European Commission

European Road Safety Observatory

National Road Safety Profile - Greece

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.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 2.0, February 21, 2023

Author: Annelies Schoeters (Vias institute)

Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 584 people were killed in reported traffic accidents in Greece.
- Greece is 7th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Greece shows a relatively high proportion of powered two-wheelers and fatalities that occur on urban roads. The proportions of cyclists and car occupants on the other hand, are much smaller than the EU average.
- Over the past ten years the number of fatalities in Greece has decreased more than the EU average.

Road safety performance indicators

- Self-reported drink-driving and distracted driving are higher than the European average.
- The self-reported seatbelt wearing rate is below the European average and the self-reported helmet wearing rate among cyclists is above the European average.
- The overall road network has very low density. Its quality is perceived as rather low compared to other EU countries.
- The number of motorcycles per capita is much higher than the European average.

Road safety policy and measures

- Enforcement is less widely perceived as effective in comparison to other countries. However, self-reported alcohol and drugs checks are higher than in most countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Greece, a total of 584 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 54 road fatalities per million inhabitants, which is well above the EU average (42). Since 2001, the mortality rate in Greece has declined at the same pace as the EU average. Taking into account the number of vehicles Greece still performs worse compared to the EU average. The rate of 0.82 fatalities per 10,000 registered vehicles in Greece is just above the EU average.

Over the past ten years the number of fatalities in Greece decreased by over 50%, which is more favourable than the EU trend (-36%). The number of serious injuries also shows a significant decrease over the same period (by 70%). In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	1,258	584	-54%	29611	18834	-36%
Serious injuries	1,709	518	-70%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

