

Croatia has a low population density.

Structure and Culture

Basic Data

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

Basic data of Croatia	EU average
- Population: 4,23 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 56.594 km ² (2015)[2] (1,1% water) (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): 5,5°C	6,5°C
- Average summer temperature (May to Oct.): 18,8°C	17,8°C
- Annual precipitation level: 856 mm	651 mm
- Exposure: 20,4 billion vehicles km (2014) [1]	122,4 billion vehicle km (2014) ¹
- 0,74 vehicles per person (2014) [2]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] DG MOVE; [4] CIA

Country characteristics

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

Characteristics of Croatia	EU average
- Population density: 75 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
14,7% children (0-14 years)	15,6% children
66,4% adults (15-64 years)	65,5% adults
18,9% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €10.400 (2015) [2]	€26.300 (2015)
- 59% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: geographically diverse; flat plains along Hungarian border, low mountains and highlands near Adriatic coastline and islands	

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

¹ Based on the average of 24 EU countries.

Structure of road safety management

The National programme for Road Safety was adopted by the Croatian Government in April 2011. The Programme is implemented by several ministries and agencies, however the coordination of all the Ministries involved is carried by the Ministry of Interior.

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

Table 3: Key actors per function in Croatia

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Interior - Ministry of Sea, Transport and Infrastructure - Ministry of Science, Education and Sports - Ministry of Health and Social Welfare - Ministry of Justice - Croatian Automobile Club - Centre for Croatian vehicles - Croatian Roads - Croatian Insurance Bureau
2. Monitoring of the RS development in the country	- Ministry of Interior
3. Improvements in road infrastructure	- Croatian Automobile Association - Ministry of Maritime Affairs, Transport and Infrastructure - Local administration
4. Vehicle improvement	- Croatian Roads d.o.o - State Office for Metrology - Centre for Croatian vehicles
5. Improvement in road user education	- Ministry of Interior - Ministry of Maritime Affairs, Transport and Infrastructure - Professional Driving Schools - Ministry of Education - Croatian Autoclub (HAK)
6. Publicity campaigns	- Ministry of Health - Ministry of the Interior - Croatian Autoclub (HAK) - Croatian Radiotelevision
7. Enforcement of road traffic laws	- Police department - Ministry of Interior - Supreme Court of Croatia - Local administration
8. Other relevant actors	- The Ministry of Health

Sources: national sources

Attitudes towards risk taking

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

In view of Croatian membership in the European Union as of 2013, the Croatian Government adopted the National Programme for Road Safety 2011-2020.

Croatia has set road safety targets that fit into the goal of reducing fatalities by 50% of the EC.

Programmes and measures

National strategic plans and targets

- The latest National Road Safety Programme of the Republic of Croatia, proposed by the Ministry of Interior, was adopted in 2011 and covers the period 2011-2020.
- Targets (referred to 2010):

Table 5: Road safety targets for Croatia

Year	Fatalities
2020	-50% Max. 213

Sources: national sources

- Priority topics:
 - Improvement in road user behaviour which includes: speed, drink and drug driving, seat-belts and helmets, road safety education, driver training and driving tests, the most vulnerable road users, not keeping a safe distance, aggressive driving, driver fatigue and distracted driving.
 - Better road infrastructure which includes: identifying and eliminating high risk sites, improving road safety on urban roads, wrong-way driving on motorways, traffic safety in tunnels.
 - Safer vehicles which includes: active and passive safety, school buses, goods vehicles and buses, vehicle roadworthiness
 - Effective post-crash medical care which includes: emergency medical services, hospital care, first aid education of the public
 - Other areas of actions which includes: civil society organizations and the public, legislation, establishing new road safety authorities, science-based traffic safety

(Sources: national sources)

Road infrastructure

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

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	80/90
Motorways	90/130

Source: EC DG-Move, 2016

- Special rules for:
 - 80km/h on rural roads and 90km/h on motorways for heavy goods vehicles (over 3,5t)
- Guidelines and strategic plans for infrastructure are available in Croatia.

