



European  
Commission



Country Profile  
**Romania**



This document is part of a series of 30 country profiles: one for each Member State of the EU 27 and three EFTA countries (Iceland, Norway, and Switzerland). The purpose of this series is to provide an overview of the road safety situation in a specific country.

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# 1. Highlights

## Road Safety Outcomes

- In 2024, 1,478 people were killed and 3,259 people were seriously injured in road crashes in Romania.
- Out of the 27 EU member countries, Romania has the 1<sup>st</sup> highest traffic mortality rate with 78 fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Romania shows a relatively high proportion of pedestrian fatalities and a high proportion of fatalities on urban roads.
- Over the 2014-2024 period, fatalities have decreased at a rate similar to the EU average.

## Road Safety Performance Indicators

- Romania has one of the oldest passenger car fleets in the EU.

## Road Safety Policy Measures & Country Characteristics

- Romania is one of the few countries in the European Union with a zero-alcohol limit for all drivers.
- The Romanian road infrastructure is characterised by low road density.
- The per capita GDP in Romania is below the EU average, but the percentage of GDP dedicated for road infrastructure is higher than the percentage observed in the EU.

## 2. Road Safety Outcomes

### 2.1 Road Safety Trends

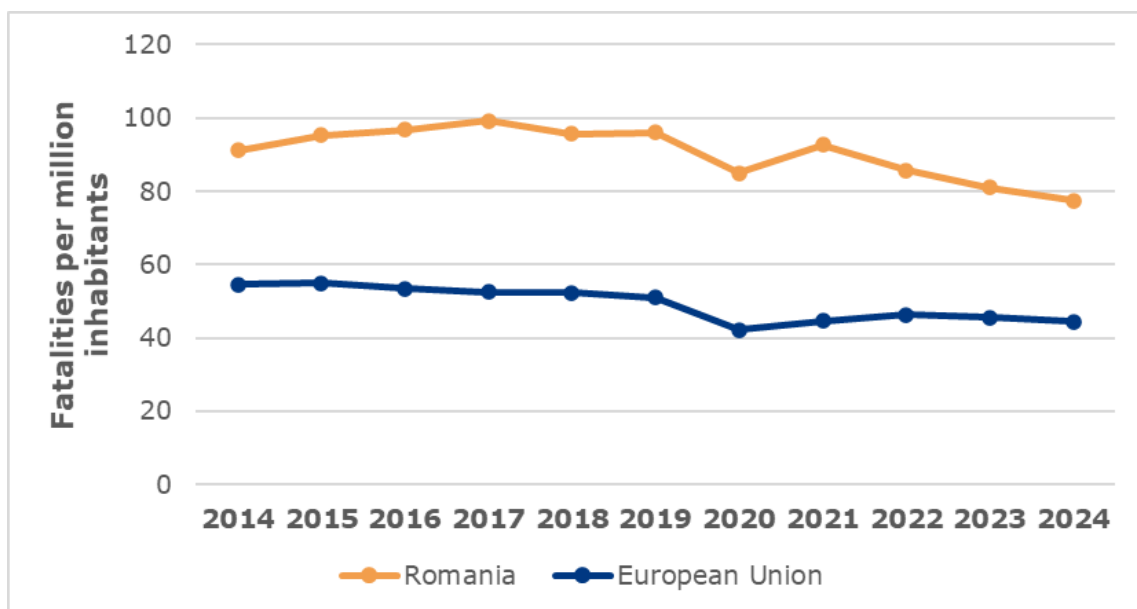
In Romania, 1,478 people were killed and 3,259 people were seriously injured in road crashes in 2024. It is noted that according to national data, the number of seriously injured was 3,247. Over the 2014-2024 period, the number of fatalities in Romania decreased by 19%, which is slightly higher than the 17% decrease registered for the European Union (EU). The number of serious injuries in Romania showed a more significant decrease over the same period (60%), with the highest drop being recorded in 2021 and 2024.

In terms of mortality rate, Romania recorded 78 road fatalities per million inhabitants in 2024, which is the highest fatality rate in the EU.

