



European Road Safety Observatory

National Road Safety Profile - Luxembourg

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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1 Highlights

Road safety outcomes

- In 2019 a total of 22 people were killed in reported traffic accidents in Luxembourg.
- Luxembourg is 6th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Luxembourg shows a relatively high proportion of car occupants and fatalities that occur on rural roads.
- The majority of road fatalities in 2019 occurred when it was dark.

Road safety performance indicators

- Luxembourg has the highest self-reported frequency in Europe for speeding and for drink-driving.
- Motorway density in Luxembourg is very high compared to the EU average.
- The vehicle fleet is larger than the EU average and passenger cars are considerably younger.

Road safety policy and measures

- Enforcement of drink-driving legislation is less widely perceived as effective in comparison to other EU countries.
- Both the self-reported frequencies of alcohol and drugs checks in Luxembourg are below the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Luxembourg, a total of 22 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 36 road fatalities per million inhabitants, which is well below the EU average (51) and below the rates of its neighbouring countries. Since 2001, the mortality rate in Luxembourg has decreased more than the EU average. Also when the number of vehicles is taken into account, Luxembourg performs better than most EU countries with a rate of 0.44 fatalities per 10,000 registered vehicles in 2019. However, it should be noted that commuter traffic is not taken into account.

Over the past ten years the number of fatalities in Luxembourg has fluctuated between 45 in 2013 and 22 in 2019. The number of serious injuries decreased slightly (by 7%) 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	32	22	-31%	29611	22700	-23%
Serious injuries	266	248	-7%	/	/	/

