



# European Road Safety Observatory

National Road Safety Profile - Slovakia

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 2020 a total of 247 people were killed in reported traffic accidents in Slovakia.
- Slovakia is 16th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Prior to 2009, the mortality rate in Slovakia was still much higher than the EU average.
- Compared to the EU average, the distribution of fatalities in Slovakia shows a relatively small proportion of powered two-wheelers and of people aged 75 and older.

### **Road safety performance indicators**

- The quality of the road infrastructure in Slovakia is perceived as relatively low compared to other EU countries.

### **Road safety policy and measures**

- Slovakia is one of the few countries in the European Union with a zero-percent alcohol limit for all drivers.
- Enforcement is more widely perceived as effective in comparison to other countries.

## 2 Road Safety Outcomes

### 2.1 General risk in traffic

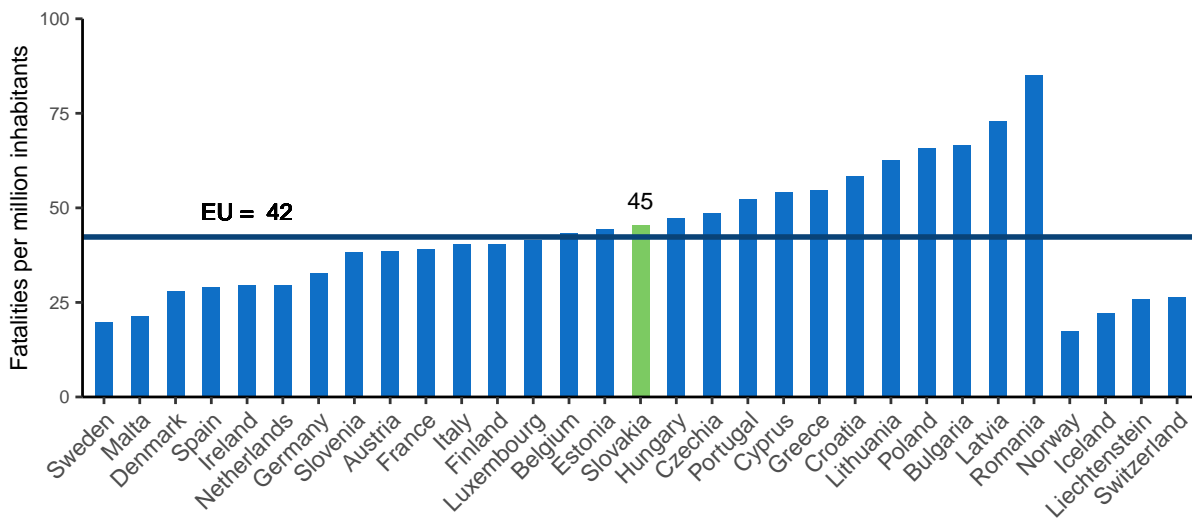
In Slovakia, a total of 247 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 45 road fatalities per million inhabitants, which is just above the EU average (42). During the first decade of this century there was an increase of the mortality rate in Slovakia followed by a steep reduction, from 2009 the mortality rate was close to the EU average and declined moderately. Taking into account the number of vehicles, Slovakia is just above the EU average with a rate of 0.84 fatalities per 10,000 registered vehicles.

The number of fatalities in Slovakia decreased by one third between 2010 and 2019, which is similar to the decrease in the European Union. The number of serious injuries shows a smaller decline over the same period (by 25%). 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.