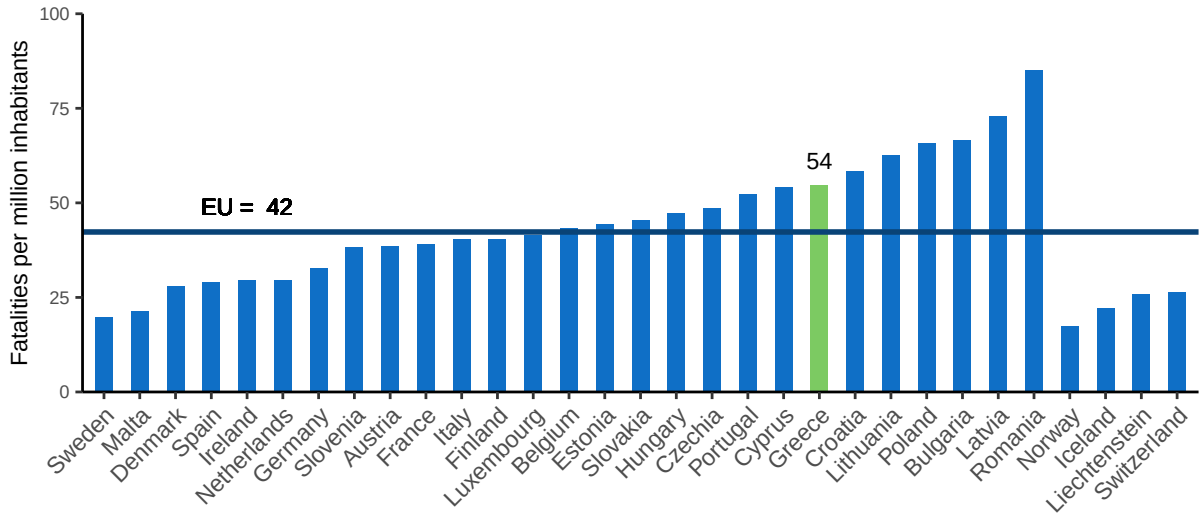


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

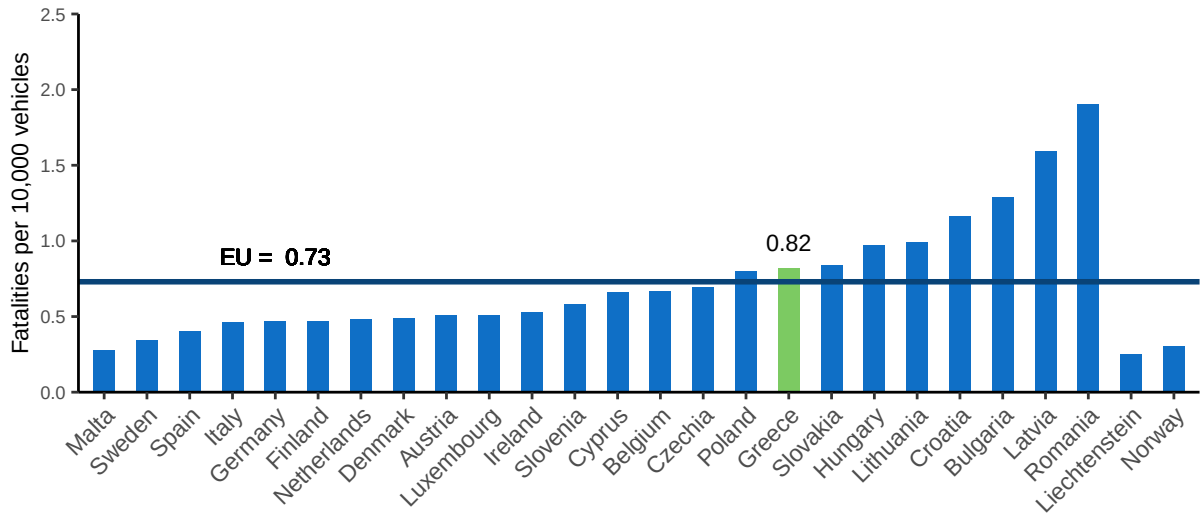


Figure 3. Number of road fatalities (2010-2020). Source: CARE

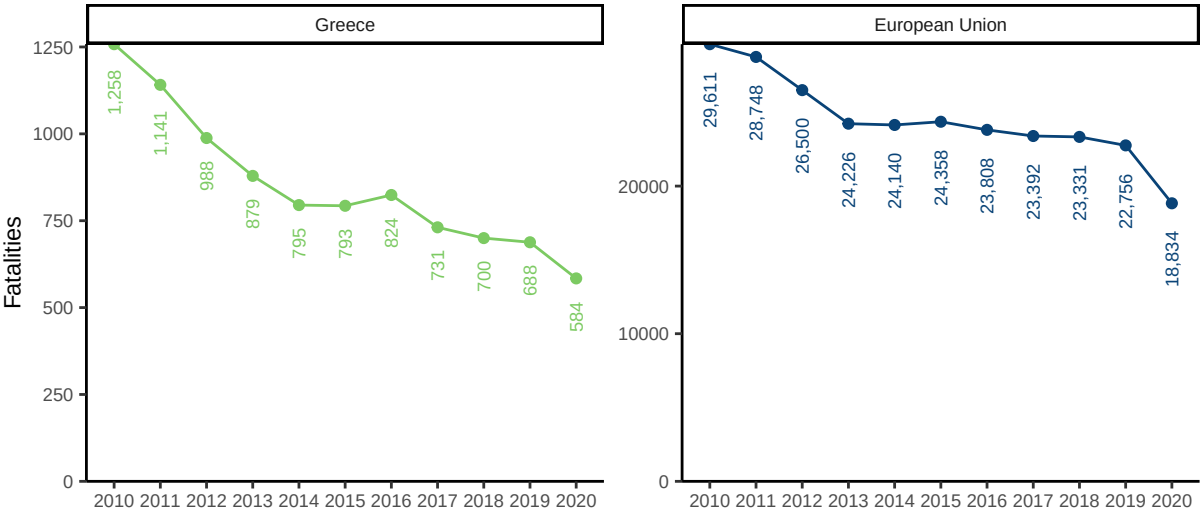


Figure 4. Number of serious injuries (2010-2020). Source: CARE

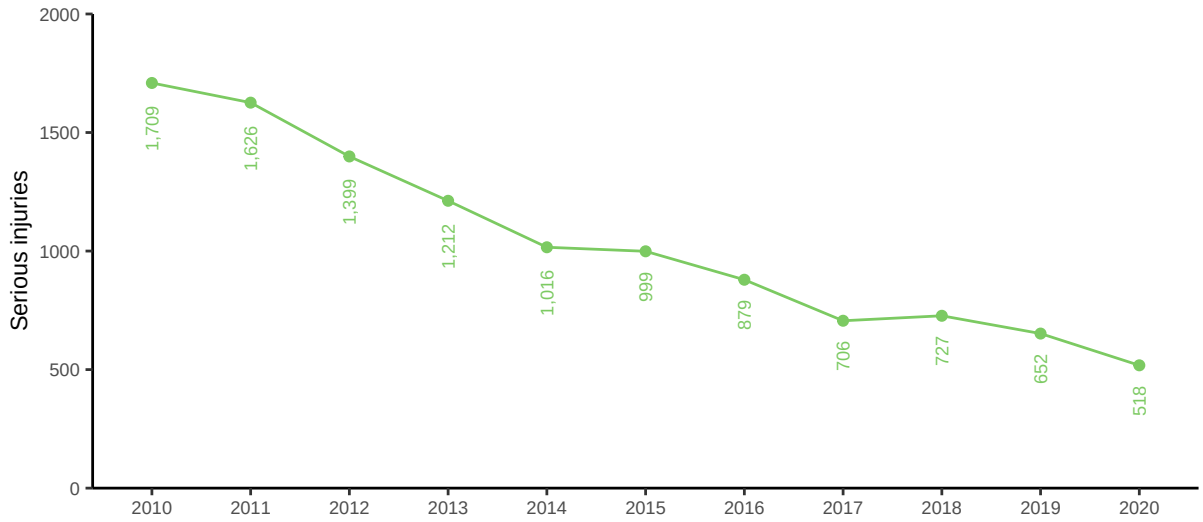
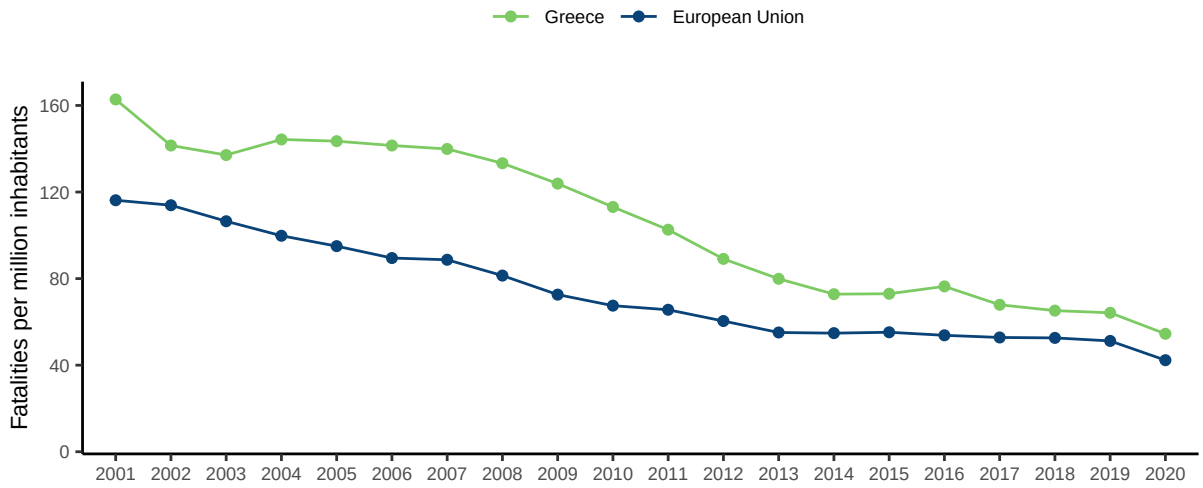


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2020, powered two-wheelers accounted for more than one third of road traffic fatalities in Greece. This percentage is higher than that observed in the European Union as a whole (18%). Pedestrians and cyclists on the other hand account for only 15% of road fatalities, which is well below the proportion that is seen in the European Union (29%).