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

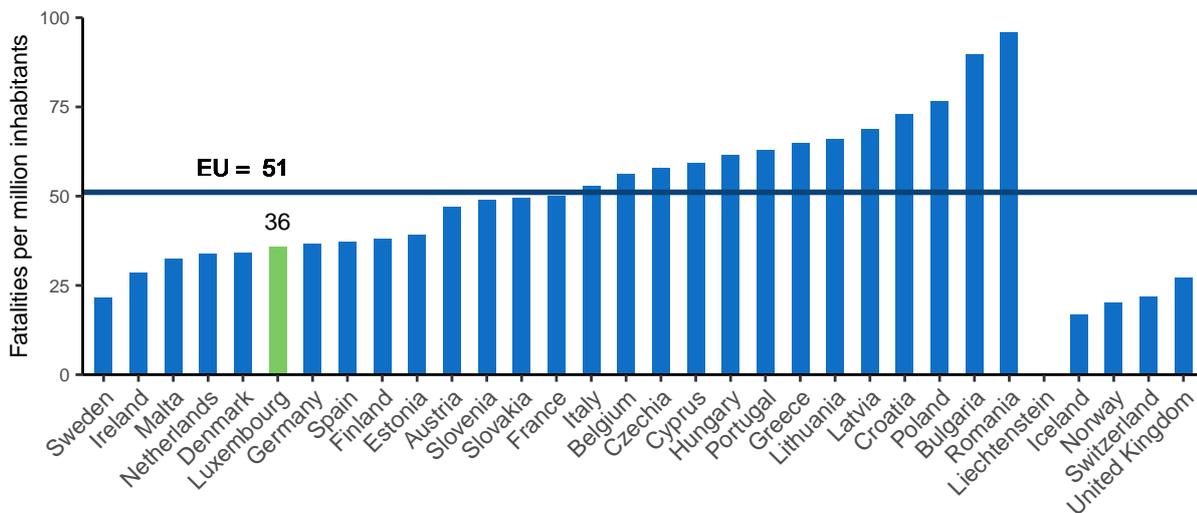


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

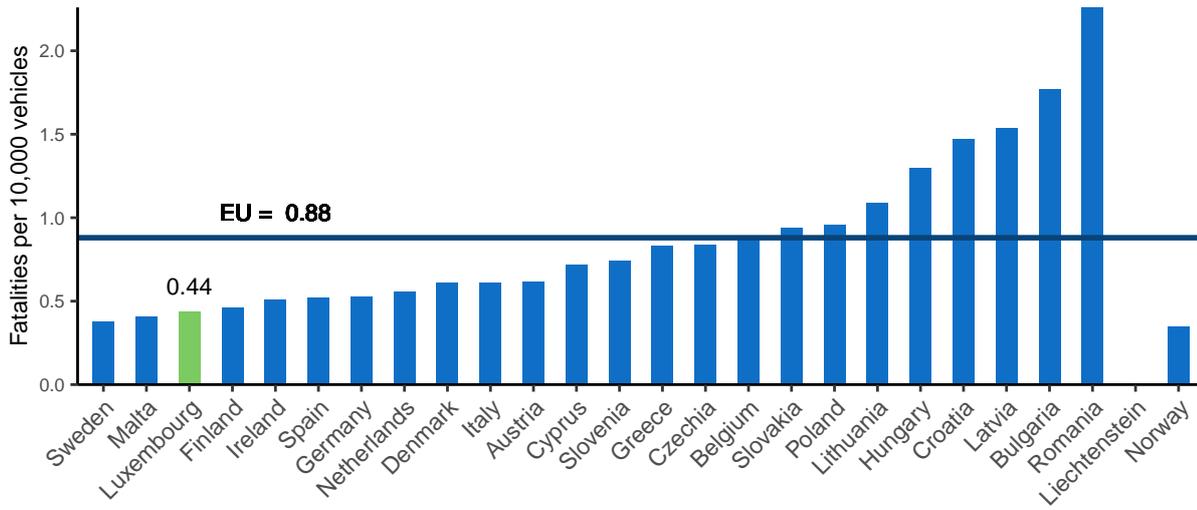


Figure 3. Number of road fatalities (2010-2019). Source: CARE

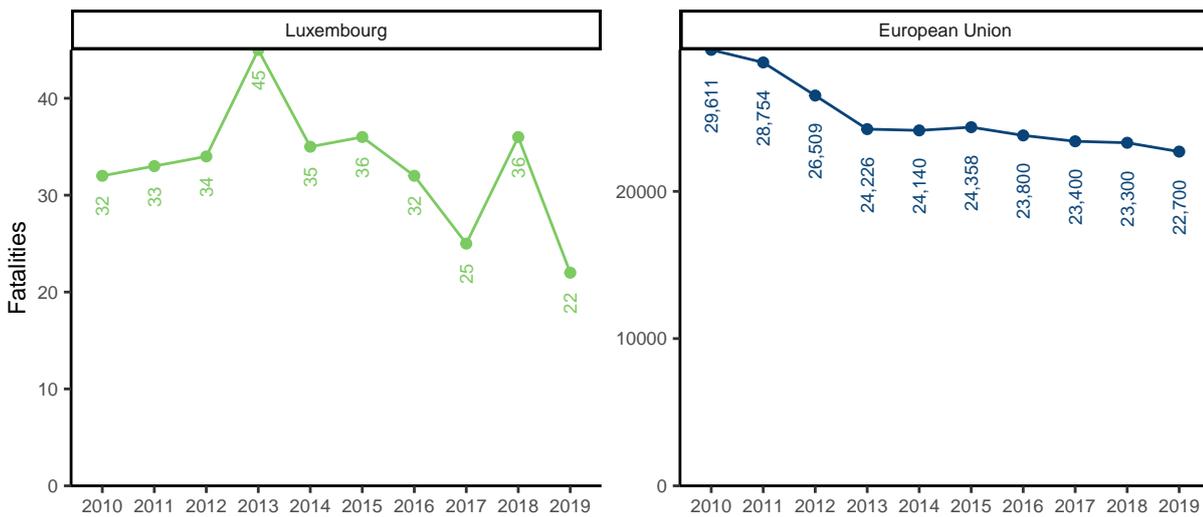
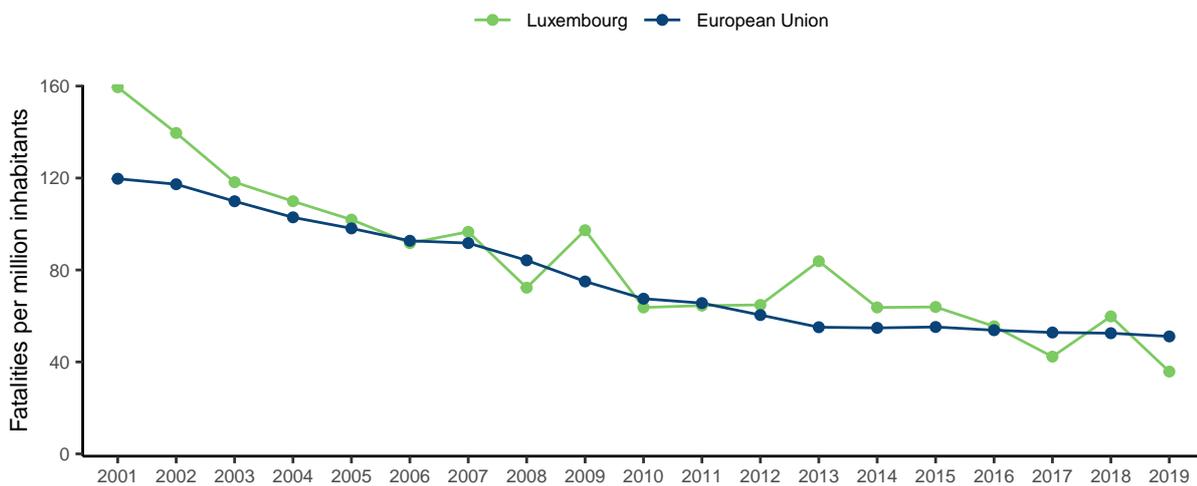
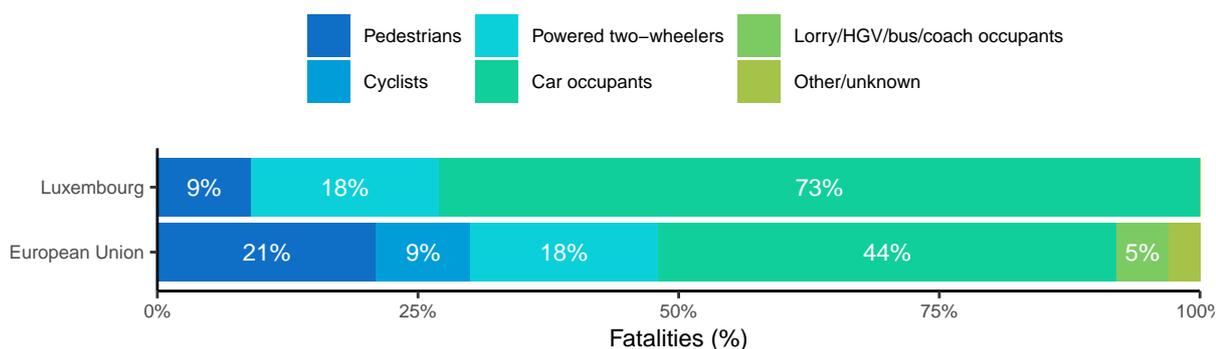


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, car occupants account for more than 70% of road fatalities in Luxembourg. This percentage is much higher than that observed in the European Union as a whole. Pedestrians represent only 9% of road fatalities and there were no cyclist fatalities registered. Over the past ten years the number of serious injuries has decreased for pedestrians and car occupants, for cyclists there was a significant increase. Half of the road fatalities were involved in a single vehicle crash (i.e. only one vehicle and no other road user is involved).

