very big chance)</b>	44%	37%
In the past 12 months, how many times were you checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? <b>(once or more)</b>	14%	19%

Source: ESRA 2016

## 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

No quantitative target was set under “Via Sicura”.

## Programmes and measures

### Road safety strategy of the country

On 15 June 2012, the Swiss Federal Council adopted the road safety programme Via Sicura, almost 10 years after the first proposal. A range of safety measures is being progressively implemented.

### National strategic plans and targets

- Targets:

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

Year	Fatalities	Serious injuries
-	No quantitative targets	No quantitative targets

- Priority topics:
  - Speed management
  - Drink-driving
  - Enforcement

(Sources: IRTAD, 2017; national sources)

## Road infrastructure

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

Road type	General speed limits (km/h)
Urban roads	50
Rural roads	80
Motorways	100

Source: EC DG-Move, 2017

- Special rules for:
  - 120km/h on expressways
- Guidelines and strategic plans for infrastructure are under consideration in Switzerland.

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

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

Source: IRTAD, 2015

Switzerland is working on guidelines and strategic plans for infrastructure.

Switzerland has a zero drink-driving limit for novice and professional drivers.

Recent infrastructural actions have been addressing:

- A new norm “Single Accident Site Management” was published in 2015.
- A new online database was activated in 2016 for an evaluation of infrastructural road safety measures.

(Source: IRTAD, 2017)

## Traffic laws and regulations

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

Regulations in Switzerland [1]	Most common in EU (% of countries)
Allowed BAC <sup>1</sup> levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,1‰ [2]	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,1‰ [2]	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 unless they will be riding faster than 20 km/h	Not obligatory (46%)
Daytime running lights are mandatory. [2]	

Sources: [1] EC DG-Move, 2017; [2] IRTAD, 2016

Drink-driving and child restraint law enforcement is less effective than in most EU countries, while enforcement of other issues is at the same level.

## Enforcement

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

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

Source: WHO, 2015

<sup>1</sup> Blood Alcohol Concentration

Driving licences thresholds and campaign themes are similar to those of most EU countries.

## Road User Education and Training

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

Education and training in Switzerland	Most common in EU (% of countries)
General education programmes:	
- Primary school: is applied in all cantons	Compulsory (71%)
- Secondary school: is applied in some cantons	Compulsory (43%)
- Other groups: not available	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 years for A1; 18 years for restricted A or unrestricted after 2 years; 25 years for unrestricted A	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 18 years	21 years (71%)

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

## Public Campaigns

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

Campaigns in Switzerland	Most common issues in EU (% of countries)
Organisation:	
- Road Safety Fund	
- BfU	
- Focus group organisations	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat belt	Speeding (86%)
- Speeding	Seat-belt (79%)
- Driver assistance systems	
- Sleepiness	

Sources: ETSC, 2011; IRTAD, 2014; national sources

## Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: 4-3-2-2 years Taxis: every 12 months	Every 12 months (39%)
Motorcycles: 4-3-2-2 years	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

Mandatory inspection periods are similar to the most common periods in the EU for buses and lorries but have intervals for passenger cars and motorcycles.

Percentage of speed offenders on rural roads increased. For mean speed on motorways, an average annual change of -0,3% can be seen.

## Road Safety Performance Indicators

### Speed

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

Measure	2006	2007	Average annual change	EU average (2007)
Number of speed tickets/ 1.000 population	350	335	-4,3%	84

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

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

Road type	2004	2010	Average annual change	EU average
Motorways	30%	18%	-8,2%	n/a
Rural roads	19%	30%*	9,6%	n/a
Urban roads	19%	25%*	5,6%	n/a

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

\*Data from 2009

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

Road type	2004	2013	Average annual change	EU average
Motorways	111 km/h	108 km/h	-0,3%	n/a
Rural roads	73 km/h	75 km/h*	0,5%	n/a
Urban roads	43 km/h	44 km/h*	0,5%	n/a

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

\*Data from 2009

### Alcohol

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

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

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

No information is available on drink-driving in Switzerland.

65% of the Swiss car fleet is made of cars under 10 years of age, which is higher than the EU average.