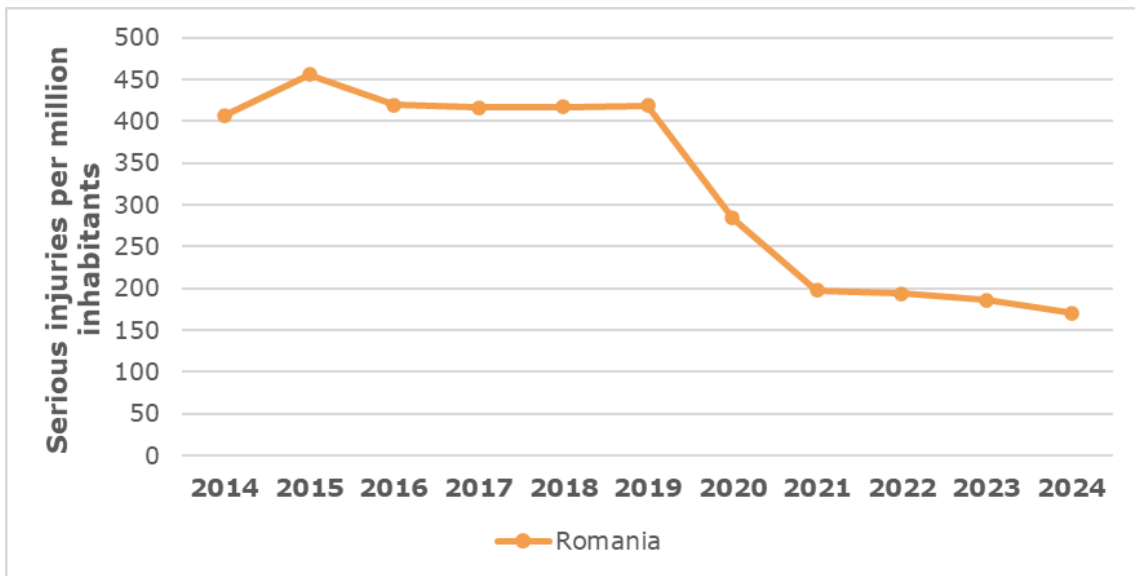
**Table 1.** Number of fatalities and serious injuries, 2014 and 2024

	2014	2024	Trend	EU trend
Fatalities	1,818	1,478	-19%	-17%
Serious Injuries	8,122	3,259	-60%	-

