European Commission

European Road Safety Observatory

National Road Safety Profile - Hungary

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 602 people were killed in reported traffic accidents in Hungary.
- Hungary is 9th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants. Prior to 2009, the mortality rate in Hungary was much higher than the EU average.
- Compared to the EU average, the distribution of fatalities in Hungary shows a relatively high proportion of pedestrian fatalities and fatalities that occur in the daytime during working weeks.

Road safety performance indicators

- Hungary has the lowest self-reported frequency of drink-driving and one of the highest self-reported frequencies of wearing a seatbelt in the back.
- Self-reported helmet wearing by cyclists is much lower than in other European countries.
- Hungarian road infrastructure is characterized by high road density. Its quality is perceived as rather low compared to other EU countries.
- Hungarian passenger cars are considerably older than the EU average.

Road safety policy and measures

- Hungary is one of the few countries in the European Union with a zero-percent alcohol limit for all drivers.
- Enforcement of drink-driving legislation is less widely perceived as effective in comparison to other EU countries. However, the self-reported frequency of alcohol checks is above the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Hungary, a total of 602 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 62 road fatalities per million inhabitants, which is well above the EU average (51). In the first decade of this century, the mortality rate in Hungary was much higher than the EU average. From 2007 the mortality rate in Hungary decreased sharply and became closer to the EU average. Also when the number of vehicles is taken into account, Hungary performs worse than most EU countries with a rate of 1.3 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities in Hungary decreased by about 20%, similar to the overall EU trend. The number of serious injuries on the other hand, has stabilised between 2010 and 2019.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	740	602	-19%	29611	22700	-23%
Serious injuries	5,671	5,485	-3%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