Over the past ten years there has been a decrease in the numbers of fatalities and serious injuries in Greece for all modes. The most favourable trends in terms of transport mode were related to car occupants, with the number of fatalities falling by 52% and the number of serious injuries falling by 68%.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Greece that were fatally injured, 45% were involved in a crash with a car, and 14% were involved in a crash with a lorry or heavy goods vehicle. Over time Greece shows a more substantial decrease of

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

fatalities in these types of crashes than the European Union. Also, the number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) has decreased more than in the European Union.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

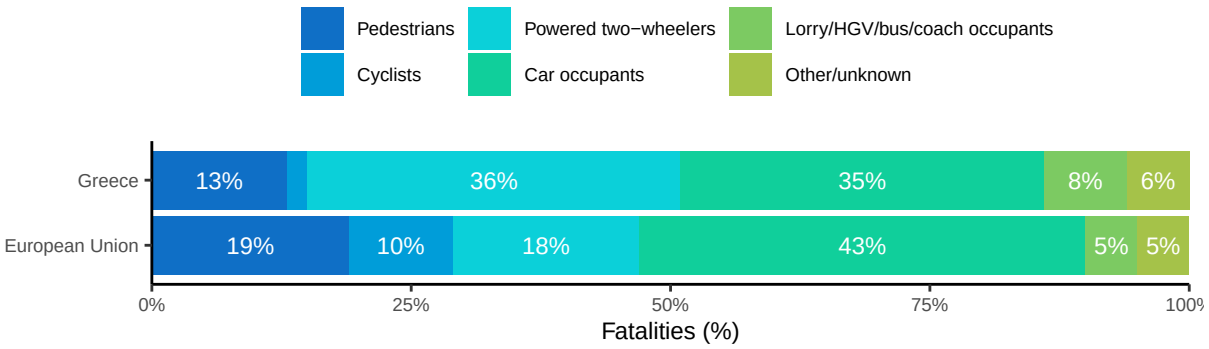


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	191	122	-36%	5,793	4,328	-25%
Cyclists	19	15	-21%	2,023	1,971	-3%
Powered two-wheelers	353	225	-36%	5,057	3,940	-22%
Car occupants	467	225	-52%	13,309	9,597	-28%
Lorries, under 3.5t	55	39	-29%	898	732	-18%
Heavy goods vehicles	12	8	/	590	378	-36%
Bus/coach occupants	5	0	/	102	88	-14%
Other/unknown	28	22	/	1,116	837	/
Total	*1,129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Pedestrians	228	94	-59%
Cyclists	29	13	/
Powered two-wheelers	723	328	-55%
Car occupants	518	168	-68%
Lorries, under 3.5t	52	19	-63%
Heavy goods vehicles	6	4	/
Bus/coach occupants	5	0	/
Other/unknown	18	7	/
Total	*1,578*	*632*	*-60%*

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 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	6	4	/	258	173	-33%
Crashes involving cars	141	90	-36%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	42	29	-31%	1,721	1,321	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	149	97	-35%	3,944	3,079	-22%
Cyclists	9	9	/	1,113	1,125	+1%
Powered two-wheelers	218	147	-33%	2,200	1,562	-29%
Car occupants	156	79	-49%	2,883	2,109	-27%
Lorries, under 3.5t	8	13	/	149	137	-8%
Heavy goods vehicles	2	2	/	82	36	-56%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	7	8	/	219	254	/
Total	*550*	*354*	*-36%*	*10,803*	*8,406*	*-22%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	2	1	/	299	400	+34%
Powered two-wheelers	142	102	-28%	1,746	1,429	-18%
Car occupants	250	123	-51%	5,905	4,187	-29%
Lorries, under 3.5t	34	26	-24%	365	271	-26%
Heavy goods vehicles	7	4	/	241	143	-41%
Bus/coach occupants	3	0	/	40	33	-18%
Other/unknown	21	20	/	327	309	/
Total	*459*	*276*	*-40%*	*8,923*	*6,772*	*-24%*

2.3 Age

The distribution of road fatalities across age groups in Greece is similar to that for the European Union. Over the past ten years, the number of fatalities dropped for all age groups, except the people aged 85 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. The number of seriously injured victims decreased for all age groups.

Figure 7. Number of road fatalities by age group (2020). Source: CARE

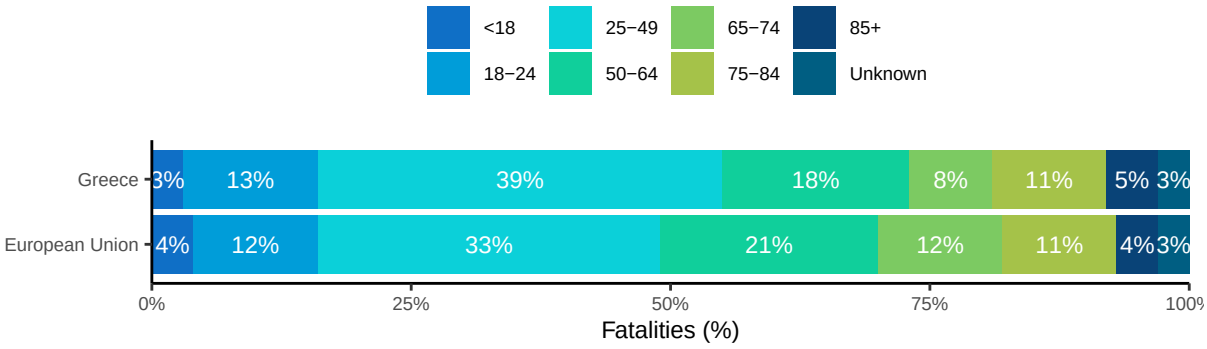


Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	54	22	-59%	1,503	918	-39%
18-24	164	77	-53%	4,398	2,589	-41%
25-49	456	238	-48%	10,457	7,311	-30%
50-64	174	123	-29%	5,273	4,605	-13%
65-74	106	71	-33%	2,730	2,627	-4%
75-84	123	76	-38%	2,775	2,414	-13%
85+	30	35	+17%	882	1,075	+22%
Unknown	23	15	/	738	360	/
Total	*1,129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	123	42	-66%
18-24	305	105	-66%
25-49	715	270	-62%
50-64	196	104	-47%
65-74	97	47	-52%
75-84	92	38	-59%
85+	20	14	/
Unknown	31	13	/
Total	*1,578*	*632*	*-60%*

2.4 Gender

The high proportion of males among total road fatalities in Greece (87%) 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 (2020). Source: CARE