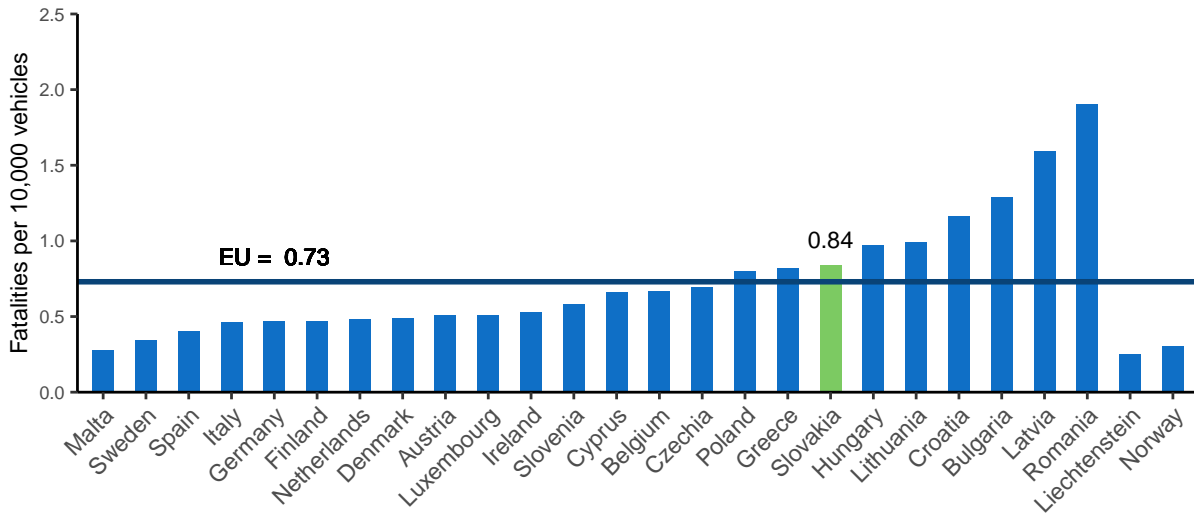
**Table 1.** Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
<b>Fatalities</b>	371	247	-33%	29611	18834	-36%
<b>Serious injuries</b>	1,195	894	-25%	/	/	/

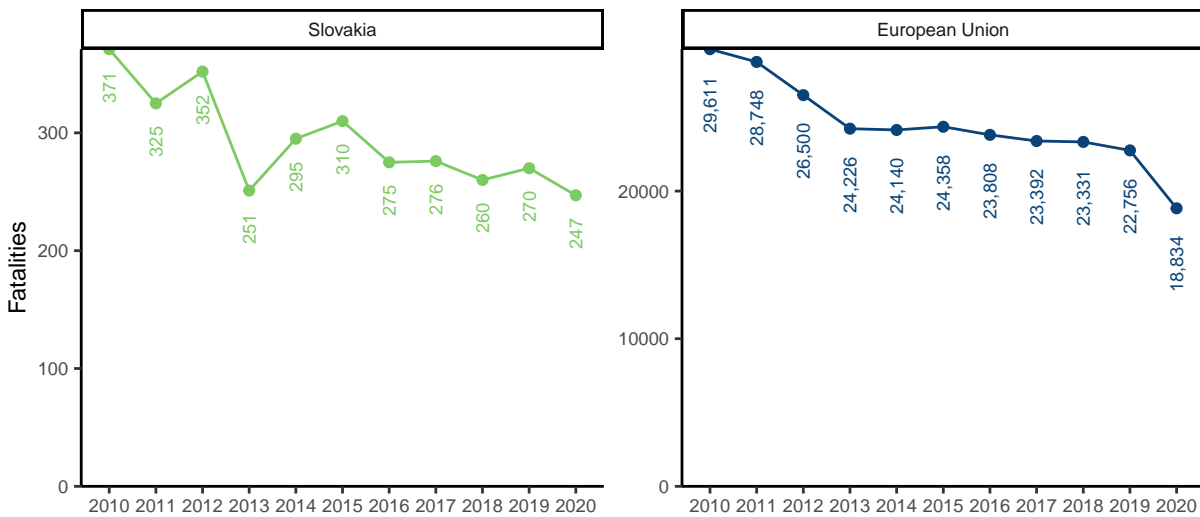
**Figure 1.** Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