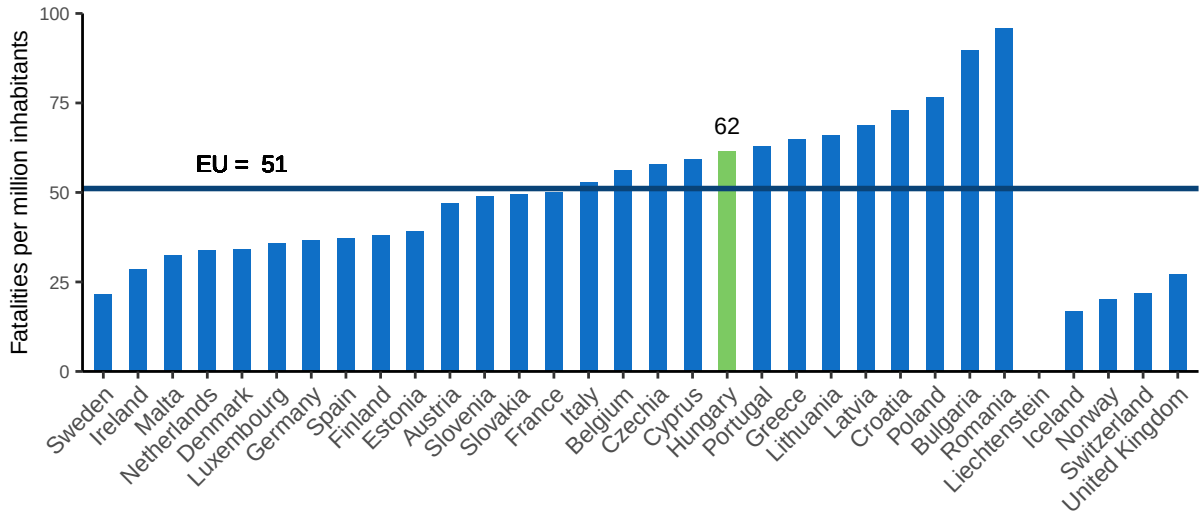


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

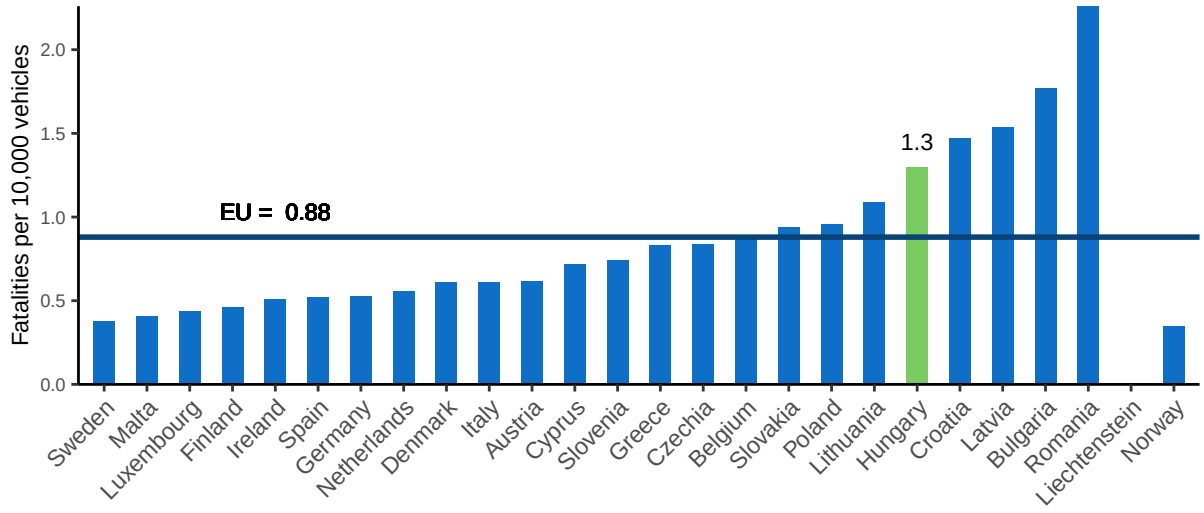


Figure 3. Number of road fatalities (2010-2019). Source: CARE

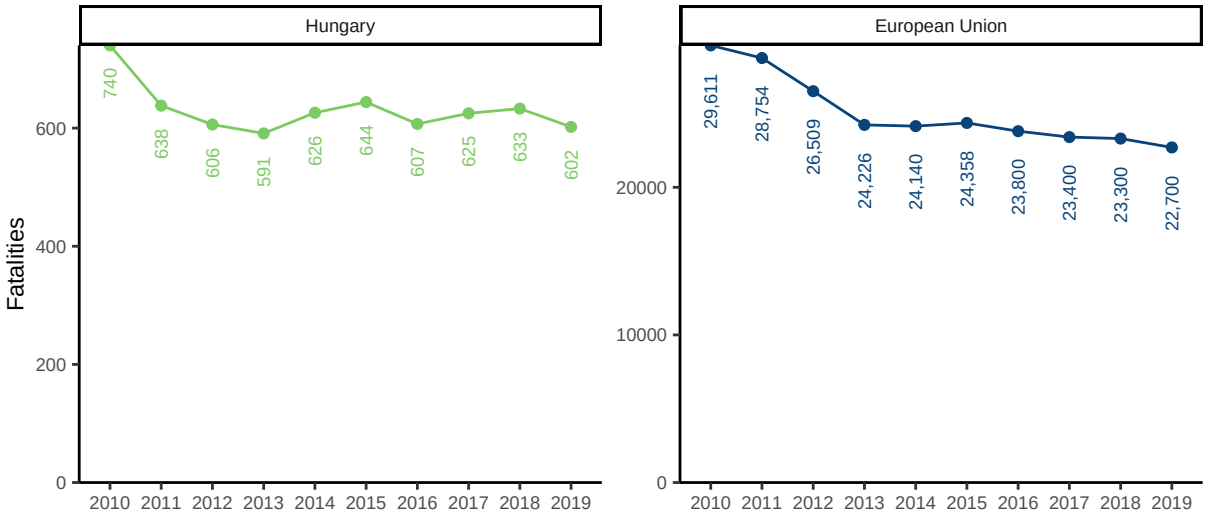


Figure 4. Number of serious injuries (2010-2019). Source: CARE

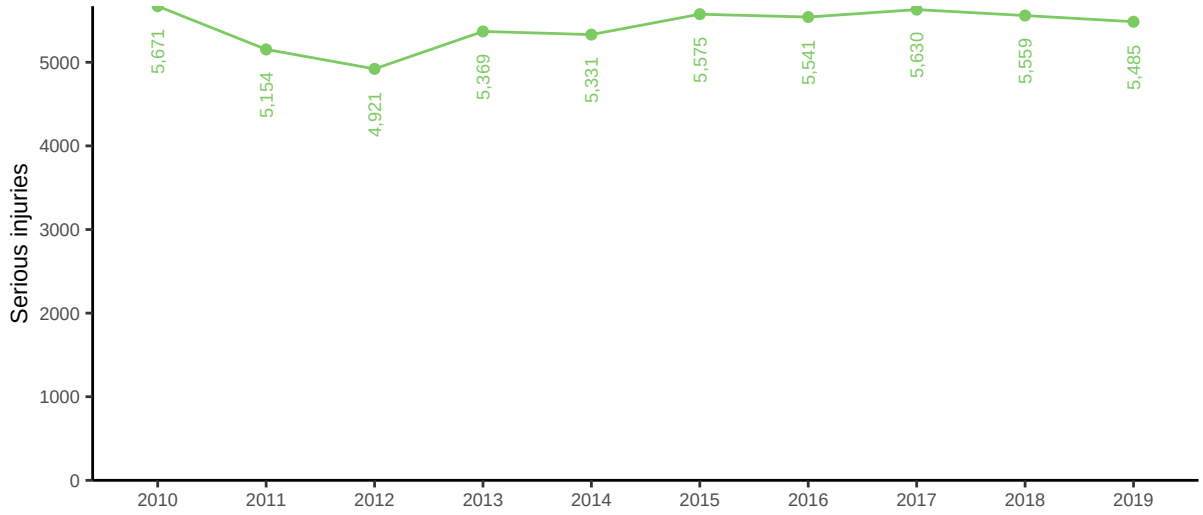
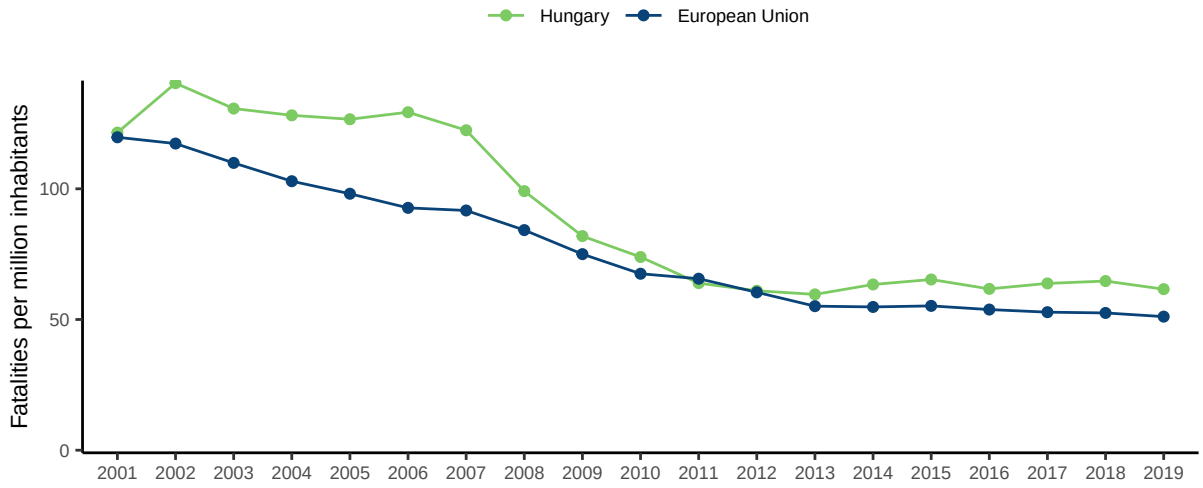


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, car occupants accounted for almost half of road traffic fatalities in Hungary, similar to the percentage in the European Union. Pedestrians represent 24% of road fatalities, which is more than in the European Union (21%). Powered two-wheelers on the other hand, account for only 12% of road fatalities in Hungary, while they are 18% in the European Union.

Over time there has been a decrease in the number of fatalities in Hungary for all modes except for pedestrians and occupants of lorries. While the number of fatalities for lorry occupants increased by 8% over the past ten years, their number decreased in the European Union. In urban areas there was a significant increase of pedestrian fatalities in Hungary, while their number decreased in the European Union. Over the same period the number of serious injuries increased for all modes except for occupants of lorries and heavy goods vehicles, and for powered two-wheelers.