**Figure 1.** Mortality rate development, 2014 – 2024

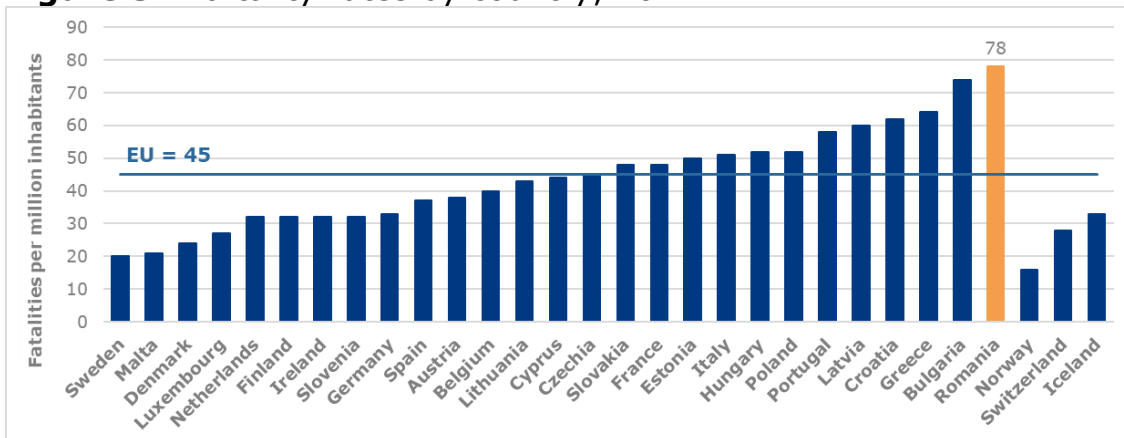


**Figure 2.** Evolution of serious injuries per million inhabitants, 2014 - 2024

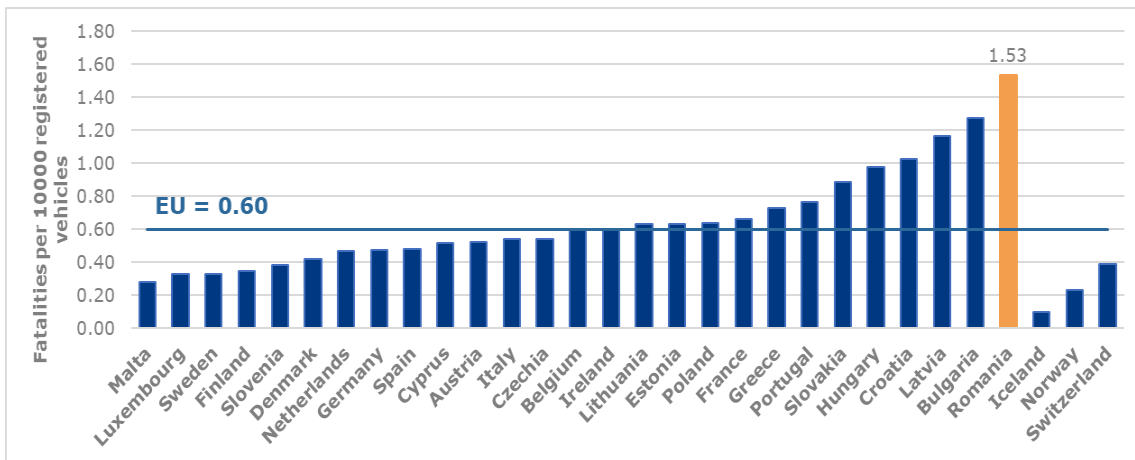


## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2024



Taking into account the number of vehicles, Romania still performs worse compared to the EU average. The rate of 1.53 fatalities per 10,000 registered vehicles in Romania is the highest in the EU.

**Figure 4.** Fatalities per thousand registered vehicles, 2024

## 2.3 Transport Mode

In 2024<sup>a</sup>, pedestrians accounted for one third of all road traffic fatalities in Romania. This percentage is much higher than that observed in the EU as a whole (18%). Powered two-wheelers on the other hand accounted for only 7% of road fatalities, which is well below the average in the EU (21%).

Over the period 2014-2024, there has been a decrease in road fatalities and serious injuries in Romania for all transport modes, except for fatalities among PTW riders. The highest decrease in both fatalities and serious injuries was recorded for pedestrians and lorries under 3.5t.

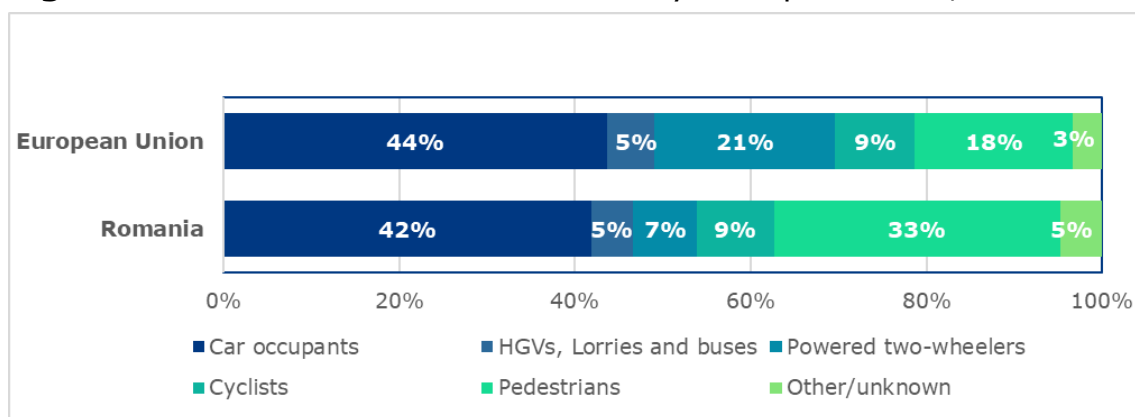
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Romania in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 73% were involved in crashes with passenger cars, and 24% were involved in crashes with a lorry or heavy goods vehicle. Over time, Romania showed a more substantial decrease of fatalities in these types of crashes than the European Union except for crashes involving cars.

Also, the number of fatalities in single vehicle crashes increased for all transport modes except for car occupants.

<sup>a</sup> Different shares of transport modes in the casualty numbers, as shown in this section, may also reflect differences in the size of the vehicle fleet and the usage of different modes rather than a difference in safety level.

**Table 2:** Number of fatalities by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	9	6	-	-37%
Car occupants	724	618	-15%	-20%
Cyclists	151	129	-15%	-11%
Heavy goods vehicles	17	16	-6%	-21%
Lorries, under 3.5t	67	49	-27%	-14%
Other/unknown	78	70	-10%	-21%
Pedestrians	697	482	-31%	-31%
Powered two-wheelers	75	108	+44%	-3%
Total	1,818	1,478	-19%	-18%

**Figure 5.** Distribution of road fatalities by transport mode, 2024**Table 3:** Number of serious injuries by transport mode, 2014 and 2024

	2014	2024	Trend
Bus/coach occupants	133	50	-62%
Car occupants	3,293	1,197	-64%
Cyclists	786	364	-54%
Heavy goods vehicles	42	13	-69%
Lorries, under 3.5t	298	95	-68%
Other/unknown	352	272	-23%
Pedestrians	2,688	912	-66%
Powered two-wheelers	530	356	-33%
Total	8,122	3,259	-60%