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

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	4	3	/	5,793	4,767	-18%
Cyclists	1	1	/	2,023	1,991	-2%
Powered two-wheelers	3	7	/	5,058	4,132	-18%
Car occupants	23	16	-30%	13,309	10,445	-22%
Lorries, under 3.5t	1	1	/	898	780	-13%
Heavy goods vehicles	0	0	/	590	408	-31%
Bus/coach occupants	0	0	/	102	98	-4%
Other/unknown	0	0	/	1,119	691	/
Total	33	28	-15%	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	57	39	-32%
Cyclists	15	19	+27%
Powered two-wheelers	66	71	+8%
Car occupants	158	120	-24%
Lorries, under 3.5t	7	3	/
Heavy goods vehicles	2	2	/
Bus/coach occupants	1	1	/
Other/unknown	4	3	/
Total	307	259	-16%

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	0	0	/	258	201	-22%
Crashes involving cars	4	3	/	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	1	1	/	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	3	2	/	3,944	3,303	-16%
Cyclists	1	0	/	1,113	1,134	+2%
Powered two-wheelers	0	1	/	2,200	1,595	-28%
Car occupants	1	1	/	2,883	2,164	-25%
Lorries, under 3.5t	0	0	/	149	132	-11%
Heavy goods vehicles	0	0	/	82	31	-62%
Bus/coach occupants	0	0	/	24	27	+12%
Other/unknown	0	0	/	222	260	/
Total	6	3	/	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	0	1	/	299	381	+27%
Powered two-wheelers	2	4	/	1,746	1,443	-17%
Car occupants	13	9	/	5,905	4,471	-24%
Lorries, under 3.5t	0	0	/	365	288	-21%
Heavy goods vehicles	0	0	/	241	147	-39%
Bus/coach occupants	0	0	/	40	35	-12%
Other/unknown	0	0	/	327	341	/
Total	15	14	/	8,923	7,106	-20%

2.3 Age

The distribution of road fatalities across age groups in Luxembourg is different from that for the European Union. The 18 to 24 year old age group account for 27% of fatalities in Luxembourg, which is much more than the percentage in the European Union (12%). People aged 65 and older, on the other hand, represent only 9% of fatalities, while they are 28% in the European Union. The number of serious injuries increased over the past ten years for the two oldest age groups.

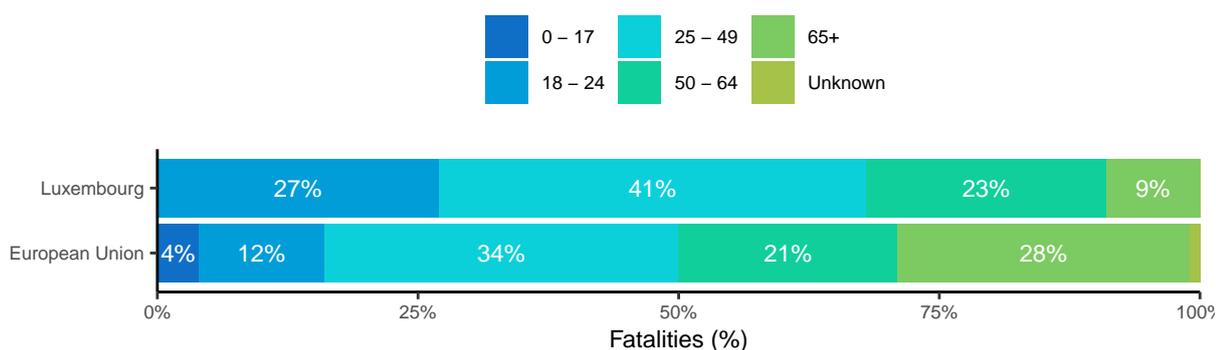
Figure 7. Number of road fatalities by age group (2019). Source: CARE

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

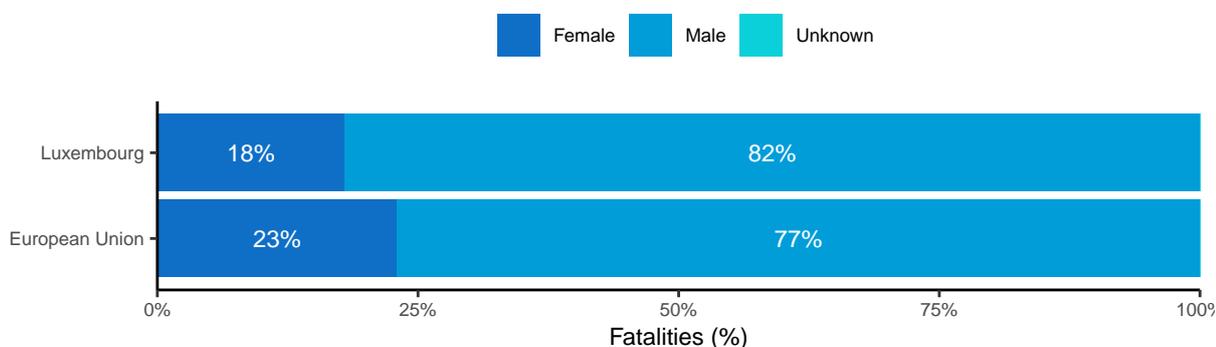
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	1	0	/	744	499	-33%
15 - 17	1	0	/	761	493	-35%
18 - 24	8	7	/	4,399	2,755	-37%
25 - 49	13	13	/	10,458	7,915	-24%
50 - 64	5	4	/	5,273	4,891	-7%
65+	5	3	/	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
Total	33	28	-15%	28,291	23,133	-18%

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

Age	2010 - 2012	2017 - 2019	Trend
<15	15	6	/
15 - 17	12	8	/
18 - 24	58	36	-38%
25 - 49	135	118	-13%
50 - 64	49	57	+16%
65+	32	34	+6%
Unknown	7	0	/
Total	307	259	-16%

2.4 Gender

The high proportion of males among total road fatalities in Luxembourg (82%) 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