High risk site treatment has already been implemented in Croatia.

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

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

Sources: national sources

- Recent activities of road infrastructure improvement have been addressing:
 - projects that are being made to eliminate high risk sites on motorways and on county and local roads.

(Sources: national sources)

Traffic laws and regulations

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

Regulations in Croatia [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,5‰	0,5‰ (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: obligatory up to 16 years old	Not obligatory (46%)
- Daytime running lights are mandatory for motorcycles and mopeds and during the winter time for other vehicles	
- A demerit point system is in place. [2]	

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

Croatia has a zero tolerance law for drink-driving for novice drivers, which is stricter than the most common in the EU.

² Blood Alcohol Concentration

Child restraint and helmet wearing law enforcement is assessed as less effective in Croatia than in most countries in the EU.

Enforcement

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

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

Source: WHO, 2015

Road User Education and Training

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

Education and training in Croatia	Most common in EU (% of countries)
General education programmes:	
- Primary school: not compulsory (only pilot projects)	Compulsory (71%)
- Secondary school: not compulsory	Compulsory (43%)
- Other groups: safety education activities for target groups (vulnerable road users)	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 15-24 years (starting with AM category)	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 18-24 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

Road safety education is not compulsory in Croatia at primary and secondary schools.

Public Campaigns

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

Campaigns in Croatia	Most common issues in EU (% of countries)
Organisation:	
- Ministry of the Interior	
- Ministry of in charge of education	
- Croatian Autoclub	
Main themes:	
- Seat-belts and child restraint systems	Drink-driving (96%)
- Helmets	Speeding (86%)
- Vulnerable road users (pedestrians, cyclists, motor riders, children)	Seat-belt (79%)

Sources: national sources

Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 24 months, then every 12 months	Every 12 months (39%)
Motorcycles: every 12 months	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 vehicle inspection periods are similar to the most common periods in other EU countries.

The amount of speed tickets per population in Croatia has increased over time.

Road Safety Performance Indicators

Speed

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

Measure	2011	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	52	66	6,1%	94

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

Table 14: Percentage of speed offenders per road type in Croatia 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 Croatia 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 Croatia 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

There is no information on drink-driving in Croatia.

In Croatia, the vehicle fleet is older than the EU average.

Vehicles

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

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012) [2]
- ≤ 2 years: 7%	≤ 2 years: 9%
- 3 to 5 years: 15%	3 to 5 years: 13%
- 6 to 10 years: 27%	6 to 10 years: 28%
- > 10 years: 51%	>10 years: 49%
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% ³

Source: [1] EUROSTAT, 2015; [2] ETSC, 2016

Protective systems

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

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2014):	(2015)
- 65% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 30% rear	69,5% rear
- no information on % child restraints	not available
Helmet use (2009):	
- 50% motorcyclists	
- no information on % cyclists	not available

Source: WHO, 2015

Seat-belt wearing rates are lower than the EU average.