**Table 4:** Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2014 and 2024

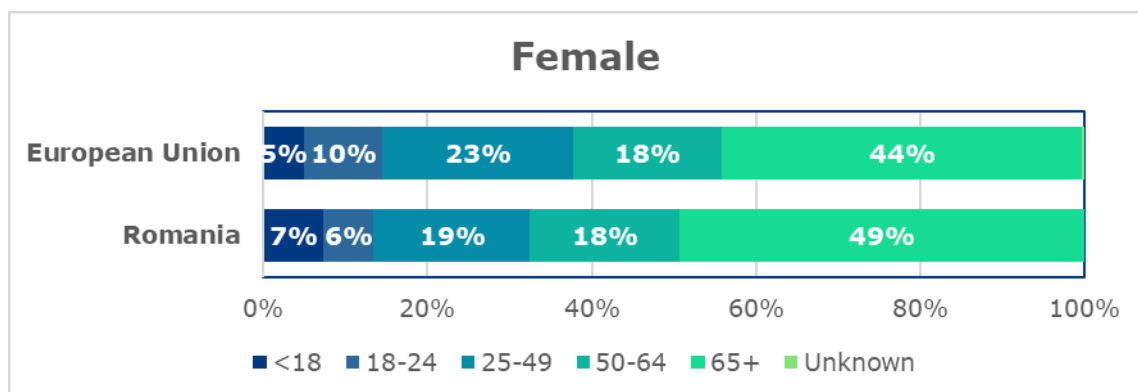
	2014	2024	Trend	EU trend
Crashes involving buses or coaches	22	17	-23%	-27%
Crashes involving cars	595	446	-25%	-29%
Crashes involving lorries or heavy goods vehicles	203	149	-27%	-24%

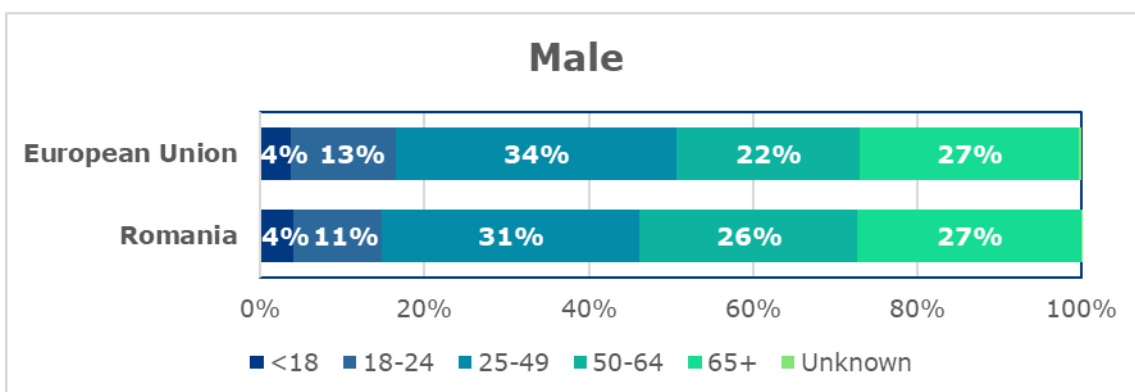
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	4	1	-	-16%
Car occupants	330	254	-23%	-17%
Cyclists	32	45	+41%	+42%
Heavy goods vehicles	7	10	-	-24%
Lorries, under 3.5t	20	12	-40%	-14%
Other/unknown	38	41	+8%	+12%
Powered two-wheelers	38	39	+3%	+1%
Total	469	402	-14%	-10%

## 2.4 Age and Gender

The distribution of road fatalities across age groups in Romania is very similar to that of the EU. Over the period 2014-2024, the number of fatalities dropped for all age groups except for people aged 65 years old or above. The number of seriously injured persons decreased for all age groups.

**Figure 6.** Distribution of road fatalities by age and gender, 2024



**Table 6:** Number of fatalities by age and gender, 2014 and 2024

	2014	2024	Trend	EU trend
<b>Female</b>				
<18	53	25	-53%	-44%
18-24	33	21	-36%	-28%
25-49	101	65	-36%	-26%
50-64	108	62	-43%	-22%
65+	162	169	+4%	-4%
Unknown	/	/	-	-26%
Total	457	342	-25%	-18%
<b>Male</b>				
<18	75	46	-39%	-21%
18-24	144	122	-15%	-18%
25-49	523	357	-32%	-19%
50-64	360	301	-16%	-4%
65+	258	309	+20%	+6%
Unknown	1	1	-	-16%
Total	1361	1136	-17%	-10%