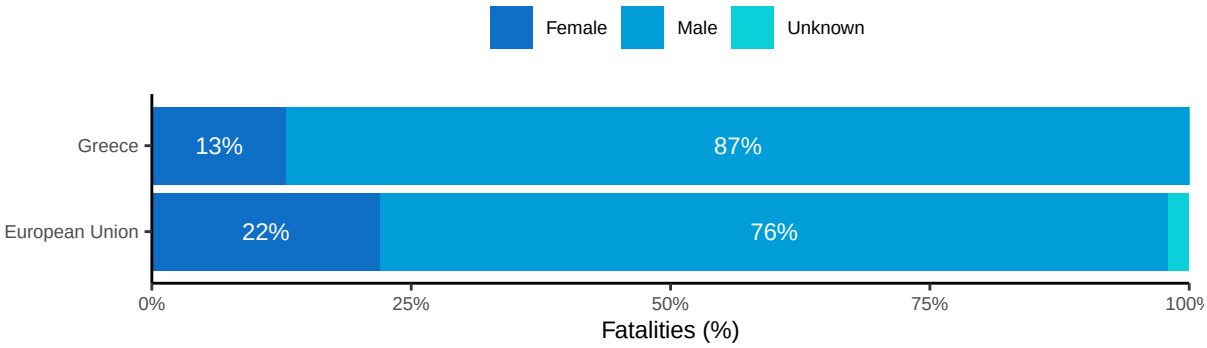


Table 9. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	216	108	-50%	6,655	4,960	-25%
Male	913	550	-40%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	*1,129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	345	135	-61%
Male	1,233	497	-60%
Unknown	0	0	/
Total	*1,578*	*632*	*-60%*

2.5 Area

Contrary to the EU average, the majority of road fatalities in Greece occurred on urban roads (56%). The percentage of fatalities that occurred on rural roads in Greece (38%) is much smaller than the EU average (51%). Over the past ten years, the number of fatalities and serious injuries decreased on all road types in Greece.

Figure 9. Number of road fatalities by road type (2020). Source: CARE

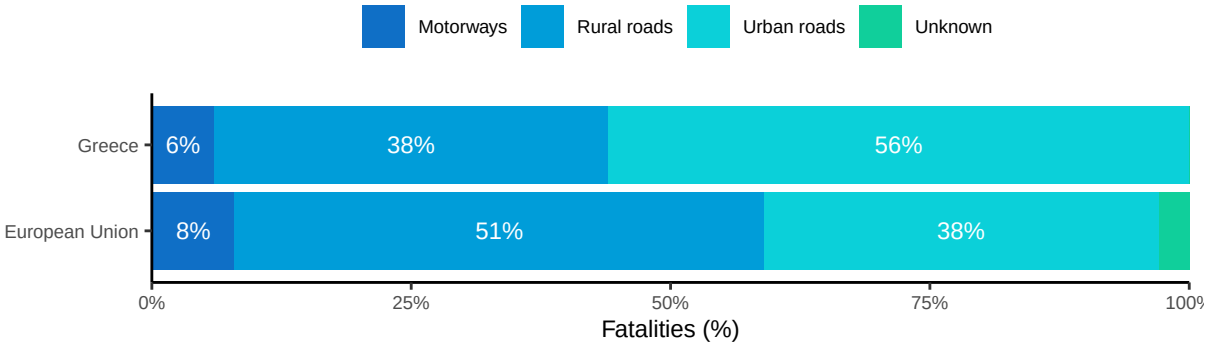


Table 11. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	75	48	-36%	2,072	1,812	-13%
Rural	504	255	-49%	15,280	11,430	-25%
Urban	550	354	-36%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	*1129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	81	26	-68%
Rural	498	183	-63%
Urban	999	424	-58%
Unknown	/	/	/
Total	*1578*	*632*	*-60%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Over the past ten years, Greece shows a more favourable downward trend

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

regarding night-time fatalities (both during the week and at weekends), which is in line with the EU average.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

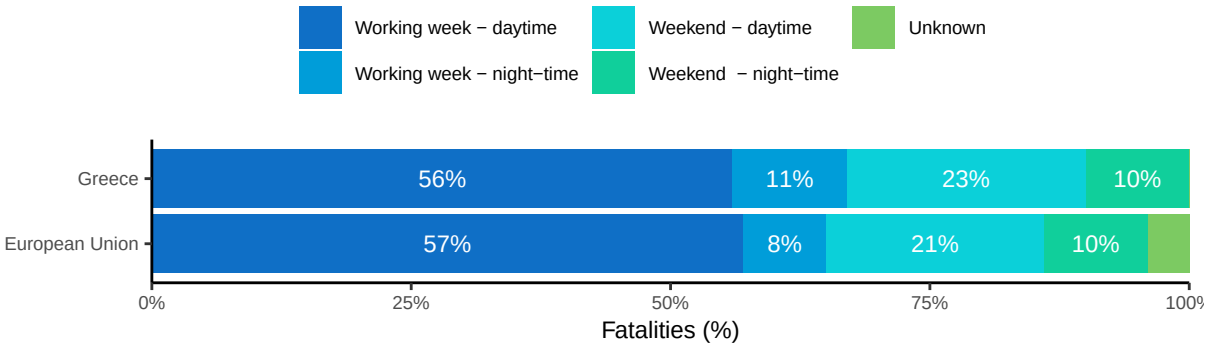


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	558	346	-38%	15,495	12,506	-19%
Working week - night-time	150	79	-47%	2,573	1,848	-28%
Weekend - daytime	255	157	-38%	6,383	4,974	-22%
Weekend - night-time	167	75	-55%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	*1129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

2.7 Road conditions

The majority of road fatalities in Greece occur on dry roads. Only 8% of road fatalities occur on wet roads, which is much smaller than the EU average. Regarding light conditions, 37% of fatalities in Greece occur when it is dark.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