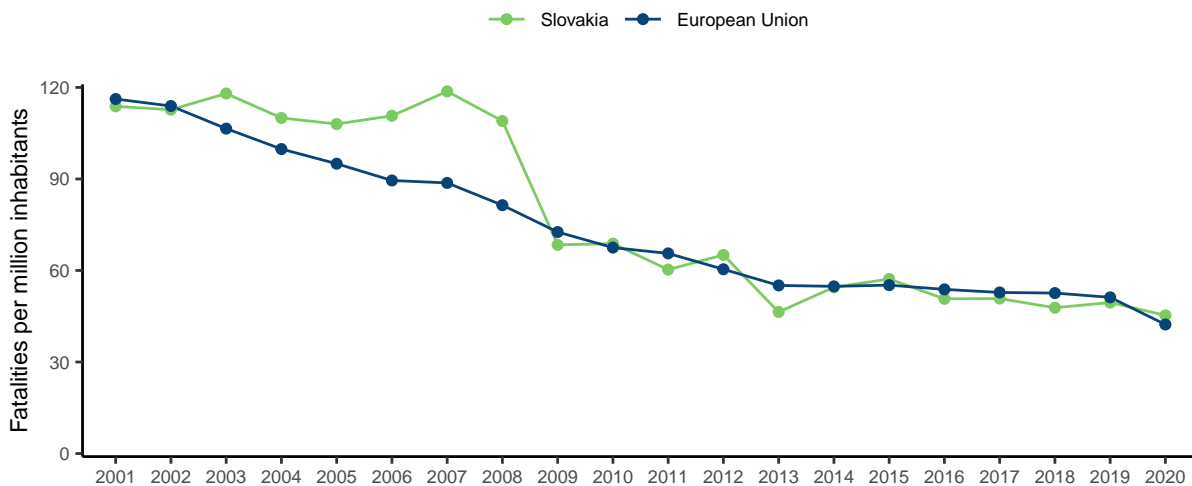


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT



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



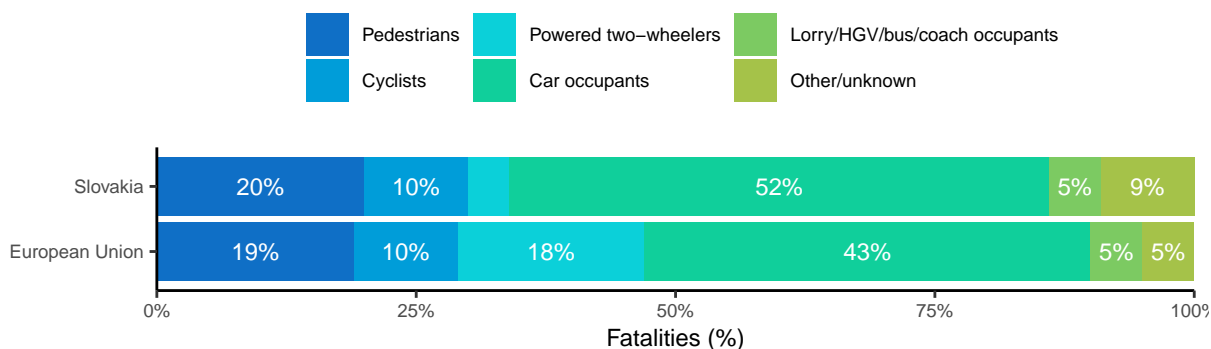
**Figure 4.** Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

## 2.2 Transport modes<sup>1</sup>

In 2020, car occupants account for about half of road fatalities in Slovakia, which is more than the percentage that is observed in the European Union as a whole (43%). Powered two-wheelers on the other hand represent only 4% of fatalities, which is much less than their share in the EU average (18%). Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Slovakia that were fatally injured, 50% were involved in a crash with a car, and 13% were involved in a crash with a lorry or heavy goods vehicle.

Over the past ten years the number of fatalities in Slovakia has decreased for almost all transport modes except for occupants of lorries. Over the same period the number of serious injuries increased for occupants of lorries and for cyclists. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) decreased by 25% which is similar as the EU average.

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

**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
<b>Pedestrians</b>	126	67	-47%	5,793	4,328	-25%
<b>Cyclists</b>	27	20	-26%	2,023	1,971	-3%
<b>Powered two-wheelers</b>	27	5	/	5,057	3,940	-22%
<b>Car occupants</b>	171	124	-27%	13,309	9,597	-28%
<b>Lorries, under 3.5t</b>	1	13	/	898	732	-18%
<b>Heavy goods vehicles</b>	19	2	/	590	378	-36%
<b>Bus/coach occupants</b>	0	5	/	102	88	-14%
<b>Other/unknown</b>	226	23	/	1,116	837	/
<b>Total</b>	349	259	-26%	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
<b>Pedestrians</b>	302	248	-18%
<b>Cyclists</b>	89	106	+19%
<b>Powered two-wheelers</b>	139	26	-81%
<b>Car occupants</b>	571	483	-15%
<b>Lorries, under 3.5t</b>	8	30	/
<b>Heavy goods vehicles</b>	60	13	/
<b>Bus/coach occupants</b>	19	11	/
<b>Other/unknown</b>	766	139	/
<b>Total</b>	1,162	1,057	-9%