**Table 7:** Number of serious injuries by age and gender, 2014 and 2024

	2014	2024	Trend
<b>Female</b>			
<18	388	172	-56%
18-24	329	120	-64%
25-49	990	307	-69%
50-64	610	263	-57%
65+	601	321	-47%
Unknown	/	/	-
Total	2,918	1,183	-59%

**Male**

<18	617	274	-56%
18-24	680	305	-55%
25-49	2,264	743	-67%
50-64	1,021	410	-60%
65+	620	344	-45%
Unknown	2	0	-100%
Total	5,204	2,076	-60%

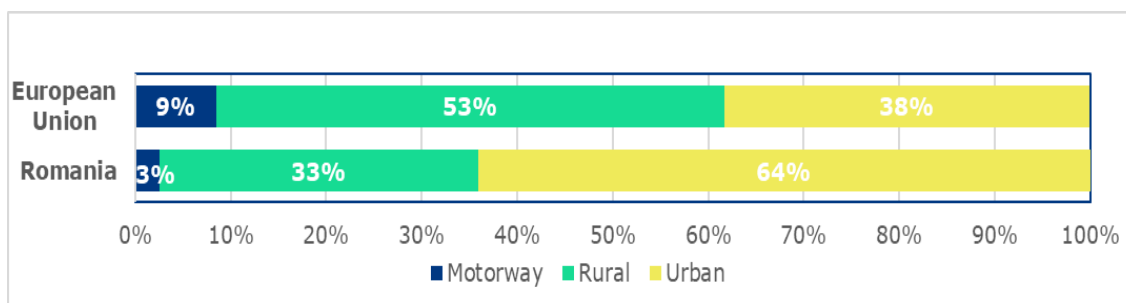
## 2.5 Area and Road Type

Unlike the EU as a whole, the majority of road fatalities in Romania occurred on urban roads (64%). The percentage of fatalities that occurred on motorways (3%) is much lower than the EU average (9%). In part this is explained by the fact that Romania has a lower proportion of motorways in the total road network. Over the period 2014-2024, the number of fatalities decreased on all road types except for motorways. The highest share of fatalities inside urban areas was recorded for pedestrians.

**Table 8:** Number of fatalities by road type, 2014 and 2024

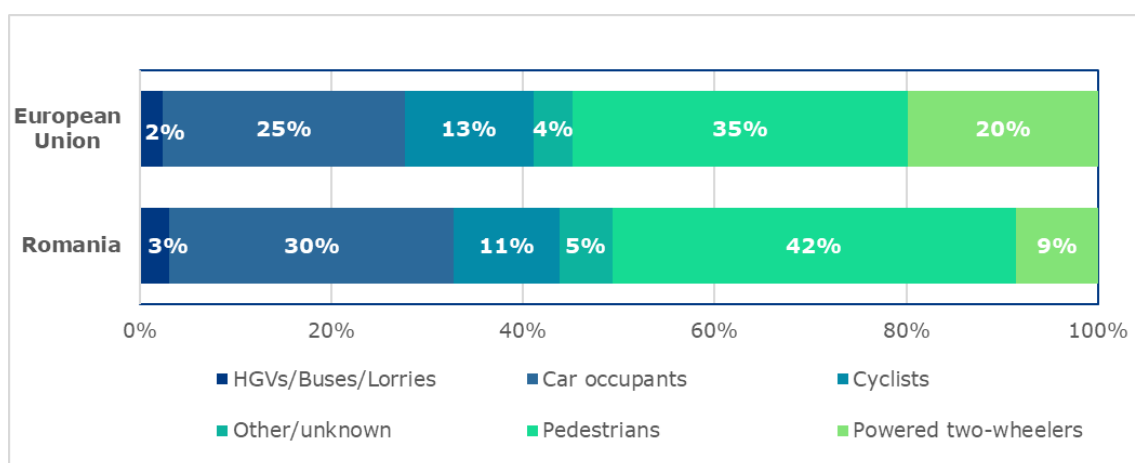
	2014	2024	Trend	EU trend
Motorway	21	37	+76%	-5%
Rural	651	494	-24%	-17%
Urban	1,146	947	-17%	-17%
Unknown	/	/	-	-91%
Total	1,818	1,478	-19%	-16%

**Figure 7.** Distribution of road fatalities by road type, 2024



**Table 9:** Number of serious injuries by road type, 2014 and 2024

	2014	2024	Trend
Motorway	48	33	-31%
Rural	1980	635	-68%
Urban	6,094	2,591	-57%
Unknown	/	/	-
Total	8,122	3,259	-60%