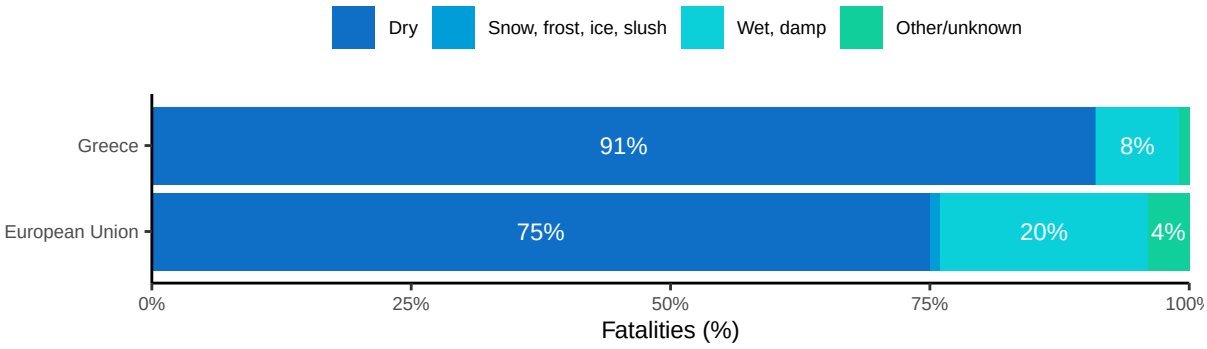


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	965	586	-39%	21,101	16,582	-21%
Snow, frost, ice, slush	10	3	/	988	362	-63%
Wet, damp	140	65	-54%	5,638	4,328	-23%
Other/unknown	14	4	/	2,486	580	/
Total	*1,129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE

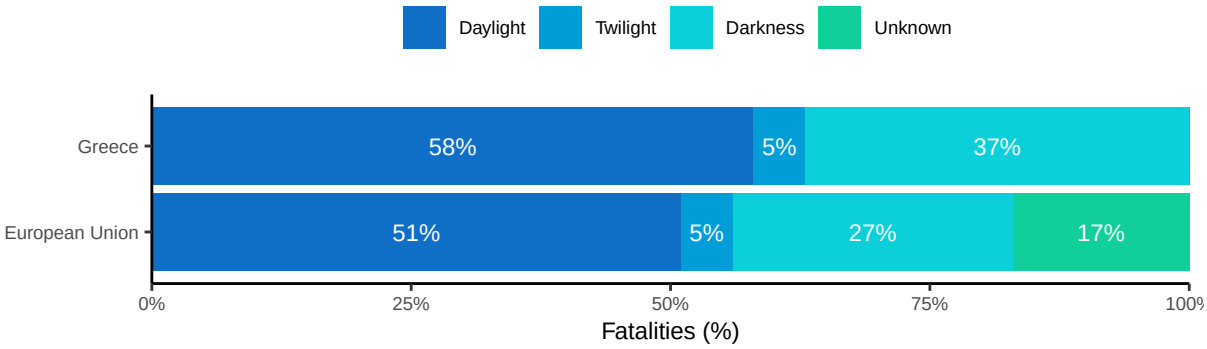


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	470	246	-48%	8,922	6,275	-30%
Daylight	525	380	-28%	13,717	11,235	-18%
Twilight	46	31	-33%	1,499	1,156	-23%
Unknown	266	/	/	5,326	3,729	/
Total	*1,129*	*657*	*-42%*	*28,286*	*21,640*	*-23%*

3 Road safety performance indicators

3.1 Behaviour of road users

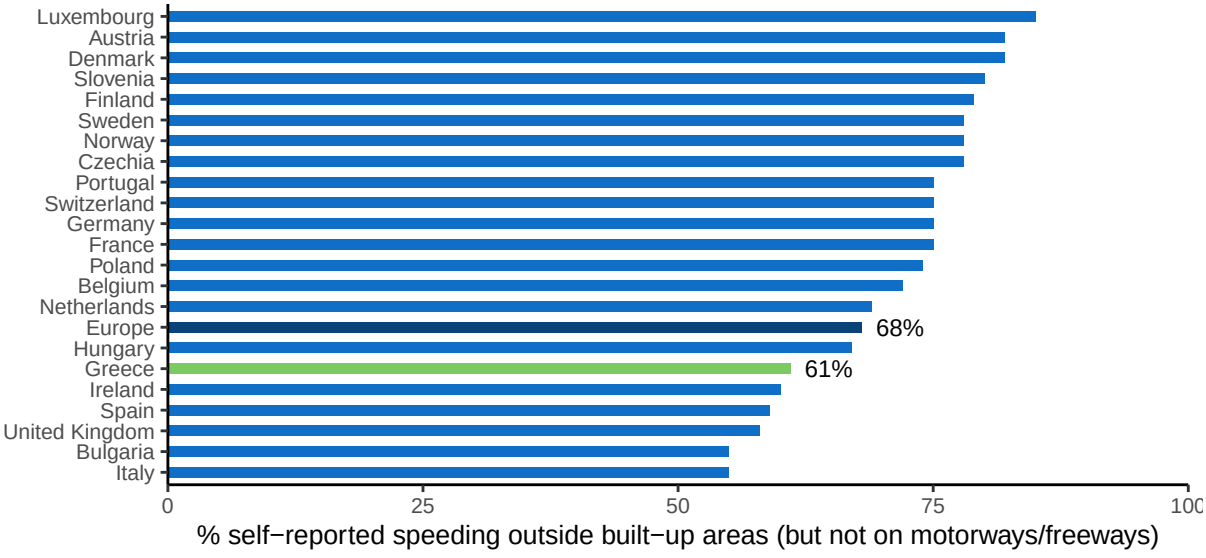
Most of the road safety performance indicators regarding behaviour in traffic that are currently available are based on self-reported behaviour. Greece performs worse than the European average in relation to drink-driving, distracted driving and wearing a seatbelt in the back. On the other hand, the self-reported use of a helmet among cyclists is higher than the European average.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link[3]. For Greece the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