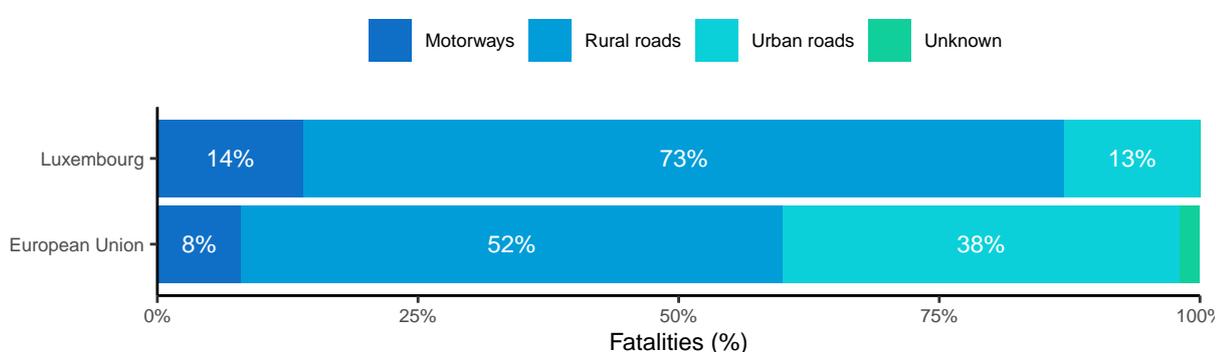
Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	9	4	/	6,656	5,453	-18%
Male	24	23	-4%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	33	28	-15%	28,291	23,133	-18%

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

Gender	2010 - 2012	2017 - 2019	Trend
Female	104	82	-21%
Male	204	177	-13%
Unknown	0	0	/
Total	307	259	-16%

2.5 Area

The majority of road fatalities in Luxembourg occurred on rural roads (73%). This percentage is much higher than in the European Union as a whole (52%). The share of fatalities on urban roads on the other hand is much lower than the EU average. Over the past ten years, fatalities show a downward trend on all road types in Luxembourg.

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	13	5	/	2,038	1,969	-3%
Rural	21	19	-10%	15,205	12,200	-20%
Urban	6	3	/	10,730	8,837	-18%
Unknown	0	/	/	770	321	/
Total	33	28	-15%	28,291	23,133	-18%

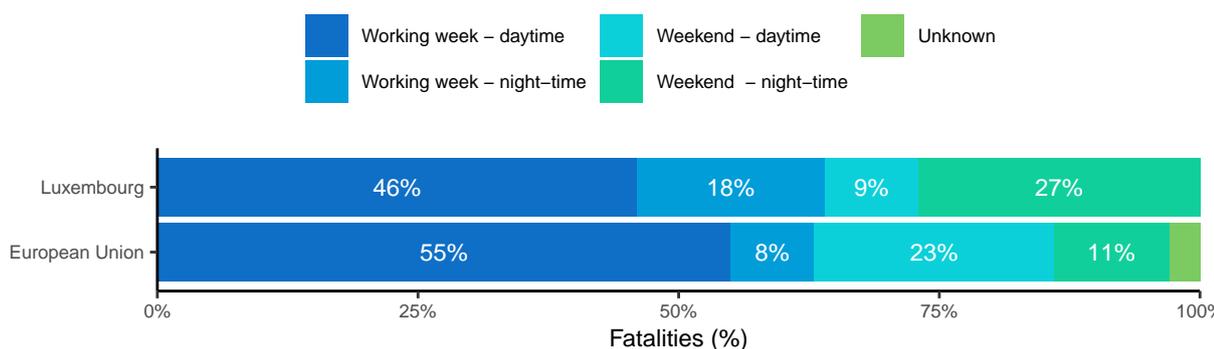
Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	70	27	-61%
Rural	147	132	-10%
Urban	133	101	-24%
Unknown	17	/	/
Total	307	259	-16%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is different from the EU average: the country shows a higher proportion of fatalities that occur in the night-time during the weekends (27%).

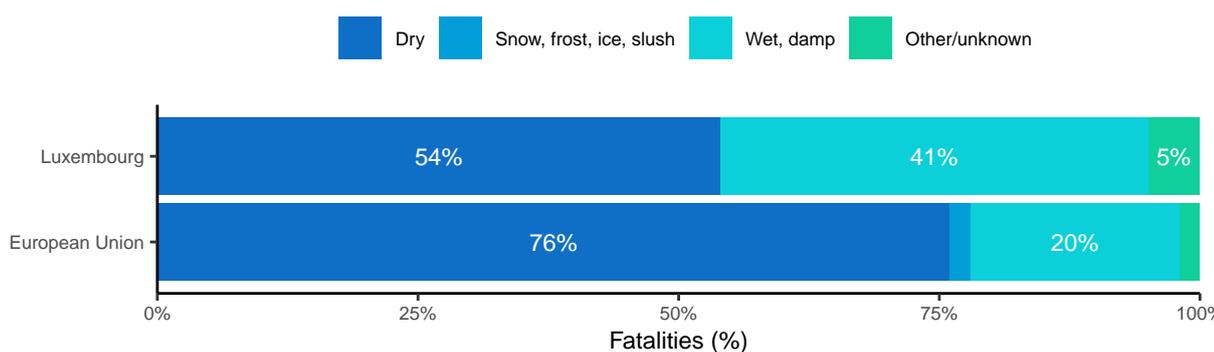
²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