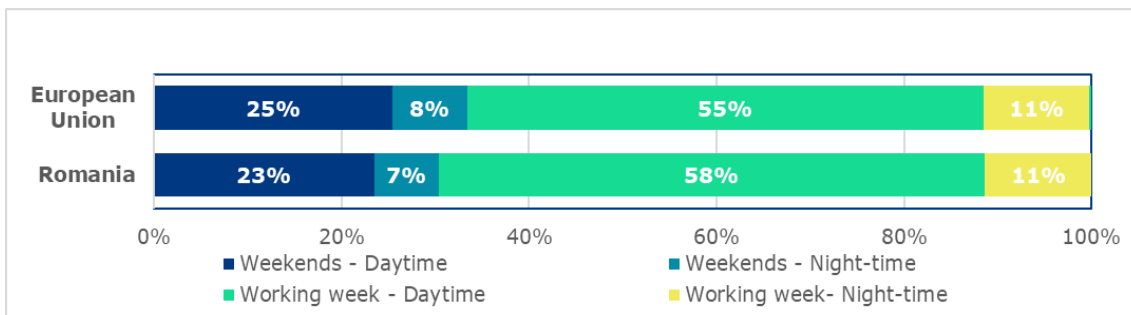
**Figure 8.** Distribution of road fatalities inside urban areas by type of transport mode, 2024

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2014-2024, Romania recorded a similar decline in weekend night-time fatalities compared to the EU trend.

**Table 10:** Number of fatalities by time period, 2014 and 2024

	2014	2024	Trend	EU trend
Weekends - Daytime	444	347	-22%	-13%
Weekends - Night-time	154	102	-34%	-40%
Working week - Daytime	998	861	-14%	-20%
Working week- Night-time	222	168	-24%	+12%
Unknown	/	/	-	+63%
Total	1,818	1,478	-19%	-17%

**Figure 9.** Distribution of road fatalities by time period, 2024

## 2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Romania and in the EU occur during daylight and under dry weather conditions. Under raining weather conditions, road crash fatalities decreased more than in the EU on average.

**Table 11:** Number of fatalities by lighting and weather conditions, 2014 and 2024

	2014	2024	Trend	EU trend
Lighting Conditions				
Daylight	1,007	909	-10%	-27%
Twilight	142	97	-32%	-36%
Darkness	669	472	-29%	-34%
Weather Conditions				
Dry	1,521	1,359	-11%	-17%
Rain	225	87	-61%	-20%
Other/Unknown	72	32	-56%	-18%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

**Table 12:** Road Safety Performance Indicators, 2022

	Romania	EU
<b>Speeding<sup>b</sup></b>		
% of passenger cars travelling within speed limits <sup>a, b</sup>		
Motorways	-	-
Rural Roads	-	-
Urban Roads	-	-
<b>Seat belt &amp; CRS use rates (%) <sup>a, b</sup></b>		
Front	65.6	93.1
Rear	42.2	75.3
Child restraint systems (roadside observations)	66.7	67.0
Child restraint systems (in-vehicle inspections)	63.0	-
<b>Helmet use rates (%) <sup>a</sup></b>		
PTW driver	95.3	97.0
PTW passenger	93.5	94.4
Cyclist	13.4	37.8
<b>DUI of Alcohol<sup>c</sup></b>		
(self-reported)		
% of car drivers who have driven at least once in the last 30 days over the legal limit	-	11.8
<b>Driver Distraction <sup>a</sup></b>		
% of drivers not using hand-held mobile device/phone while driving	94.6	94.8

Sources: <sup>a</sup> Baseline, <sup>b</sup> ETSC (2022), <sup>c</sup> ESRA3 project (2024), National sources

<sup>b</sup> An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

## 3.2 Vehicle Safety

**Table 13:** Vehicle Safety Performance Indicators, 2022 and 2025

	Romania		EU	
	2022	2025	2022	2025
<b>Vehicle Safety</b>				
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>a</sup>	/	/	83.6	82.7
Average age of passenger car fleet (years) <sup>d</sup>	14.9	15.4	12.3	12.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>d</sup> ACEA (2024, 2025).

	Greece		EU	
	2022	2025	2022	2025
<b>Vehicle Safety</b>				
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>a</sup>	88.4	/	83.6	82.7
Average age of passenger car fleet (years) <sup>d</sup>	17.3	17.5	12.3	12.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>d</sup> ACEA (2024, 2025).