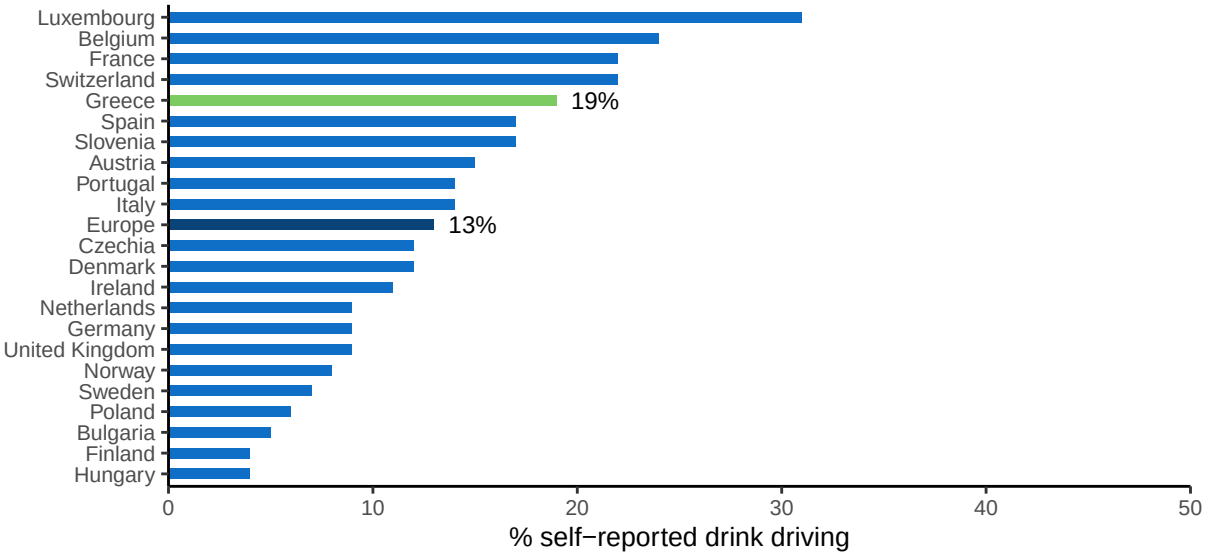
Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



[3] https://baseline.vias.be/

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 drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

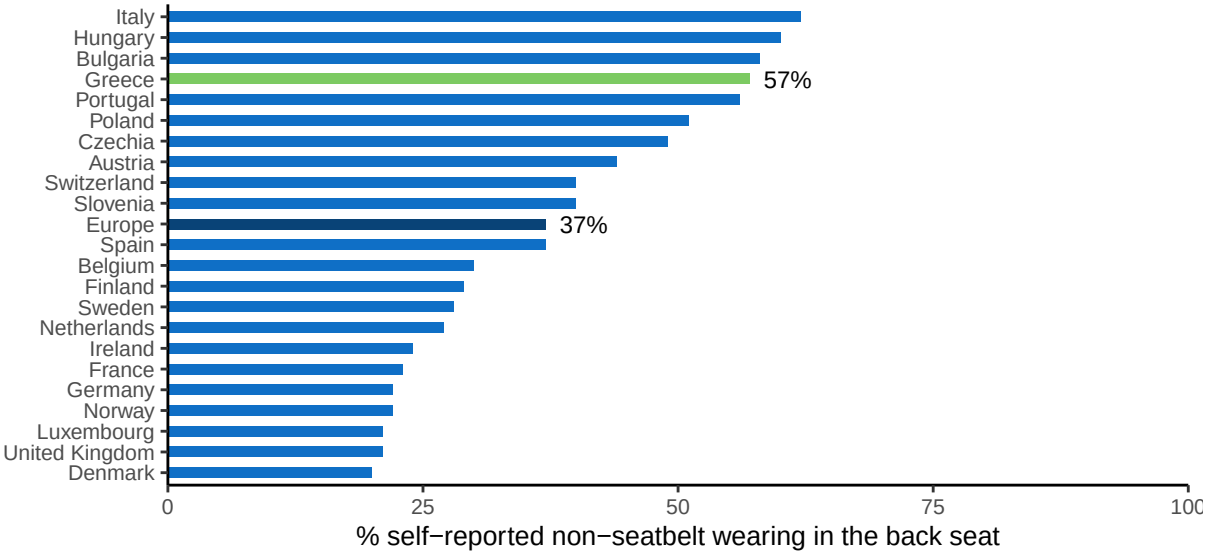
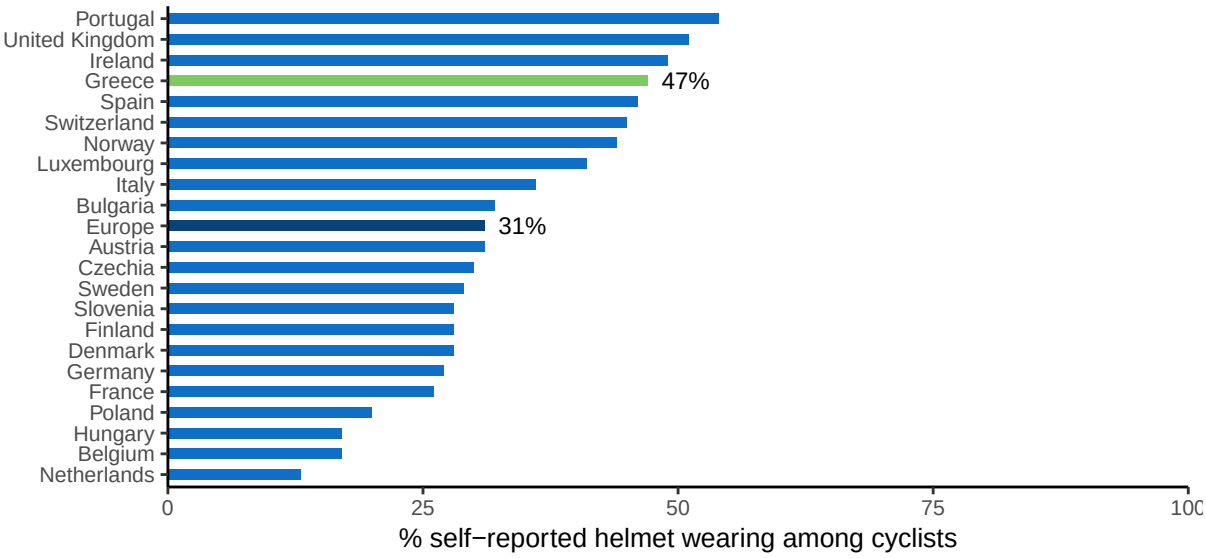
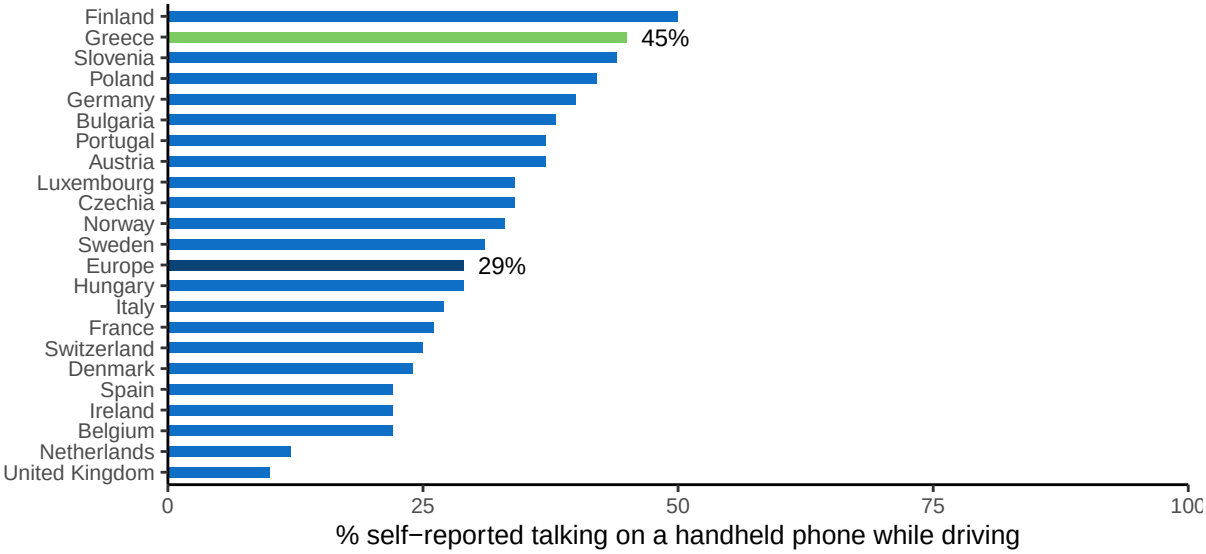