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

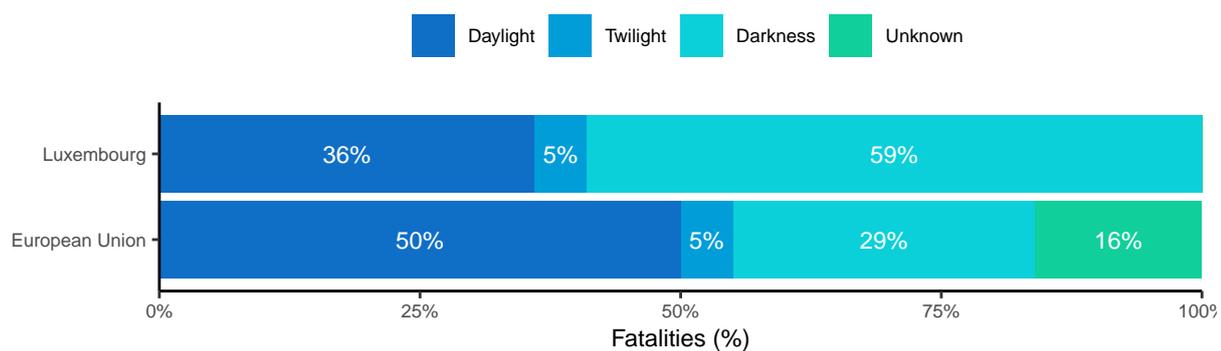
Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	16	12	/	15,404	13,265	-14%
Working week - night-time	2	3	/	2,566	1,980	-23%
Weekend - daytime	8	8	/	6,353	5,383	-15%
Weekend - night-time	6	5	/	3,540	2,593	-27%
Unknown	0	/	/	4,071	662	/
Total	33	28	-15%	28,291	23,133	-18%

2.7 Road conditions

In 2019, about half of the road fatalities in Luxembourg occurred on dry roads, which is less compared to the EU average. Wet roads on the other hand account for a significantly larger share of road fatalities (41%) than in the European Union as a whole. Contrary to what is observed in the European Union, the majority of road fatalities in Luxembourg occurred when it was dark.

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	18	18	+0%	21,091	17,711	-16%
Snow, frost, ice, slush	3	0	/	988	442	-55%
Wet, damp	11	8	/	5,636	4,663	-17%
Other/unknown	0	/	/	2,458	446	/
Total	33	28	-15%	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	14	12	/	8,918	6,782	-24%
Daylight	13	15	/	13,706	11,932	-13%
Twilight	2	1	/	1,498	1,228	-18%
Unknown	6	/	/	5,301	3,908	/
Total	33	28	-15%	28,291	23,133	-18%

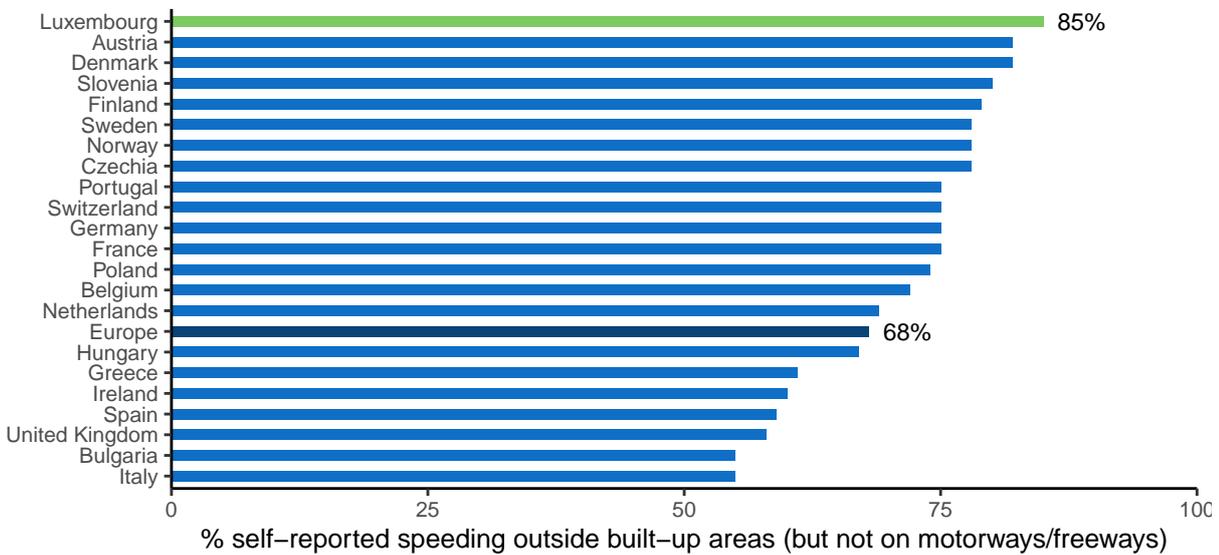
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Luxembourg performs worse than the European average in relation to seatbelt wearing in the back and distracted driving. Moreover, Luxembourg has the highest scores in Europe for speeding and for drink-driving.

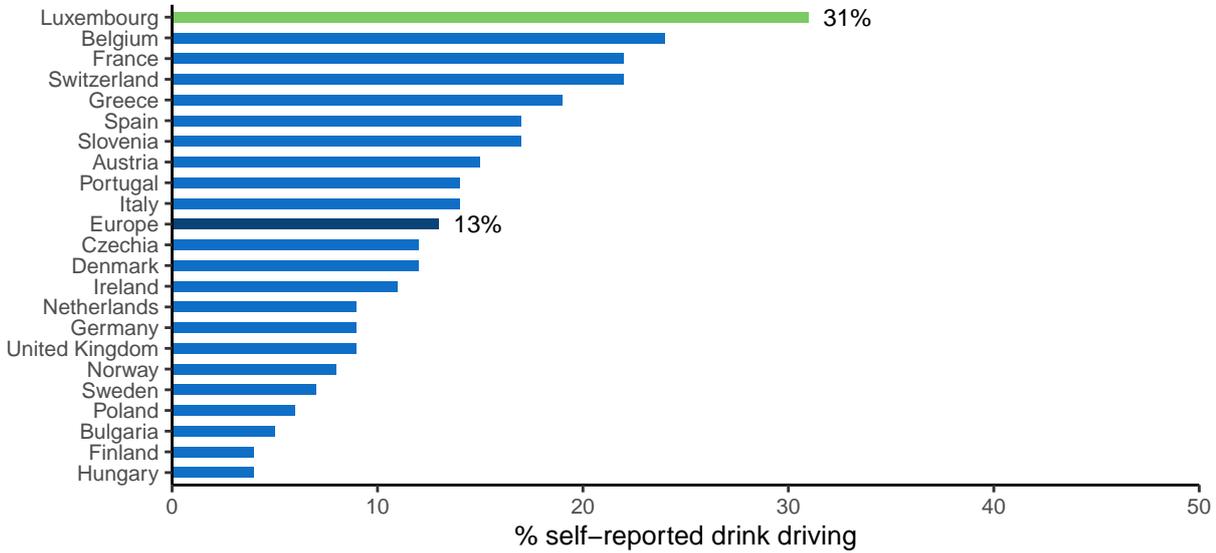
3.1.1 Speeding

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)