## 3.3 Enforcement

**Table 14:** Number of traffic police tickets per thousand population, 2020

Tickets per 1,000 population	Romania	EU
Speeding	/	139.7
Non-use of seat-belt	15.3	5.7
Illegal use of mobile phone	2.6	4.4
Driving above legal alcohol limits	1.2	1.9

Source: ETSC (2022)

## 4. Road Safety Policy and Measures

### 4.1 National Road Safety Strategy

**Table 15:** National road safety strategy and targets

Romania	
Timeframe	2022-2030
Lead Authority	Interministerial Council for Road Safety (CISR)
<b>Targets</b>	
Fatalities	-50% in 2030
Serious injuries	-50% in 2030
Baseline Year	2019
SPIs	-
<b>Link</b>	<a href="https://www.cisr.ro/files/upload-dir/14-strategia-nationala-siguranta-rutiera-2022-2030.pdf">https://www.cisr.ro/files/upload-dir/14-strategia-nationala-siguranta-rutiera-2022-2030.pdf</a>

Source: National sources

### 4.2 Traffic Laws and Regulations

National road safety legislation in Romania generally reflects the situation in the majority of EU countries with one exception: it is one of the countries with the strictest general alcohol limit of 0.0 g/l for all drivers.

**Table 16:** National road safety legislation

	Romania	Most common in EU
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.0	0.5: 19/27
Novice drivers	0.0	0.2: 13/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
<b>Child restraint systems</b>		
CRS required	Up to 135cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27

	Romania	Most common in EU
Children on motorcycles	Prohibited under 14 years	Prohibited under certain age/height: 18/27
<b>Helmet requirement</b>		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	Allowed from 14 years	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit (km/h)	25	25: 17/27
Helmet required	Up to 16 years	Not required: 11/27
Allowed on road lanes	Yes (if there is no bicycle path)	Yes: 21/27
Allowed on pavements	No	No: 14/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

Sources: EC (2023), WHO (2018), FERSI (2020), National sources

## 4.3 Driving Licences

**Table 17:** Policies and regulations related to driving licences

	Romania	Most common in EU
<b>Novice Drivers</b>		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	2 years	2 years: 7/27, 3 years: 5/27
<b>Renewal procedure</b>		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10yrs	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

## 4.4 Road Infrastructure

**Table 18:** Policies and regulations related to road infrastructure

	Romania	Most common in EU
Presence of technical standards for new roads that take account of all road-user safety	/	Yes: 20/27
Audits or star rating required for new road infrastructure	Yes	Yes:22/27, Partial:5/27
Inspections / star rating of existing roads	Yes	Yes:21/27, No:6/27
Target for roads to meet technical safety standards for all users	/	Yes:18/27, No:4/27
Investments to upgrade high risk locations	No	Yes:21/27, No:6/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27, Partial:2/27
Policies & investment in urban public transport	Yes	Yes:23/27, No:4/27
Policies promoting walking and cycling	No	Yes:21/27, No:3/27, Subnational:1/27

Source: WHO (2018), WHO (2023)

## 5. Structure and Culture

### 5.1 Country Characteristics

Population density and GDP per capita in Romania are below the EU average.

**Table 19:** Country Characteristics, 2023

	Romania	EU
<b>Demographics<sup>2</sup></b>		
Population (inhabitants)	19,054,548	447,695,350
Population density (inh./km <sup>2</sup> )	81.4	106.0
% children (0-17)	11.5	10.6
% adults (18-64)	68.8	68.1
% elderly (65+)	19.7	21.3
% of urban population	52.2	74.9
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	12,970	33,400
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	238,398	4,225,134
Road network length (km)	86,388	4,582,936
Road density (km/km <sup>2</sup> )	0.4	1.1
% of motorways	1.2	1.67
% GDP spent to road infrastructure <sup>3</sup>	1.1	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.51	0.73
% of passenger cars	84.2	77.4
% of motorcycles	2.2	11.8
% of HGVs	13.1	10.6
% of buses	0.6	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	77.9	82.0
- Bus/coach/Metro/Tram	18.2	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	83.5	75.0
- Rail	23.6	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	21.2	749.1
Share of road transport emissions in total transport emissions (%)	95.6	79.2