[1] For more details about the categories used in this subsection, please see section 6.2 Definitions.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Hungary that were fatally injured, more than half were involved in a crash with a car, and 17% were involved in a crash with a lorry or heavy goods vehicle. Over the past ten years the number of fatally injured vulnerable road users in car crashes has increased slightly while their number decreased in the European Union.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Hungary shows a similar decrease as in the European Union.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

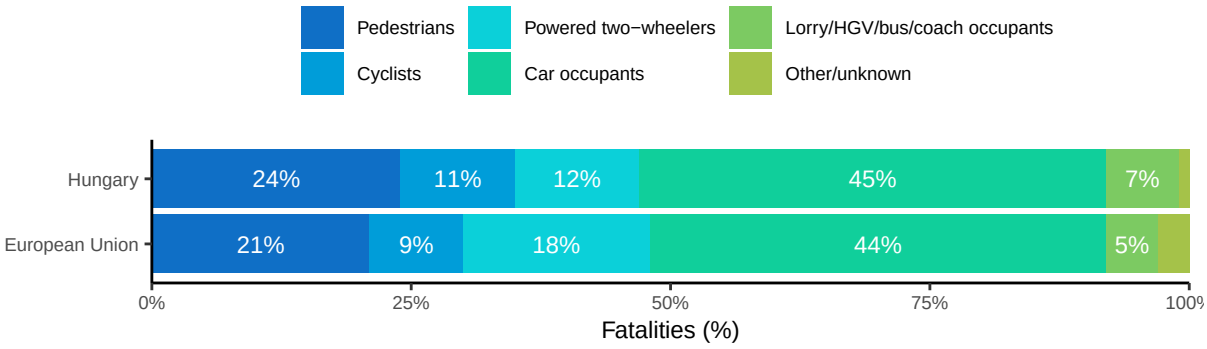


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	157	160	+2%	5,793	4,767	-18%
Cyclists	87	71	-18%	2,023	1,991	-2%
Powered two-wheelers	72	65	-10%	5,058	4,132	-18%
Car occupants	284	280	-1%	13,309	10,445	-22%
Lorries, under 3.5t	25	27	+8%	898	780	-13%
Heavy goods vehicles	12	11	/	590	408	-31%
Bus/coach occupants	15	3	/	102	98	-4%
Other/unknown	10	4	/	1,119	691	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	838	928	+11%
Cyclists	1,014	1,052	+4%
Powered two-wheelers	1,117	1,079	-3%
Car occupants	1,888	2,115	+12%
Lorries, under 3.5t	182	147	-19%
Heavy goods vehicles	63	59	-6%
Bus/coach occupants	88	112	+27%
Other/unknown	61	65	/
Total	*5,249*	*5,558*	*+6%*

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	10	13	/	258	201	-22%
Crashes involving cars	151	155	+3%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	61	51	-16%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	94	108	+15%	3,944	3,303	-16%
Cyclists	55	45	-18%	1,113	1,134	+2%
Powered two-wheelers	32	23	-28%	2,200	1,595	-28%
Car occupants	47	47	+0%	2,883	2,164	-25%
Lorries, under 3.5t	6	3	/	149	132	-11%
Heavy goods vehicles	1	2	/	82	31	-62%
Bus/coach occupants	1	1	/	24	27	+12%
Other/unknown	4	2	/	222	260	/
Total	*239*	*230*	*-4%*	*10,730*	*8,837*	*-18%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	18	8	/	299	381	+27%
Powered two-wheelers	22	18	-18%	1,746	1,443	-17%
Car occupants	81	76	-6%	5,905	4,471	-24%
Lorries, under 3.5t	9	8	/	365	288	-21%
Heavy goods vehicles	3	2	/	241	147	-39%
Bus/coach occupants	0	1	/	40	35	-12%
Other/unknown	5	1	/	327	341	/
Total	*138*	*114*	*-17%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Hungary is similar to that for the European Union with a slight underrepresentation of people aged 18 to 24. While they represent 8% of fatalities in Hungary, they are 12% in the European Union.

Over the past ten years, the trend in the number of fatalities in Hungary was downward for all age groups except for the people aged 65 and above. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

Figure 7. Number of road fatalities by age group (2019). Source: CARE

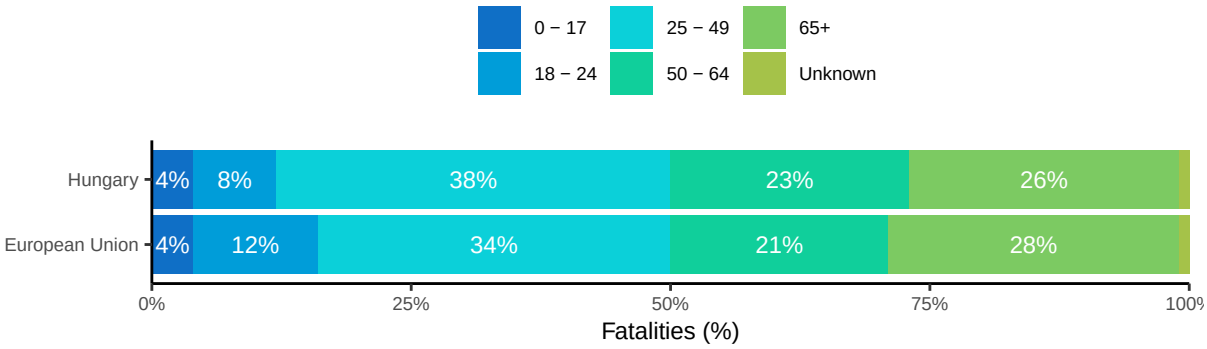


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	17	10	/	744	499	-33%
15 - 17	10	7	/	761	493	-35%
18 - 24	63	48	-24%	4,399	2,755	-37%
25 - 49	256	229	-11%	10,458	7,915	-24%
50 - 64	175	151	-14%	5,273	4,891	-7%
65+	135	173	+28%	6,392	6,559	+3%
Unknown	5	2	/	738	148	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	228	189	-17%
15 - 17	158	131	-17%
18 - 24	598	585	-2%
25 - 49	2,270	2,270	+0%
50 - 64	1,192	1,326	+11%
65+	794	1,052	+32%
Unknown	9	5	/
Total	*5,249*	*5,558*	*+6%*