Rear seat-belt wearing rates are higher than the EU average.

## Vehicles

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

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 14,1%	<2 years: 10,5%
- 2 to 5 years: 21,7%	2 to 5 years: 12,5%
- 5 to 10 years: 29,2%	6 to 10 years: 26,0%
- > 10 year: 35%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 53,2%	5 stars: 52,5%
- 4 stars: 3,7%	4 stars: 4,5%
- 3 stars: 2,7%	3 stars: 2,9%
- 2 stars: 0,7%	2 stars: 0,5%
- not tested: 39,7%	not tested: 39,6% <sup>2</sup>

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

## Protective systems

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

Protective systems	EU average <sup>3</sup>
Daytime seat-belt wearing in cars and vans (2016) [1]:	(2016)
- no information on % front	not available
- 94% driver	91,6% driver
- 94% front passenger	92,4% front passenger
- 86% rear	70,9% rear
- 93% child restraint systems (2012)	not available
Helmet use (2016) [1]:	
- Nearly 100% powered two wheelers	not available
- 46% cyclists (2013) [2]	

Sources: [1] IRTAD, 2017; [2] ETSC, 2015

<sup>2</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>3</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)

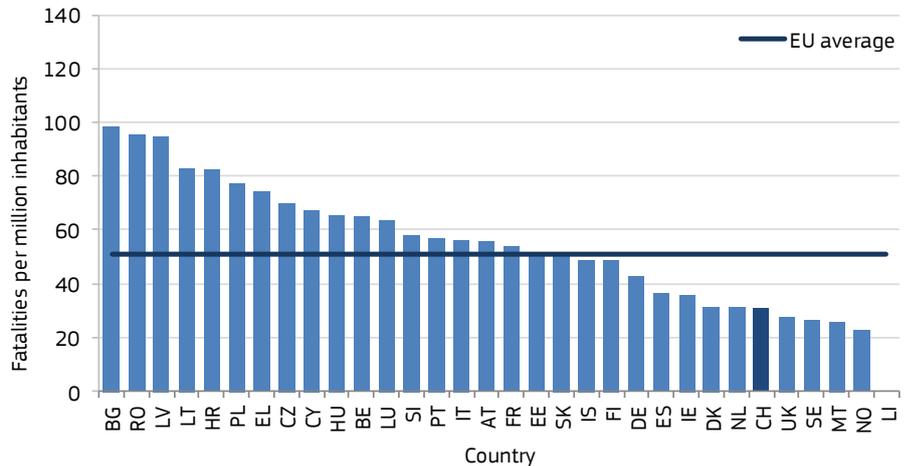
## Road Safety Outcomes

### General positioning

The fatality rate of Switzerland is one of the lowest in the EU (around 31 fatalities per million population in 2015). Its development was similar to the EU average in the period 2001-2015.

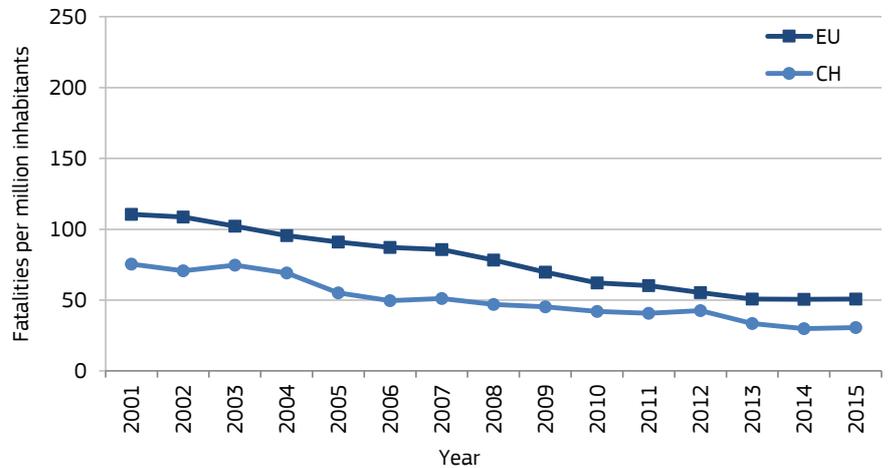
The fatality rate of Switzerland is one of the lowest in the EU. Its development was similar to the EU average in the period 2001-2015.