Sources: <sup>1</sup>EC (2025b), <sup>2</sup>Eurostat, <sup>3</sup>OECD (2025)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	<ul style="list-style-type: none"> <li>- The Sectoral Operational Programme Transport</li> <li>- Romanian Road Authority</li> <li>- Ministry of Transports and Infrastructure, Directorate for Road Transport Ministry of Transports and Infrastructure</li> <li>- Directorate for Road Transport</li> </ul>
<b>Monitoring of the road safety development</b>	<ul style="list-style-type: none"> <li>- Romanian Road Authority</li> </ul>
<b>Improvements in road infrastructure</b>	<ul style="list-style-type: none"> <li>- Romanian Road Authority</li> </ul>
<b>Improvement in vehicles</b>	<ul style="list-style-type: none"> <li>- Romanian Automotive Register</li> </ul>
<b>Improvement in road user education</b>	<ul style="list-style-type: none"> <li>- Romanian Road Authority Improvement</li> <li>- Road Traffic Assistance Association</li> </ul>
<b>Publicity campaigns</b>	<ul style="list-style-type: none"> <li>- Traffic Police</li> </ul>
<b>Enforcement of traffic laws</b>	<ul style="list-style-type: none"> <li>- The Traffic Police (under Ministry of Administration and Interior)</li> </ul>
<b>Other relevant actors</b>	<ul style="list-style-type: none"> <li>-</li> </ul>

Source: National sources

## 5.3 Self-declared behaviour & Attitudes

For Romania, there are no data available on self-reported behaviour and attitudes.

## 6. Notes

### 6.1 Data Sources

#### **CARE (Community database on road accidents in Europe)**

All information in section 1 of the Country Profile is based on the CARE database. The full glossary of definitions of variables used in this Report is available at [EC Mobility & Transport - Road Safety](#) webpage.

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2024). In case of missing values, the EU averages and aggregated data were produced by imputing figures based on data from previous years. For values less than 10, the trend is not shown since it may be due to randomness. Also, due to missing data on serious injuries for some EU countries, EU total/average is not calculated. Date of extraction: January 2026

#### **ACEA (2022, 2024, 2025)**

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.

[https://www.acea.auto/files/ACEA\\_Pocket\\_Guide\\_2022-2023.pdf](https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf)

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<https://www.acea.auto/files/ACEA-Pocket-Guide-2024-2025.pdf>

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2052/2026*. ACEA, 2025.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2025-2026.pdf>

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 25 EU countries. Date of extraction: January 2026

#### **Baseline project**

Information in section 3 is based on Key Performance Indicators collected within the Baseline project.

[https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/key-performance-indicators-kpis\\_en](https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/key-performance-indicators-kpis_en)

Alternative sources were used for countries with no available data in the Baseline project (e.g., ETSC, national sources). The European average is based on the average of 17 EU countries for speeding, 23 EU countries for seat-belt use, 13 EU countries for CRS use, 14 EU countries for helmet use, 14 EU countries for driver distraction and 13 EU countries for vehicle safety. Date of extraction: October 2025

**European Commission 2025**

Data were retrieved from EC Mobility & Transport - Road Safety website: [https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index\\_en.htm](https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm)

Date of extraction: January 2026

**European Commission – Statistical Pocketbook 2025 (b)**

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2025*. Publications Office of the European Union, 2025. Date of extraction: January 2026

<https://op.europa.eu/en/publication-detail/-/publication/52c07e98-a3f4-11f0-97c8-01aa75ed71a1>

**Eurostat**

Data were retrieved from Eurostat: <https://ec.europa.eu/eurostat>

The European average is based on the average of the 27 EU countries.

Date of extraction: January 2026

**ESRA project**

Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023).

<https://www.esranet.eu/>

The European average is the average of 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: October 2025

**ETSC**

Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022.

<https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/>

**FERSI (2020)**

Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. <https://fersi.org/>. Date of extraction: July 2023

**IRTAD (International Traffic Safety Data and Analysis Group)**

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database:

<https://stats.oecd.org/>. Date of extraction: January 2026

### **Trendline project**

Information in section 3 is based on Key Performance Indicators collected within the Trendline project.

<https://trendlineproject.eu/dashboard>

The European average is based on the average of 19 EU countries for seat-belt use, 13 EU countries for CRS use, 17 EU countries for helmet use, 17 EU countries for driver distraction and 14 EU countries for vehicle safety. Date of extraction: October 2025

### **WHO**

Data were retrieved from the WHO Global Status Report on Road Safety, 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/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/). Date of extraction: January 2026

## **6.2 Definitions**

### **Road Crash**

Any crash 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. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

### **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.

### **Seriously injured (at 30 days)**

Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

### **Lorry, under 3.5tn**

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

### **Heavy Goods Vehicles**

Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

**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.).

**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.

**Speeding**

The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

**Seat belt & CRS use rates**

The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

**Helmet use rates**

The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries the use of helmets is not obligatory for cyclists (see Table 16).

**DUI of Alcohol**

The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

**Driver Distraction**

The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

**Explanations of symbols in tables:**

/ : not available

- : not applicable (e.g. calculation cannot be performed)