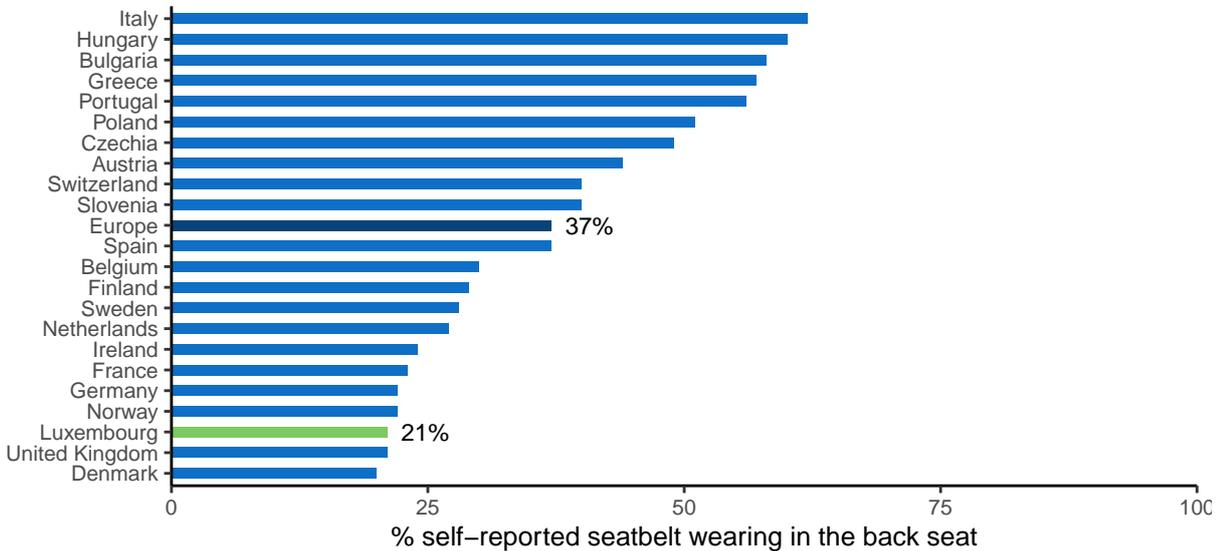
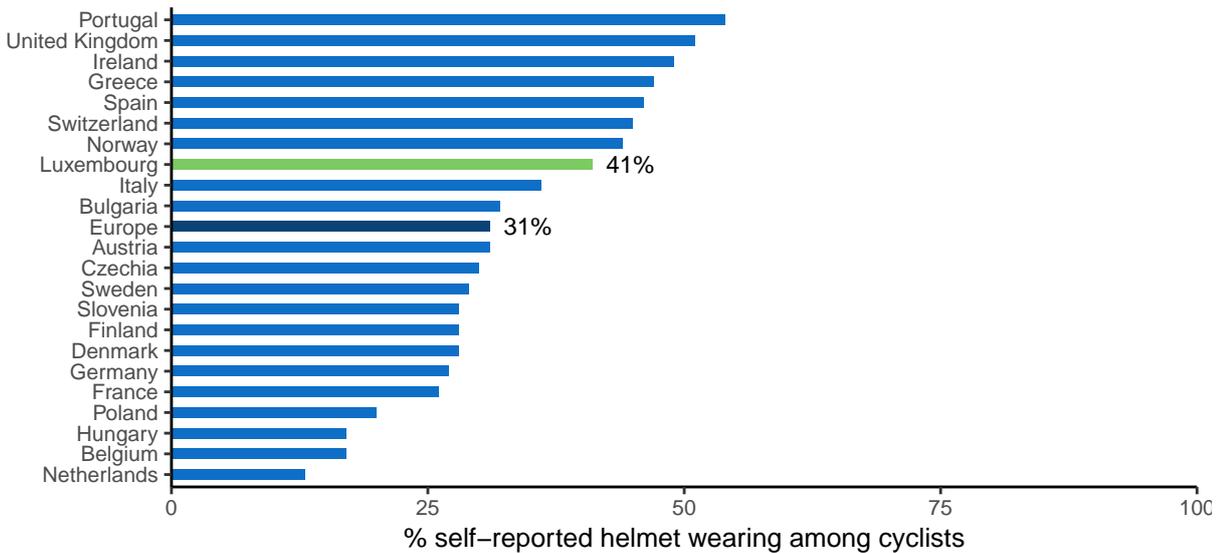
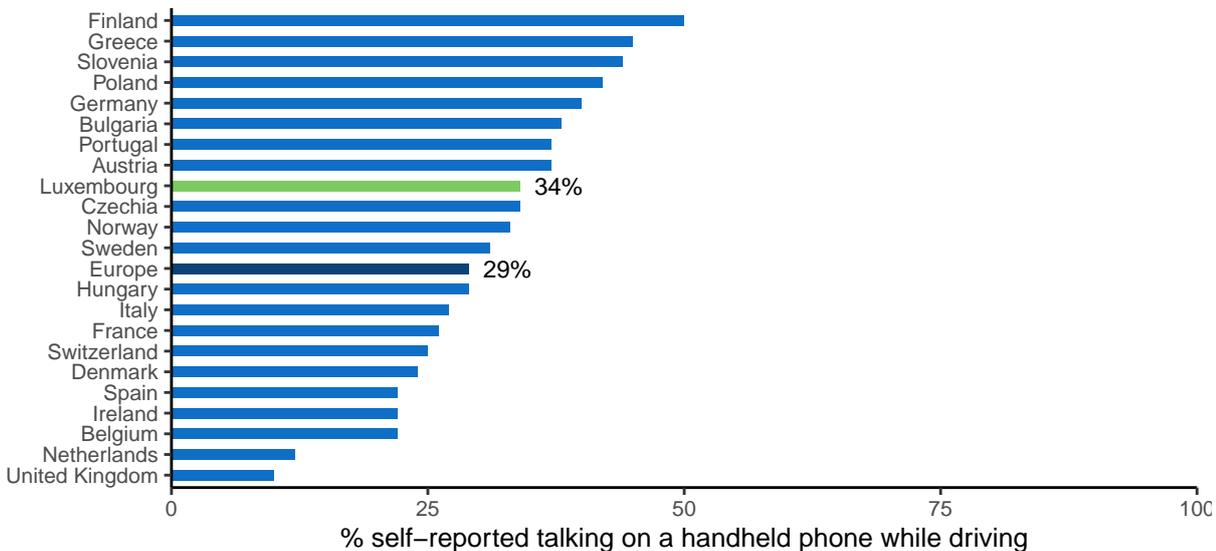