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

⁴ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

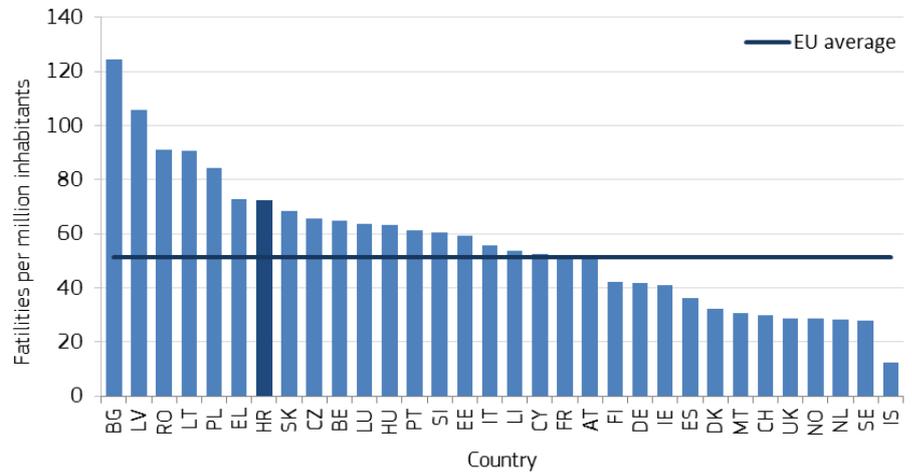
Road Safety Outcomes

General positioning

The fatality rate of Croatia has been higher than the EU average (around 73 fatalities per million population in 2014) in all years between 2001 and 2014.

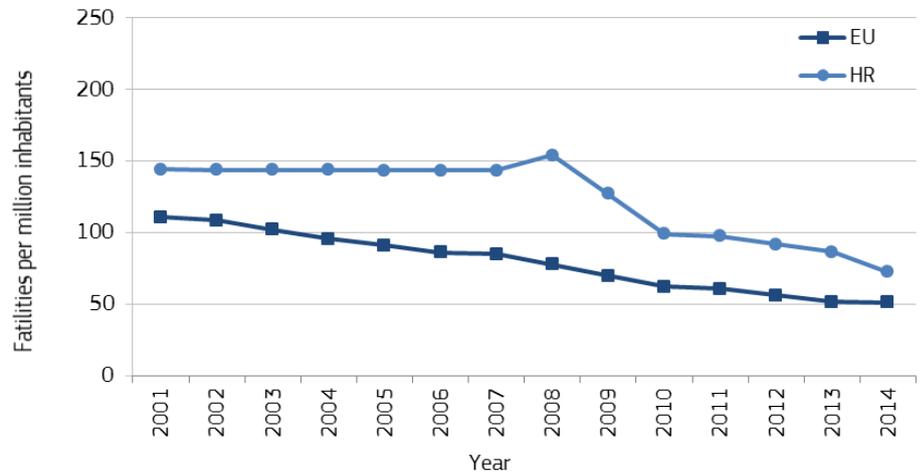
The fatality rate of Croatia has been higher than the EU average in all years between 2001 and 2014.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Croatia and the EU average



Sources: CARE, Eurostat

The share of motorcyclist fatalities is a bit higher compared to the EU average.

Transport mode

The share of motorcyclist fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2007 and 2015 was 6%, it was 8% for car occupants. In the same period, the annual reduction rate of pedestrian was 8%. The rate of cyclist fatalities rose by 2%.

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

Transport mode	2007	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	124	61	-8%	18%	21%
Car occupants	309	164	-8%	47%	45%
Motorcyclists	96	58	-6%	17%	14%
Mopeds	20	14	-4%	4%	3%
Cyclists	28	34	2%	10%	8%
Bus/coach occupants	6	1	-20%	0%	0%
Lorries or truck occupants	17	11	-5%	3%	5%

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2008	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0 - 14 years	9	4	-11%	2%	2%
15 - 17 years	3	5	8%	2%	1%
18 - 24 years	16	3	-21%	1%	2%
25 - 49 years	40	16	-12%	7%	7%
50 - 64 years	44	12	-17%	5%	4%
65+ years	45	17	-13%	7%	8%
Males					
0 - 14 years	11	5	-11%	2%	2%
15 - 17 years	13	1	-31%	0%	1%
18 - 24 years	114	28	-18%	11%	10%
25 - 49 years	221	80	-14%	33%	28%
50 - 64 years	87	36	-12%	15%	16%
65+ years	59	37	-6%	15%	14%
Nationality of driver or rider killed					
National	n/a	n/a	n/a	n/a	n/a
Non-national	n/a	n/a	n/a	n/a	n/a

Sources: CARE, national sources

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

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

Location

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

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

Location	2007	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	328	220	-5%	63%	37%
Rural areas	226	112	-8%	32%	53%
Motorways	65	16	-16%	5%	7%
Junctions	82	44	-7%	13%	20%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2007	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	312	185	-6%	53%	50%
During night-time	283	137	-9%	39%	30%
Weather conditions					
While raining	71	43	-6%	12%	10%

Sources: CARE, national sources

The share of fatal single vehicle accidents in Croatia is higher than the EU average.