2.4 Gender

The high proportion of males among total road fatalities in Hungary (72%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2019). Source: CARE

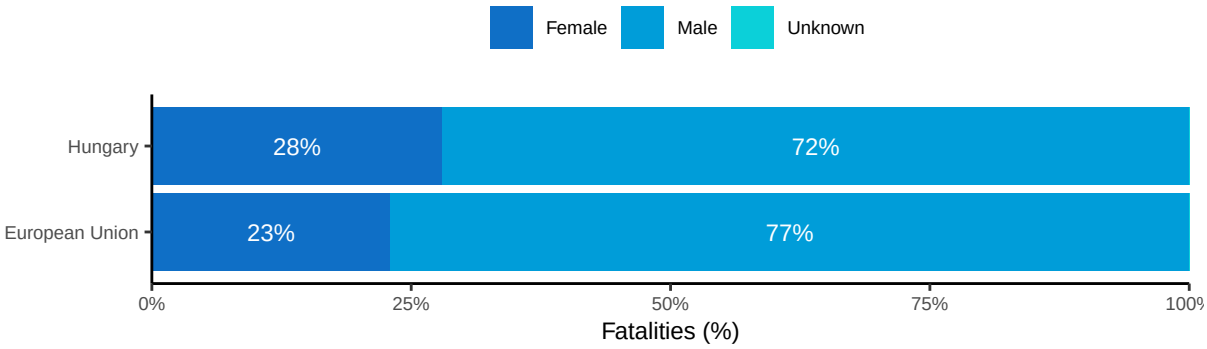


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	171	167	-2%	6,656	5,453	-18%
Male	487	451	-7%	21,523	17,764	-17%
Unknown	3	2	/	1,310	42	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	1,841	2,053	+12%
Male	3,402	3,501	+3%
Unknown	5	4	/
Total	*5,249*	*5,558*	*+6%*

2.5 Area

Similar to the EU average, the majority of fatalities in Hungary occur on rural roads (55%). Over the past ten years, the number of fatalities on motorways has increased slightly in Hungary while there is a small decrease in the European Union. The number of serious injuries increased over the same period on all road types.

Figure 9. Number of road fatalities by road type (2019). Source: CARE

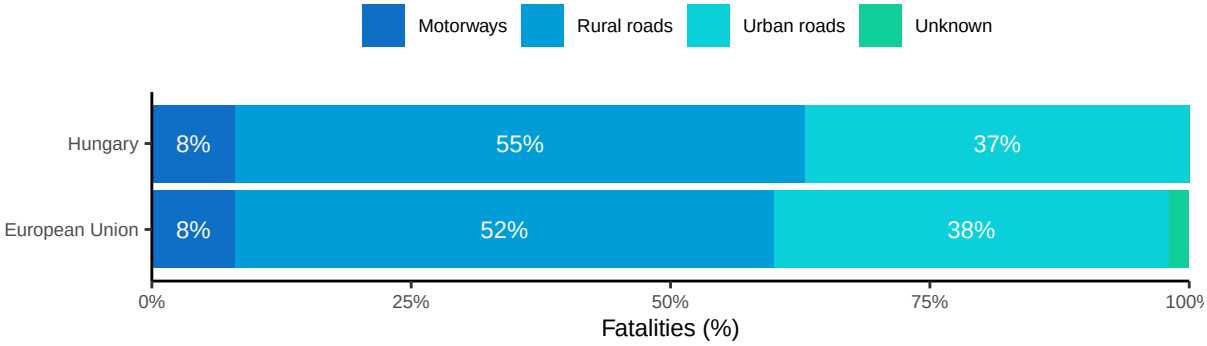


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	41	43	+5%	2,038	1,969	-3%
Rural	381	347	-9%	15,205	12,200	-20%
Urban	239	230	-4%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	182	217	+19%
Rural	1871	1904	+2%
Urban	3195	3436	+8%
Unknown	/	/	/
Total	*5249*	*5558*	*+6%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a slightly higher proportion of fatalities that occur in the day-time during the working week. Hungary shows a more favourable downward trend regarding night-time fatalities during weekends, which is in line with the EU average. On the other hand, the number of fatalities in the daytime during weekends remained stable in Hungary, while the EU average shows a decrease.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE

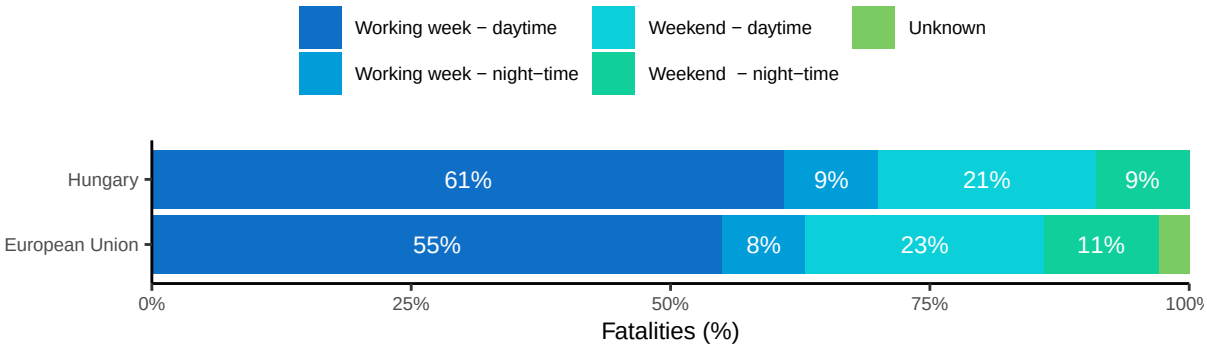


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	386	372	-4%	15,404	13,265	-14%
Working week - night-time	59	54	-8%	2,566	1,980	-23%
Weekend - daytime	133	136	+2%	6,353	5,383	-15%
Weekend - night-time	83	58	-30%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

[2] For more details about the time periods used in this subsection, please see section 6.2 Definitions.

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Hungary, as well as for the European Union as a whole. Regarding light conditions, a third of fatalities occur when it is dark, which is similar to the EU average.