**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
<b>Crashes involving buses or coaches</b>	/	3	/	258	173	-33%
<b>Crashes involving cars</b>	/	61	/	5,507	4,306	-22%
<b>Crashes involving lorries or heavy goods vehicles</b>	/	19	/	1,721	1,321	-23%

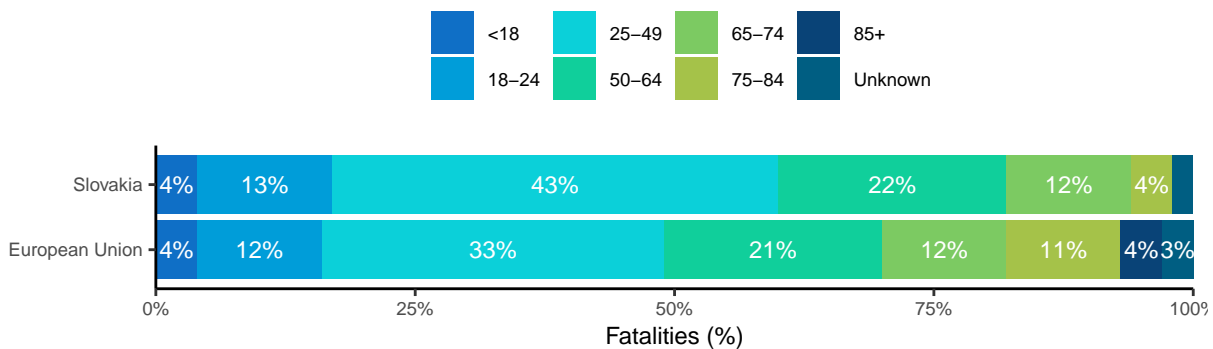
**Table 5.** Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Cyclists</b>	2	4	/	299	400	+34%
<b>Powered two-wheelers</b>	9	1	/	1,746	1,429	-18%
<b>Car occupants</b>	75	50	-33%	5,905	4,187	-29%
<b>Lorries, under 3.5t</b>	0	4	/	365	271	-26%
<b>Heavy goods vehicles</b>	3	1	/	241	143	-41%
<b>Bus/coach occupants</b>	0	0	/	40	33	-18%
<b>Other/unknown</b>	0	7	/	327	309	/
<b>Total</b>	89	67	-25%	8,923	6,772	-24%

## 2.3 Age

The distribution of road fatalities across age groups in Slovakia is slightly different from that for the European Union. People aged 75 and older represent only 5% of road fatalities in Slovakia while they are 15% in the European Union. The share of the 25 to 49 age group on the other hand, is larger (43%) than what is observed in the European Union as a whole (33%).

Over the past ten years the number of fatalities decreased for all age groups, except for the people aged 65 to 74. The number of seriously injured victims on the other hand, increased for all age groups of people aged 50 and older.

**Figure 7.** Number of road fatalities by age group (2020). Source: CARE**Table 6.** 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
<b>&lt;18</b>	18	12	/	1,503	918	-39%
<b>18-24</b>	59	30	-49%	4,398	2,589	-41%
<b>25-49</b>	126	105	-17%	10,457	7,311	-30%
<b>50-64</b>	67	65	-3%	5,273	4,605	-13%
<b>65-74</b>	22	31	+41%	2,730	2,627	-4%
<b>75-84</b>	19	11	/	2,775	2,414	-13%
<b>85+</b>	7	3	/	882	1,075	+22%
<b>Unknown</b>	243	2	/	738	360	/
<b>Total</b>	349	259	-26%	28,286	21,640	-23%