Single vehicle accidents

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

Accident Type	2007	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	237	111	-9%	32%	24%

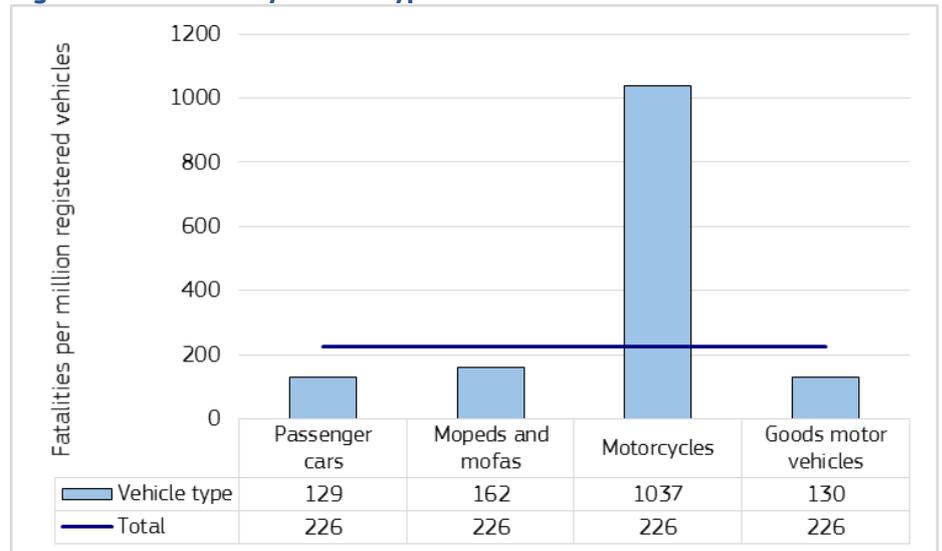
Sources: CARE, national sources

Under-reporting of casualties

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

Risk Figures

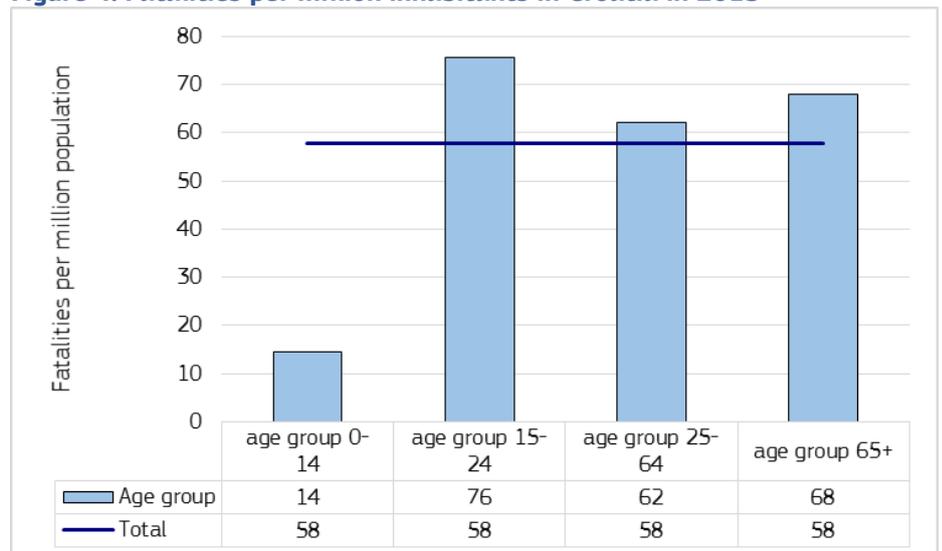
Figure 3: Fatalities by vehicle type in Croatia in 2012



Sources CARE, UNECE

In Croatia motorcyclists, youngsters and the elderly have the highest risk.