**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 Switzerland and the EU average**



Sources: CARE, Eurostat

The share of motorcyclist fatalities is higher than the EU average.

## Transport mode

The share of motorcyclist fatalities is higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2015 was 3%, it was 9% for car occupants. In the same period the annual reduction rate of pedestrian was 4%.

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

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	104	58	-4%	23%	21%
Car occupants	245	75	-9%	30%	46%
Motorcyclists	94	66	-3%	26%	15%
Mopeds	22	3	-14%	1%	3%
Cyclists	38	39	0%	15%	9%
Bus/coach occupants	6	1	-13%	0%	0%
Lorries or truck occupants	19	4	-11%	2%	5%

Sources: CARE, national sources

## Age, gender and nationality

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

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
<b>Females</b>					
0-14 years	11	4	-7%	2%	1%
15 – 17 years	1	0	-100%	0%	1%
18 – 24 years	15	3	-12%	1%	3%
25 – 49 years	36	12	-8%	5%	6%
50 – 64 years	27	10	-7%	4%	4%
65+ years	45	36	-2%	14%	10%
<b>Males</b>					
0-14 years	11	3	-10%	1%	1%
15 – 17 years	19	4	-11%	2%	2%
18 – 24 years	73	32	-6%	13%	11%
25 – 49 years	162	54	-8%	21%	29%
50 – 64 years	62	34	-5%	13%	16%
65+ years	82	61	-2%	24%	17%
<b>Nationality of killed person</b>					
National	n/a	n/a	-	-	-
Non-national	n/a	n/a	-	-	-

Sources: CARE, national sources

Switzerland has a similar share of road fatalities by gender to the EU average.

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

## Location

Fatalities in built-up areas are over-represented in Switzerland compared to the EU average. There is no information about fatalities at junctions available for Switzerland.

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

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	204	119	-4%	47%	37%
Rural areas	269	113	-6%	45%	54%
Motorways	71	21	-9%	8%	8%
Junctions	n/a	n/a	-	-	20%

Sources: CARE, national sources

## Lighting and weather conditions

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

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
<b>Lightning conditions</b>					
During daylight	325	179	-4%	71%	52%
During night-time	165	70	-6%	28%	31%
<b>Weather conditions</b>					
While raining	64	21	-8%	8%	9%

Sources CARE, national sources

No information is available about single vehicle accidents in Switzerland.