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE

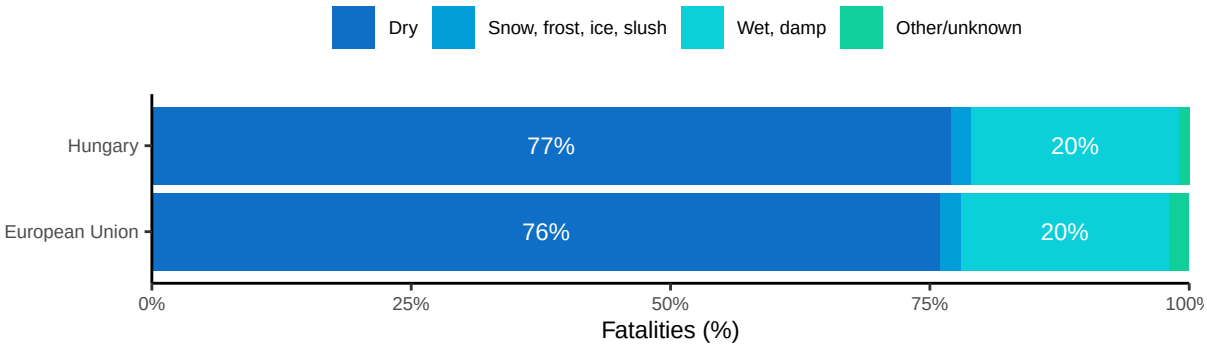


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	488	451	-8%	21,091	17,711	-16%
Snow, frost, ice, slush	33	13	/	988	442	-55%
Wet, damp	128	145	+13%	5,636	4,663	-17%
Other/unknown	12	11	/	2,458	446	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

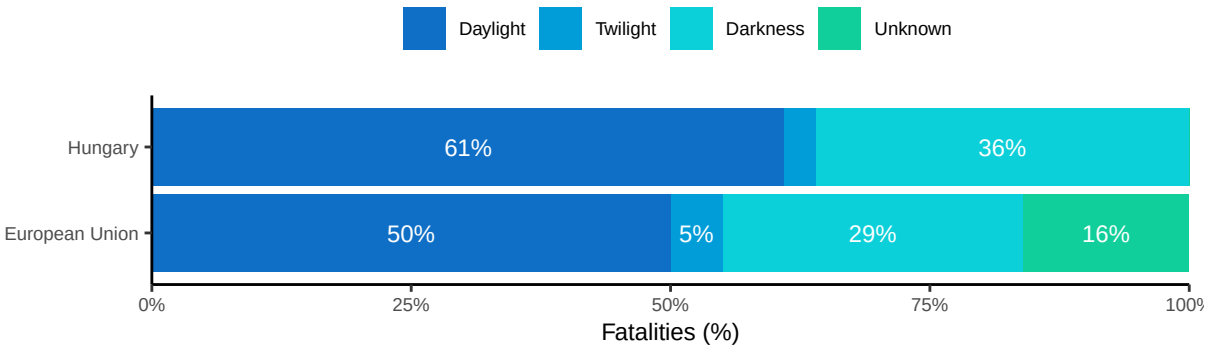


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	252	228	-10%	8,918	6,782	-24%
Daylight	384	369	-4%	13,706	11,932	-13%
Twilight	25	23	-8%	1,498	1,228	-18%
Unknown	/	/	/	5,301	3,908	/
Total	*661*	*620*	*-6%*	*28,291*	*23,133*	*-18%*

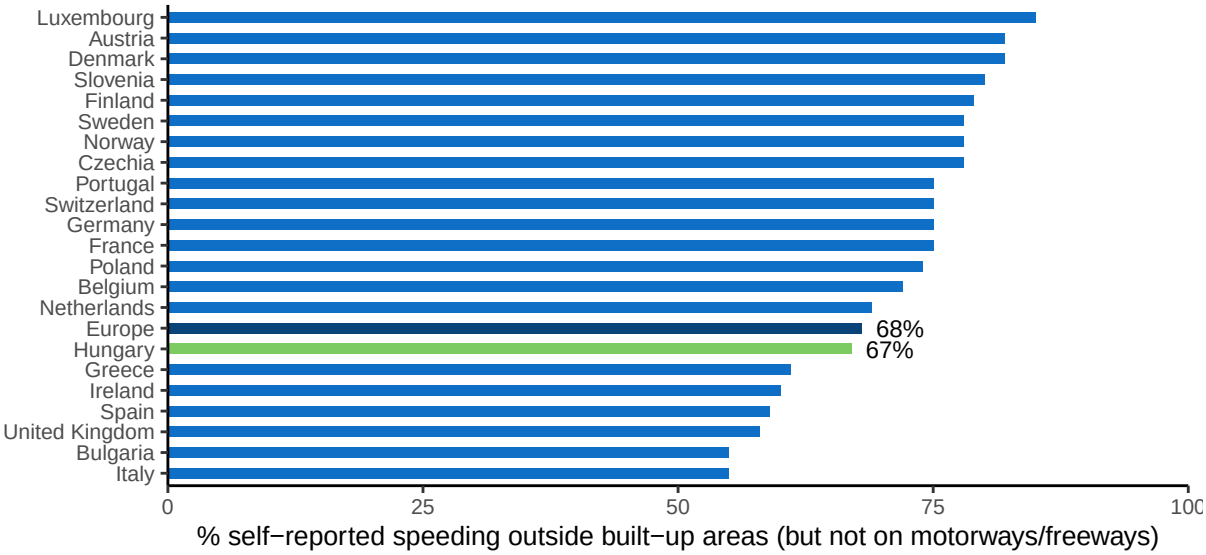
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Hungary has one of the best scores in Europe for drink-driving and wearing a seatbelt in the back. On the other hand, the self-reported use of a helmet among cyclists is much lower than the European average.