Figure 4: Fatalities per million inhabitants in Croatia in 2015



Sources: CARE, EUROSTAT

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 Croatia 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

⁵ Value of Statistical Life

Estimated costs of traffic casualties in Croatia are lower than the EU average.

The amount of speed tickets per population in Croatia has increased over time.

Synthesis

Safety position

- Croatia - with 73 fatalities per million population - is one of the countries with the highest fatality rate among the EU countries in 2014.

Scope of problem

- The fatality shares by mode of transport in Croatia are similar to the EU average. The share of motorcyclist fatalities is a bit higher compared to the EU average.
- Fatalities in built-up areas and while raining are over-represented in Croatia.
- Seat-belt wearing rates are lower than the EU average.
- The passenger car fleet in Croatia is somewhat older than the average EU car fleet.

Recent progress

- The annual fatality rates per million population have decreased since 2008, with a significant drop occurring during 2008-2010.
- A decrease in the number of fatalities can be observed for all age groups and most transport modes in Croatia.
- The amount of speed tickets per population in Croatia has increased over time.

Remarkable road safety policy issues

- Croatia has set road safety targets that fit into the goal of reducing fatalities by 50% of the EC.
- High risk site treatment has already been implemented in Croatia.
- Croatia has a zero tolerance law for drink-driving for novice and professional drivers.

References

1. CARE database (2016).
2. CIA database (2016).
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 (2016).
http://europa.eu/youreurope/citizens/vehicles/registration/formalities/index_en.htm
5. European Commission DG Move website (2016).
http://ec.europa.eu/transport/road_safety/index_en.htm
6. ETSC (2009). Boost the market for safer cars across Europe. + Background tables PIN Flash no. 13. ETSC, Brussels.
7. ETSC (2010). Road Safety Target in Sight: Making up for lost time. + Background tables 4th Road Safety PIN report. ETSC, Brussels.
8. ETSC (2014). Ranking EU progress on car occupant safety. + Background tables PIN Flash no. 27. ETSC, Brussels.
9. ETSC (2015). Enforcement in the EU-Vision 2020. + Background tables. ETSC, Brussels.
10. ETSC (2015). Making walking and cycling on Europe's roads safer. + Background tables PIN Flash no. 29. ETSC, Brussels.
11. ETSC (2015). Ranking EU progress on improving motorway safety. + Background tables PIN Flash no. 28. ETSC, Brussels.
12. 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.
13. ETSC (2016). How traffic law enforcement can contribute to safer roads. + Background tables PIN Flash no. 31. ETSC, Brussels.
14. Eurostat database (2016).
15. European Commission (2014). Handbook on External Costs of Transport. Final Report. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014.
16. European Commission (2015). Road Safety in the European Union: Trends, statistics and main challenges. European Commission, Mobility and Transport DG, Brussels.
17. National Sources (2016): via national CARE experts and official national sources of statistics.
18. OECD/ITF (2014). Road Safety Annual Report 2014. OECD Publishing, Paris.
19. OECD/ITF (2015). Road Safety Annual Report 2015. OECD Publishing, Paris.
20. OECD/ITF (2015). Road Infrastructure Safety Management. OECD Publishing, Paris.
21. OECD/ITF (2016). Road Safety Annual Report 2016. OECD Publishing, Paris.
22. ROSE25 (2005). Inventory and compiling of a European good practice guide on road safety education targeted at young people. Final report. KfV, Vienna.
23. SUPREME (2007) Final Report Part F1. Thematic Report: Education and Campaigns. European Commission, Brussels.
24. 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.
25. WHO (2013). Global status report on road safety 2013: supporting a decade of action. World Health Organisation, Geneva.
26. WHO (2015) Global status report on road safety 2015. World Health Organisation, Geneva.
27. UNECE database (2016).

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 2016.

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 2016 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 - Croatia, European Commission, Directorate General for Transport, September 2016.