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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 Greece shows extremely low road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Greece, a score of 4.6 (on a value scale from 1 to 7) is given, which is below the score of most other countries.

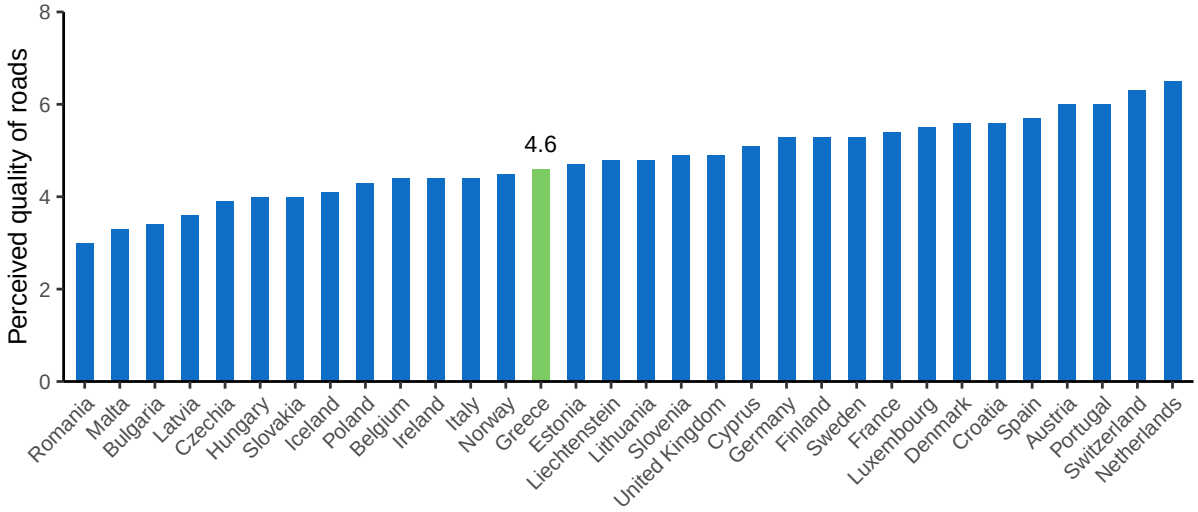
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (1994)

	Greece	European Union
Total	291 km road/1000 km²	849 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 (2019)



3.3 Vehicle fleet

The size of the Greek vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. The number of motorcycles per 100 inhabitants on the other hand, is much larger than in the European Union.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link[4].

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Greece	European Union
All vehicles (except trailers and motorcycles)	51	64
Motorcycles	15	6
Passenger cars	51	56
Motor coaches, buses and trolley buses	0	0

[4] https://baseline.vias.be/

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Greece reflects the situation in the majority of EU countries.

Table 18. National road safety legislation. Source: WHO (2018)

	Greece	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	130 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 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 150 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; 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	Prohibited under 5 yrs	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: 19; No: 8
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, Greece scores far below the EU average for all legislation surveyed. On the other hand, both the self-reported frequency of alcohol checks and of drug checks in Greece are higher than the European average.

Table 19. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Greece	European average
Speed legislation	3	6.8
Drink-driving legislation	4	7
Seatbelt legislation	4	7
Child restraint system legislation	2	7
Motorcycle helmet legislation	4	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)