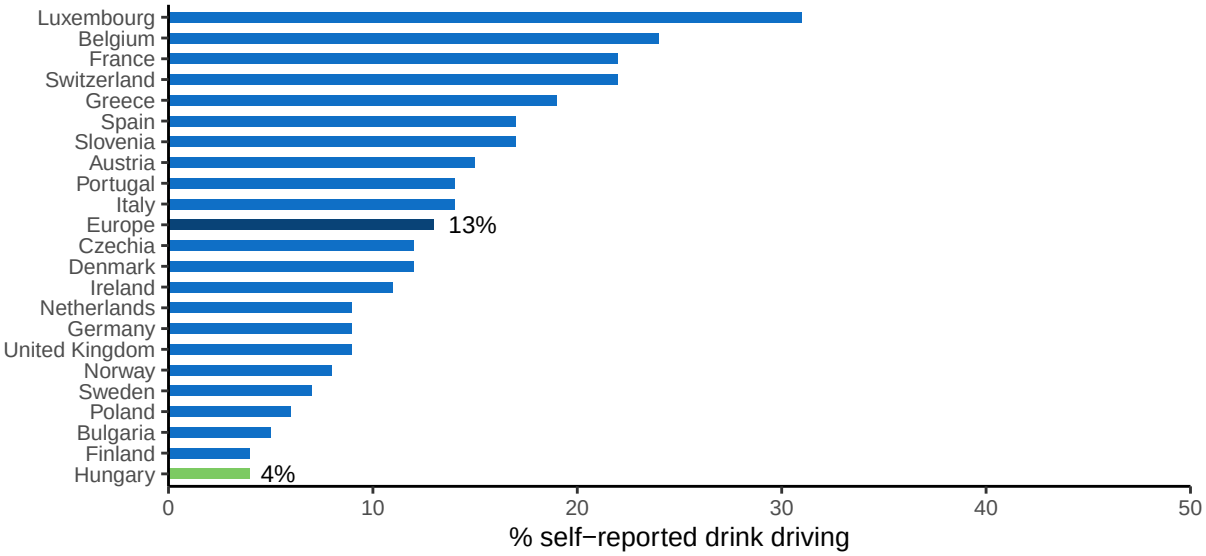
3.1.1 Speeding

Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

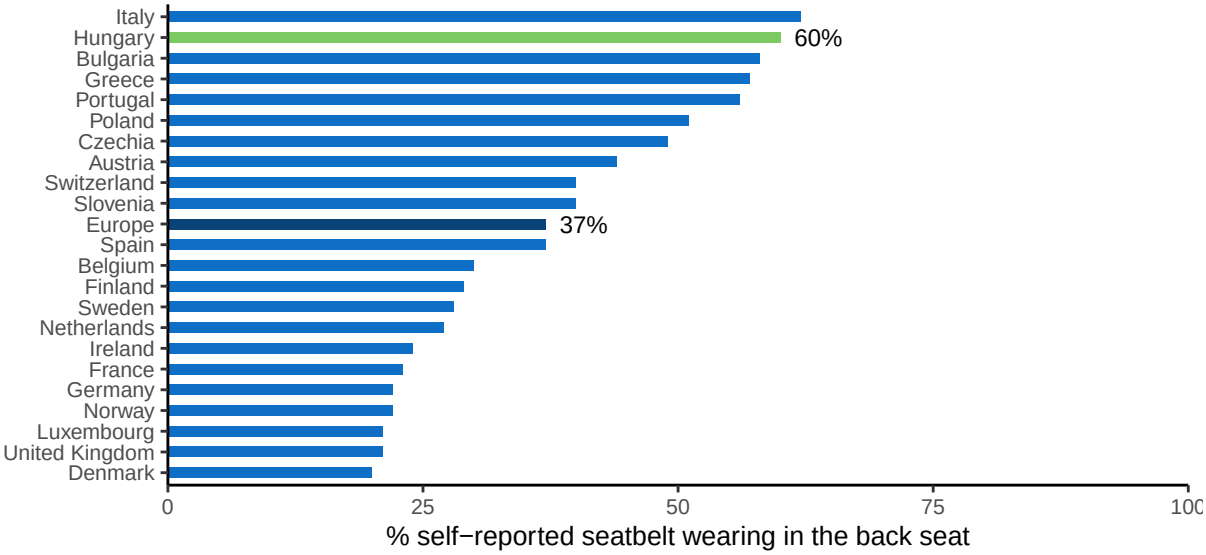
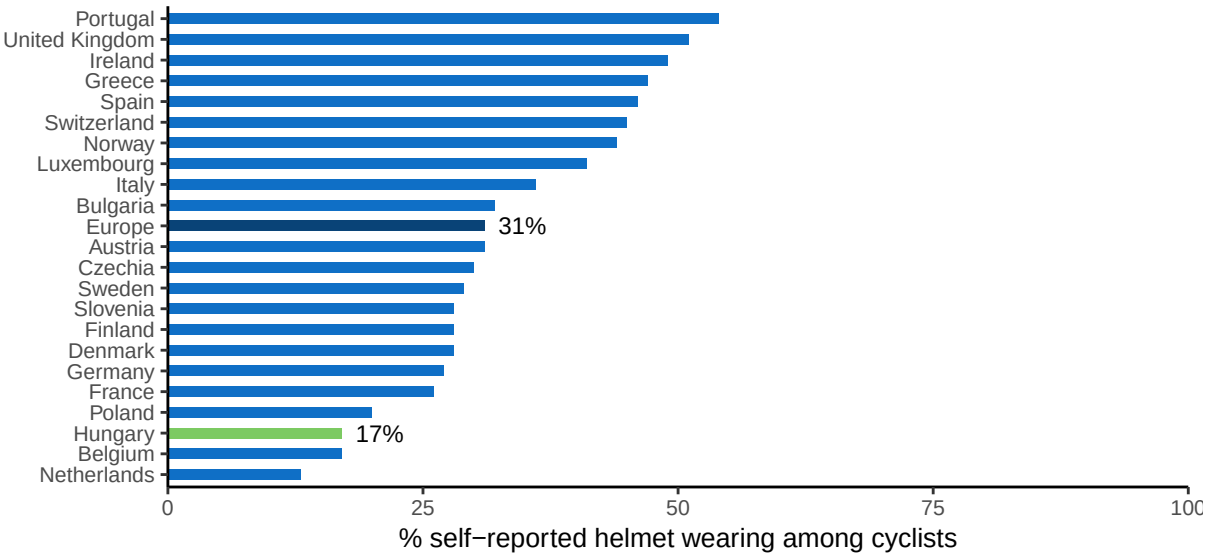
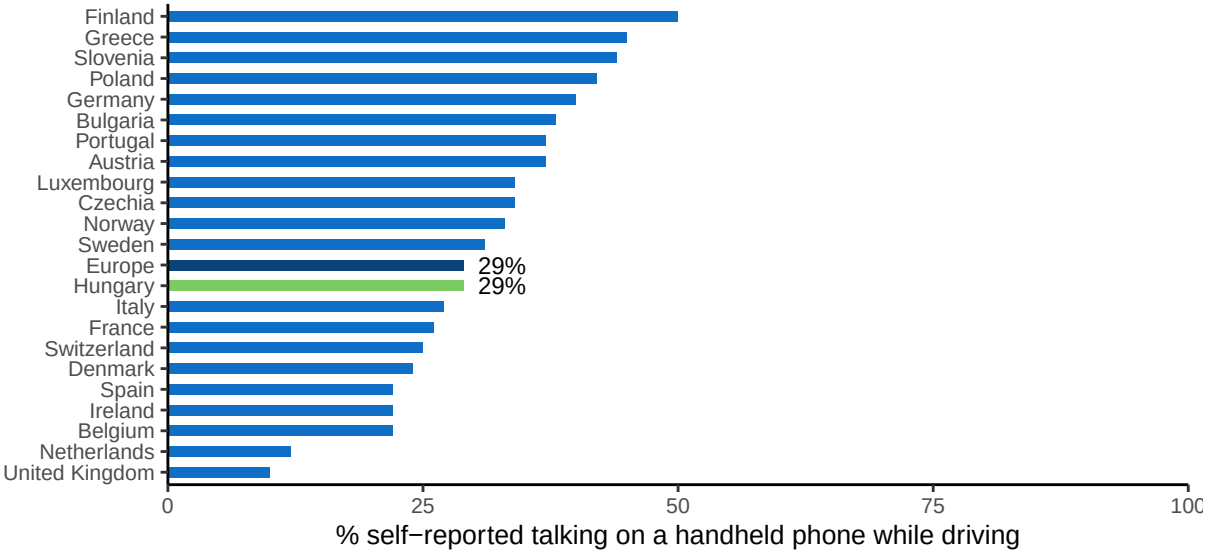