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

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 Luxembourg shows relatively high road density in comparison with the EU average. Especially motorway density is extremely high compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Luxembourg, a score of 5.5 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

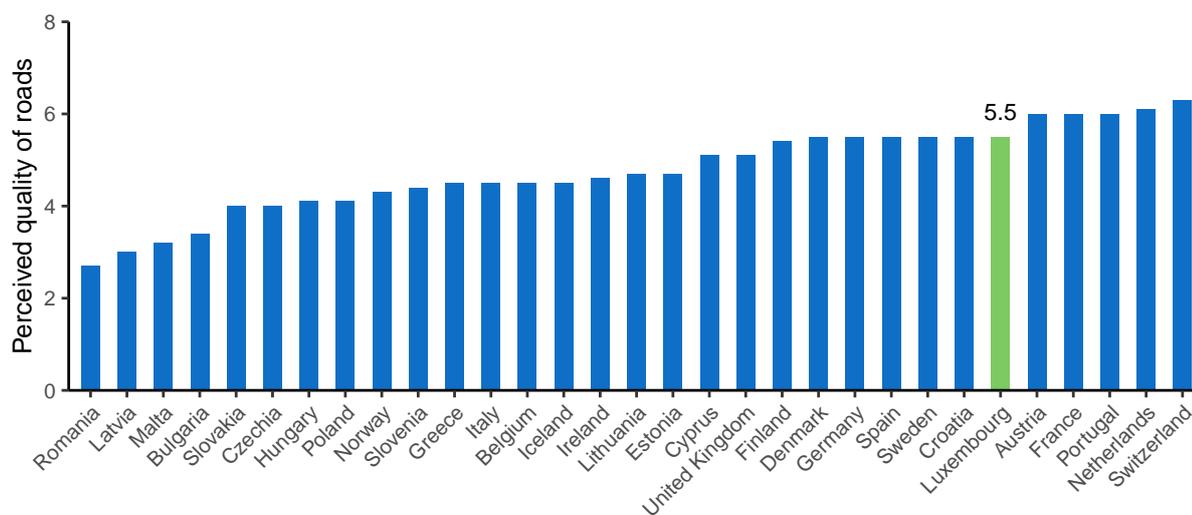
3.2.1 Road density

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

	Luxembourg	European Union
Motorways	64 km road/1000 km ²	15 km road/1000 km ²
Total	1187 km road/1000 km ²	942 km road/1000 km ²

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 vehicle fleet in Luxembourg, expressed per 100 inhabitants, is larger than the EU average. Regarding the age of the vehicles, passenger cars appear to be considerably younger than the EU average, with only 23% passenger cars over 10 years.

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

	Luxembourg	European Union
All vehicles (except trailers and motorcycles)	78	63
Total utility vehicles	8	9
Lorries	7	7
Road tractors	1	1
Motorcycles	4	6
Passenger cars	69	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

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

	Luxembourg	European Union
Percentage of total number of passenger cars		
Less than 2 years	24%	12%
From 2 to 5 years	27%	15%
From 5 to 10 years	26%	21%
From 10 to 20 years	23%	42%
Over 20 years	/	11%

4 Road safety policy and measures

4.1 Legislation

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

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

	Luxembourg	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 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: 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	0.2 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	0.2 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 17 yrs / 150 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	Prohibited under 12 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: 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, Luxembourg scores below the EU average for drink-driving legislation. Furthermore, both the self-reported frequency of alcohol checks and of drug checks is lower than the European average.