## Single vehicle accidents

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

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	n/a	n/a	-	-	-

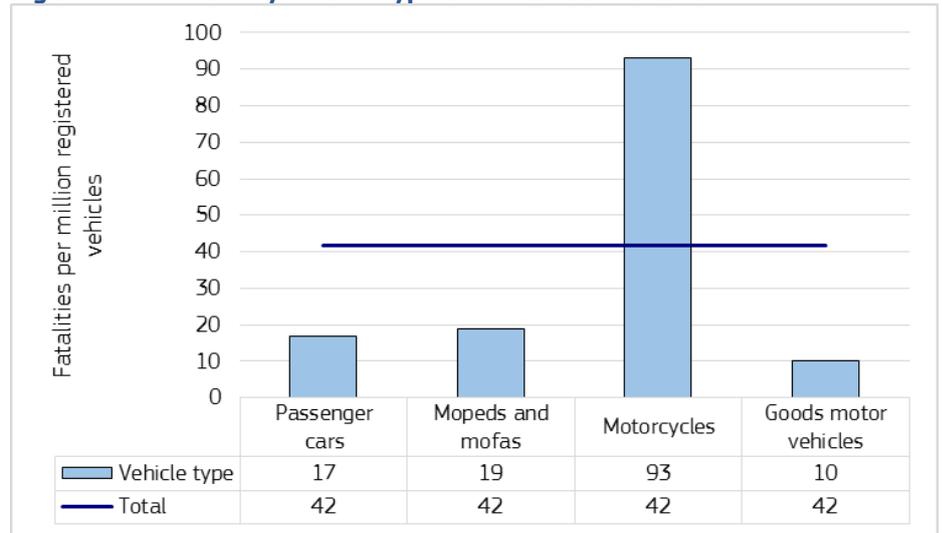
Sources: CARE, national sources

## Under-reporting of casualties

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

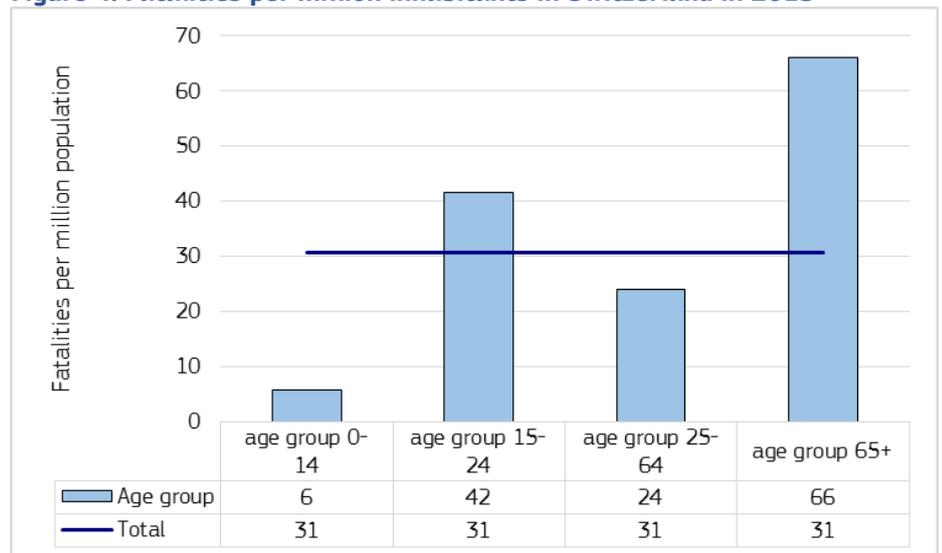
## Risk Figures

**Figure 3: Fatalities by vehicle type in Switzerland in 2015**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in Switzerland in 2015**



Sources: CARE, EUROSTAT

In Switzerland motorcyclists, elderly people and youngsters have the highest risk of getting involved in a fatal crash compared to the other groups.

Estimated costs of road injuries are much higher in Switzerland than on average in Europe.

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).

**Table 24: Cost (in million €) per injury type in Switzerland versus the EU average**

Injury type	Value	European average <sup>4</sup>
Fatal	1,79	1,28
Hospitalised	0,29	0,18
Slightly injured	0,02	0,02

Source: Bickel et al., 2006

<sup>4</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK)

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In 2012, the Swiss Federal Council adopted the road safety programme, "Via Sicura". A range of safety measures is being progressively implemented.

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## Synthesis

### Safety position

- Switzerland is the country with the 6<sup>th</sup> lowest fatality rate in Europe in 2015 (31 fatalities per million population).

### Scope of problem

- The largest share of fatalities is among car occupants, pedestrians and motorcyclists, of which the last share is significantly higher than the EU average.
- The number of elderly people who died in road accidents is higher in Switzerland than in the EU on average.
- Road fatalities in built-up areas are over-represented in Switzerland.

### Recent progress

- Since 2001 the fatality rate per million population in Switzerland has been constantly lower than the EU average, showing similar developments over this period.
- A large decrease has been registered in the percentage of speed offenders on Swiss motorways and rural roads.

### Remarkable road safety policy issues

- In 2012, the Swiss Federal Council adopted the road safety programme, "Via Sicura", almost ten years after the first proposal. A range of safety measures is being progressively implemented.
- Switzerland has a 0,01‰ drink-driving limit for novice and professional drivers.
- Child restraint law enforcement is somewhat less effective in Switzerland than in most EU countries, while enforcement of other issues is at the same level.
- 65% of the Swiss car fleet is made of cars under 10 years of age, which is higher than the EU average.

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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 – Switzerland, European Commission, Directorate General for Transport, September 2017.*