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

The overall road network in Hungary shows extremely high road density in comparison with the EU average. Motorway density is similar to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Hungary, a score of 4.1 (on a value scale from 1 to 7) is given, which is below the score of most other countries.

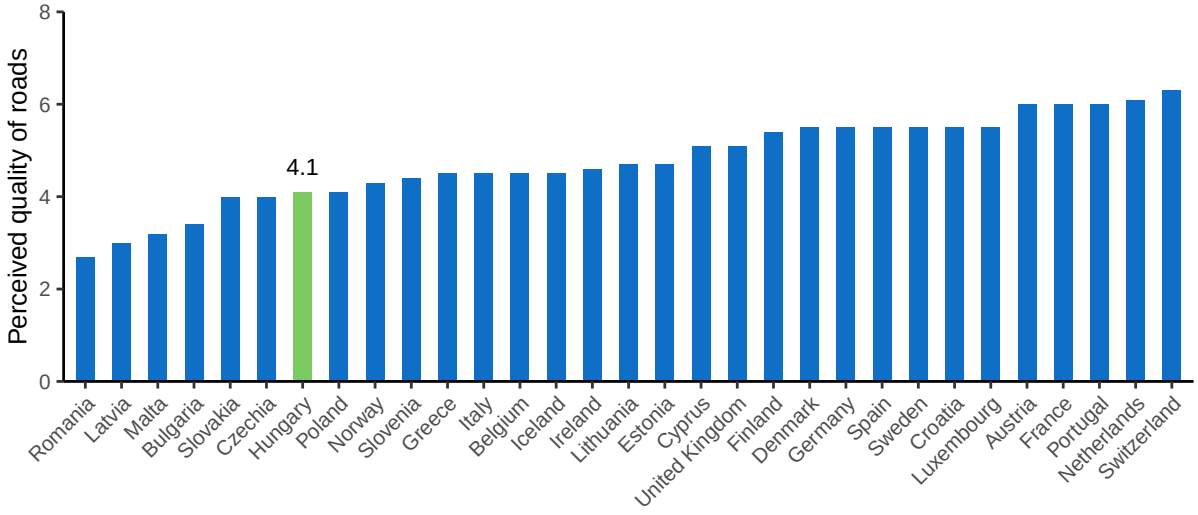
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2019)

	Hungary	European Union
Inside built-up areas	711 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	1640 km road/1000 km²	609 km road/1000 km²
Motorways	19 km road/1000 km²	15 km road/1000 km²
Total	2370 km road/1000 km²	942 km road/1000 km²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Hungarian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Hungarian passenger cars appear to be considerably older than the EU average, with over 70% passenger cars over 10 years.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Hungary	European Union
All vehicles (except trailers and motorcycles)	45	63
Total utility vehicles	6	9
Lorries	5	7
Road tractors	1	1
Trailers and semi-trailers	5	4
Motorcycles	2	6
Passenger cars	39	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2019)

	Hungary	European Union
Percentage of total number of passenger cars		
Less than 2 years	9%	12%
From 2 to 5 years	7%	15%
From 5 to 10 years	12%	21%
From 10 to 20 years	58%	42%
Over 20 years	15%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Hungary generally reflects the situation in the majority of EU countries with some exceptions. The legislation regarding drink driving is stricter than in most European countries: there is a zero-percent alcohol limit for all drivers while the majority of EU countries apply a limit of 0.5 g/l. Furthermore unlike other countries there is no age restriction in Hungary to transport children on motorcycles.