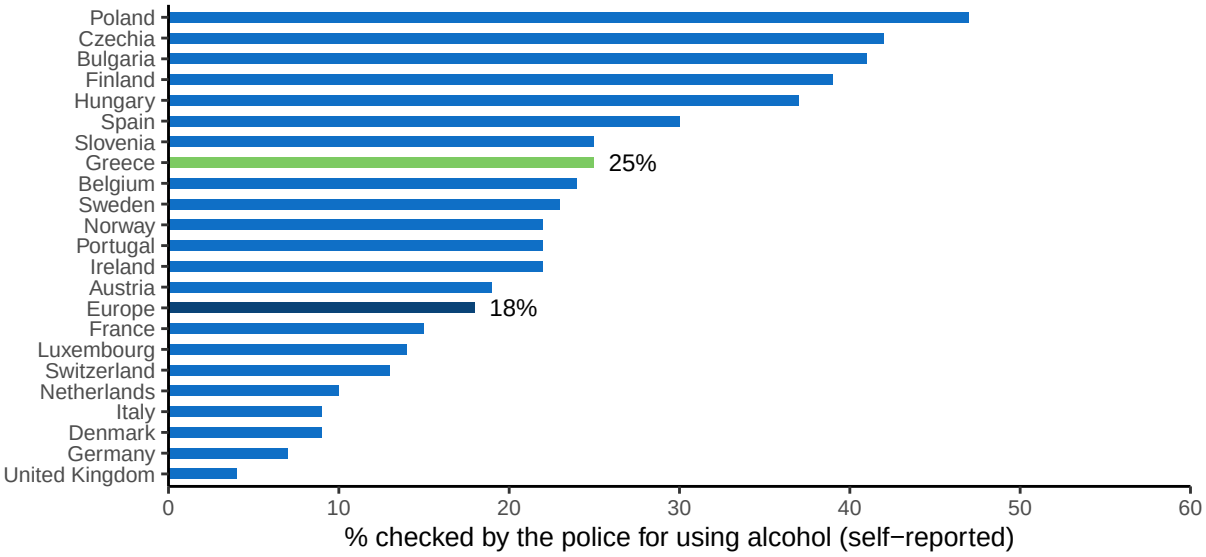
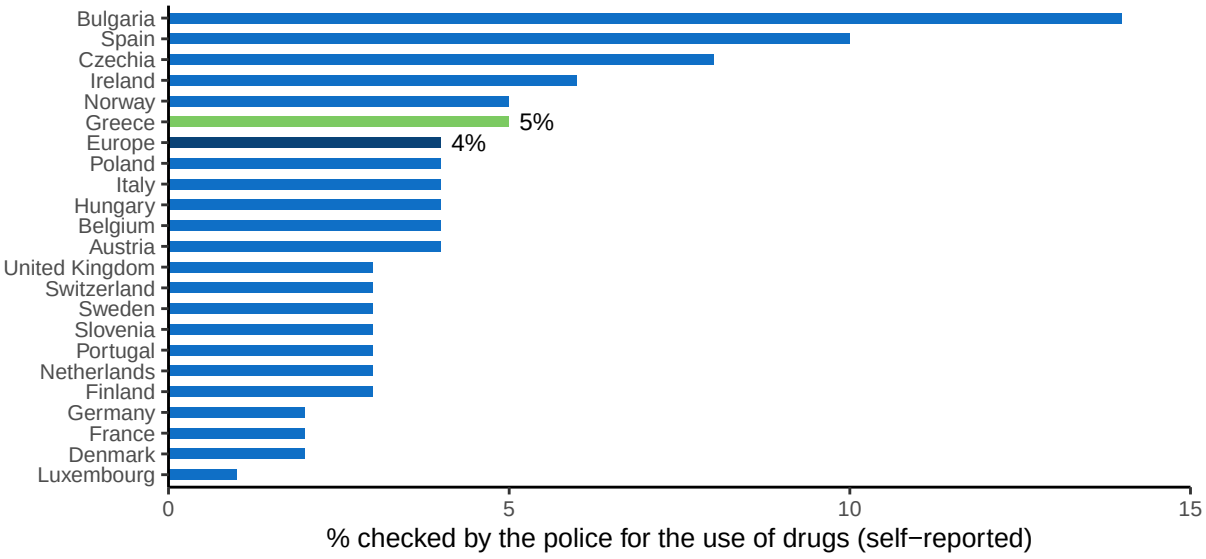


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 20. Infrastructure-related policy. Source: WHO (2018)

	Greece	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Partial	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Subnational	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 21. Policy related to post-crash care. Source: WHO (2018)

	Greece	EU countries
Trauma registry	Some facilities	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	No	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Greece is below the EU average. Its GDP per capita is below that of the European Union and the unemployment rate is twice as high.

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	Greece	European Union
Population-related data (2021)		
Population (2021)	10678632	447218763
Population density (inhabitants/km²)	81	106
% Children (0-14)	14%	15%
% Adults (15-64)	63%	64%
% Elderly (65+)	22%	21%
Urbanization (2021)		
% living in cities	38%	39%
% living in suburbs and towns	31%	35%
% living in rural areas	31%	26%
Economic data		
GDP per capita (EUR, 2021)	17121.1	32438.4
Unemployment rate (2021)	15%	7%

5.2 Structure of road safety management

Table 23. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Government Committee on Road Safety: Deputy Ministers of Infrastructure & Transport; Citizen Protection; Education & Religion Affairs; Digital Governance; Alternate Ministers of Health; Interior
	Road Safety Committee Secretariat
Monitoring of the road safety development	Government Committee on road safety: coordination.
Improvements in road infrastructure	Ministry of Infrastructure & Transport: national, interurban and rural roads and Athens metropolitan area main road network.
	13 regions
	Municipalities: urban roads
Improvement in vehicles	Ministry of Infrastructure & Transport
Improvement in road user education	Ministry of Infrastructure & Transport
	Ministry of Education & Religious Affairs
	Universities and Research centres
	NGOs
Publicity campaigns	Ministry of Infrastructure & Transport
	Ministry of Interior
	Regional and local authorities
	NGOs
Enforcement of traffic laws	The Traffic Police (under Ministry of Citizen Protection)
	Regional police forces
Other relevant actors	The Ministry of Health
	Institute of Transportation Engineers
	Technical Chamber
	Road Safety Institute Panos Mylonas
	Greek Motor Club
	Greek Motorcyclists Federation
	Make Roads Safe Hellas

Table 24. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf

5.3 Attitudes

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

	Greece	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	11%	12%	16/22
I will do my best to respect speed limits in the next 30 days	78%	71%	4/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	17/22
I will do my best not to drive after drinking alcohol in the next 30 days	88%	76%	1/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	6/22
I often check my messages on the mobile phone while driving	3%	4%	16/22
I will do my best not to use my mobile phone while driving in the next 30 days	76%	74%	11/22

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: 4th of October, 2022. 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: 11th of October 2022

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 https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

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 (2020). 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 2020 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.