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

	Luxembourg	European average
Speed legislation	7	6.8
Drink-driving legislation	6	7
Seatbelt legislation	7	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	10	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)

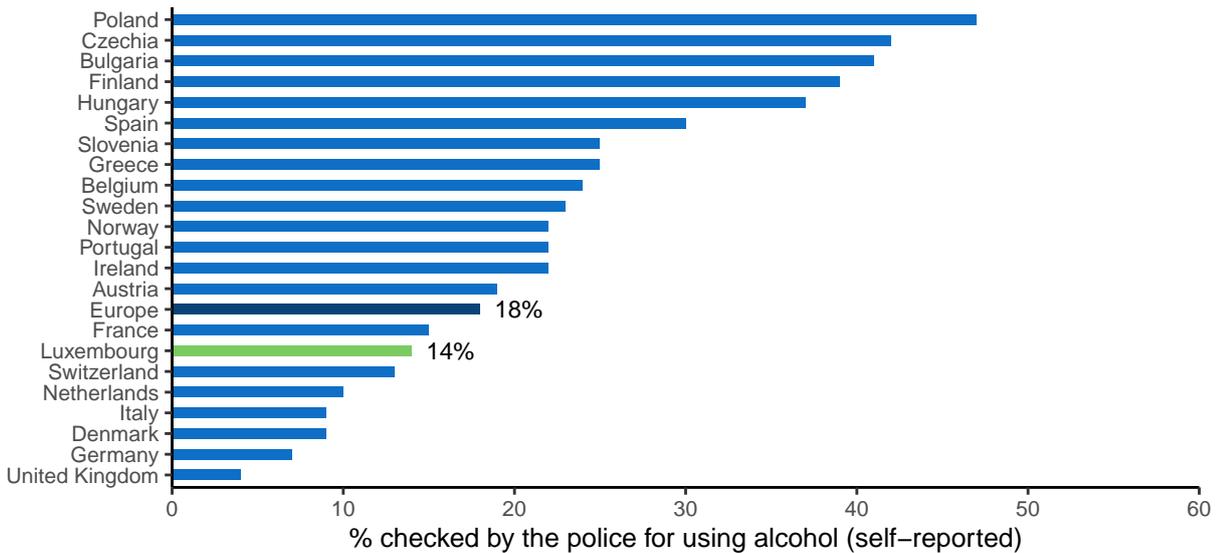
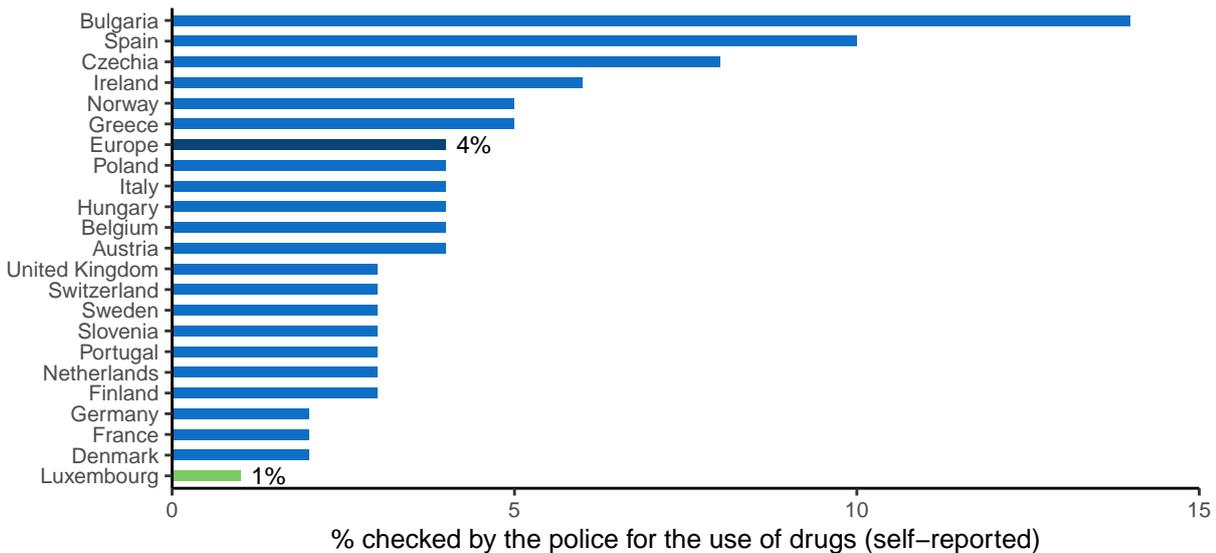


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Luxembourg	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	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

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

	Luxembourg	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	No	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 Luxembourg is much higher than the EU average, and its population is mainly settled in suburbs, towns and rural areas. The percentage of elderly (65+) in the population (14%) is smaller than the EU average. Its GDP per capita is well above that of the European Union and the percentage of GDP that is dedicated to road spending is lower than the EU average (0.4%).

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Luxembourg
Population-related data (2020)		
Population (2020)	447319916	626108
Population density (inhabitants/km ²)	106	241
% Children (0-14)	15%	16%
% Adults (15-64)	64%	70%
% Elderly (65+)	21%	14%
Urbanization (2019)		
% living in cities	38%	20%
% living in suburbs and towns	34%	43%
% living in rural areas	28%	37%
Economic data		
GDP per capita (EUR, 2020)	29768.3	102447.3
Unemployment rate (2020)	7%	7%
% GDP dedicated to road spending (2018)	0.7%	0.4%

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 Mobility and Public works
Monitoring of the road safety development	Ministry of Mobility and Public works Police
Improvements in road infrastructure	Ministry of Mobility and Public works
Improvement in vehicles	Ministry of Mobility and Public works The Vehicle Inspection Centre (SNCT)
Improvement in road user education	Ministry of Mobility and Public works Centre de formation pour conducteurs à Colmar-Berg SNCT
Publicity campaigns	Ministry of Mobility and Public works Sécurité Routière (Road Safety prevention Association)
Enforcement of traffic laws	Ministry of Mobility and Public works Police grand-ducale
Other relevant actors	Other (non-profit) organisations are active on road safety awareness, education and prevention: e.g. The Association of Road Victims (AVR) Responsible Young Drivers (awareness for young drivers)

5.3 Attitudes

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

	Luxembourg	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	15%	12%	20/22
I will do my best to respect speed limits in the next 30 days	70%	71%	6/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	15/22
I will do my best not to drive after drinking alcohol in the next 30 days	79%	76%	14/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	9%	3%	22/22
I often check my messages on the mobile phone while driving	4%	4%	18/22
I will do my best not to use my mobile phone while driving in the next 30 days	76%	74%	14/22

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.