Table 19. National road safety legislation. Source: WHO (2018)

	Hungary	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 km/h	No limit1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Hungary scores below the EU average speeding and drink-driving legislation. The self-reported frequency of alcohol checks on the other hand, is higher in Hungary than the European average.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Hungary	European average
Speed legislation	6	6.8
Drink-driving legislation	5	7
Seatbelt legislation	7	7
Child restraint system legislation	7	7
Motorcycle helmet legislation	8	8

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

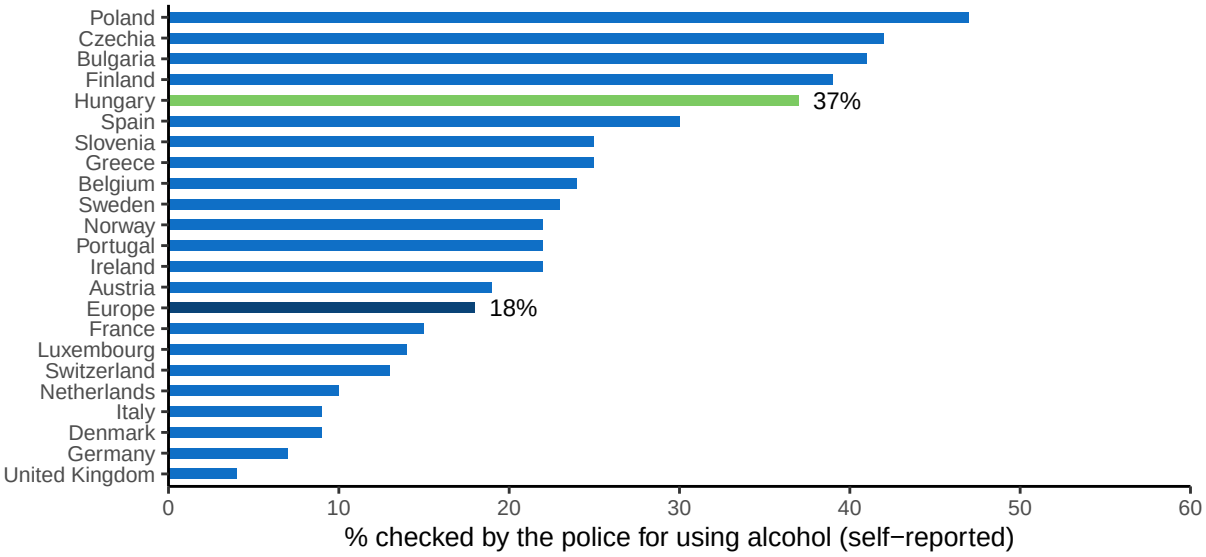
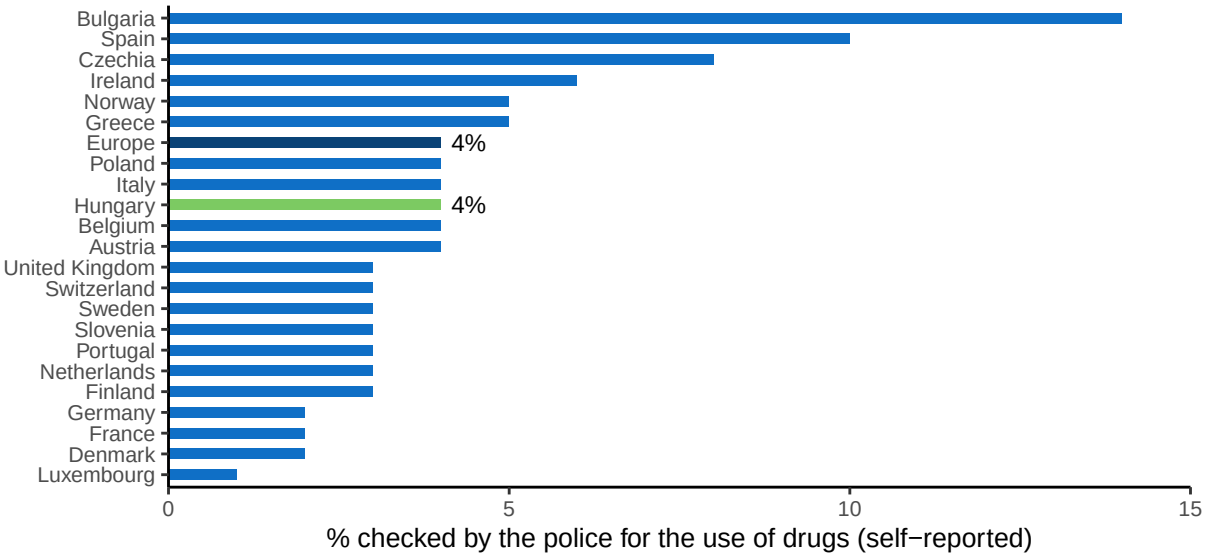


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

	Hungary	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	No	Yes: 20 No: 7
Policies & investment in urban public transport	No	Yes: 23 No: 4
Policies promoting walking and cycling	Subnational	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. Policy related to post-crash care. Source: WHO (2018)

	Hungary	EU countries
Trauma registry	None	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density and urbanization in Hungary is similar to the EU average. Its GDP per capita is below that of the European Union and the percentage of GDP that is dedicated to road spending is higher than the EU average (1.8%).

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Hungary
Population-related data (2020)		
Population (2020)	447319916	9769526
Population density (inhabitants/km²)	106	105
% Children (0-14)	15%	14%
% Adults (15-64)	64%	66%
% Elderly (65+)	21%	20%
Urbanization (2019)		
% living in cities	38%	33%
% living in suburbs and towns	34%	34%
% living in rural areas	28%	33%
Economic data		
GDP per capita (EUR, 2020)	29768.3	13913.1
Unemployment rate (2020)	7%	4%
% GDP dedicated to road spending (2019)	0.6%	1.8%

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of National Development
	Ministry of Interior
Monitoring of the road safety development	Institute for transport science (KTI)
Improvements in road infrastructure	Hungarian Transport Administration (traffic development activities, maintenance and asset management)
	National Toll Payment Services Private Company Limited (SMMC): competence on expressway network
Improvement in vehicles	The Central Office for Administrative and Electronic Public Services (KEK KH)
Improvement in road user education	National Transport Authority: programs preparing children education to transport
Publicity campaigns	Ministry of Administration and Justice
	Police
Enforcement of traffic laws	National Police Headquarters (ORFK)
Other relevant actors	KOBE (Central European Mutual Insurance Association)
	Global road safety partnership Hungary
	RoSEE Project (Road Safety in South East European Regions)

5.3 Attitudes

Table 25. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Hungary	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	5%	12%	1/22
I will do my best to respect speed limits in the next 30 days	75%	71%	17/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	2/22
I will do my best not to drive after drinking alcohol in the next 30 days	80%	76%	16/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	2%	3%	1/22
I often check my messages on the mobile phone while driving	2%	4%	2/22
I will do my best not to use my mobile phone while driving in the next 30 days	74%	74%	8/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/ Date of extraction: 7th of August, 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.