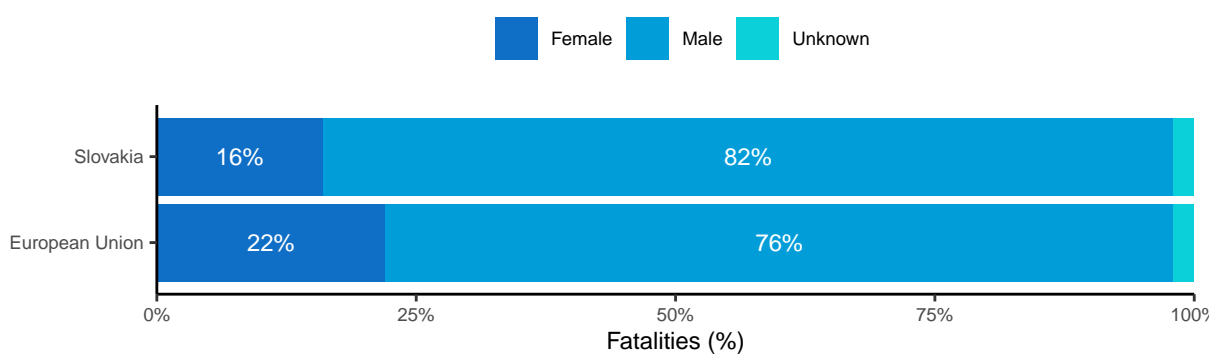


**Table 7.** Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	113	82	-27%
18-24	167	146	-13%
25-49	464	434	-6%
50-64	167	221	+32%
65-74	58	108	+86%
75-84	39	54	+38%
85+	4	10	/
Unknown	824	1	/
<b>Total</b>	<b>1,162</b>	<b>1,057</b>	<b>-9%</b>

## 2.4 Gender

The high proportion of males among total road fatalities in Slovakia (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 (2020). Source: CARE**Table 8.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

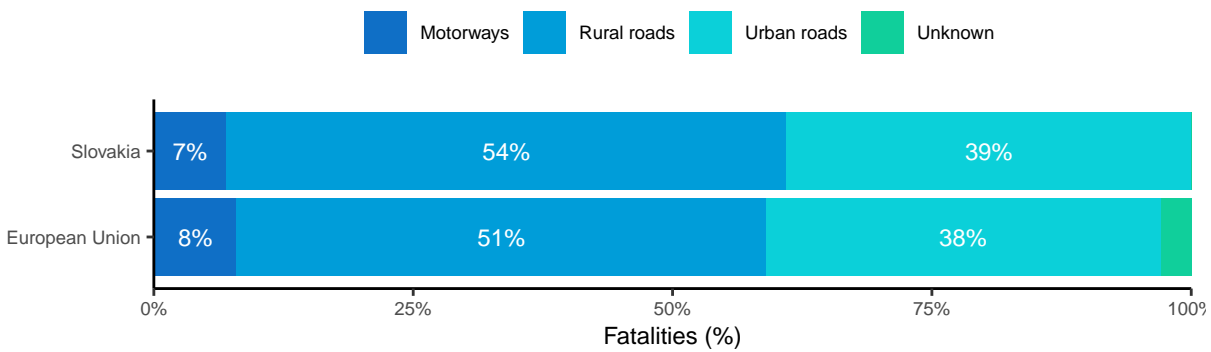
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Female</b>	92	56	-39%	6,655	4,960	-25%
<b>Male</b>	279	201	-28%	21,519	16,659	-23%
<b>Unknown</b>	226	2	/	1,310	254	/
<b>Total</b>	<b>349</b>	<b>259</b>	<b>-26%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

**Table 9.** Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Female</b>	395	392	-1%
<b>Male</b>	800	664	-17%
<b>Unknown</b>	763	1	/
<b>Total</b>	<b>1,162</b>	<b>1,057</b>	<b>-9%</b>

## 2.5 Area

Similar to the EU average, the majority of road fatalities in Slovakia occurred on rural roads (54%). Over the past ten years, the number of fatalities in Slovakia decreased on rural and urban roads. On motorways the number of fatalities remained constant and the number of serious injuries increased considerably.

**Figure 9.** Number of road fatalities by road type (2020). Source: CARE**Table 10.** Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

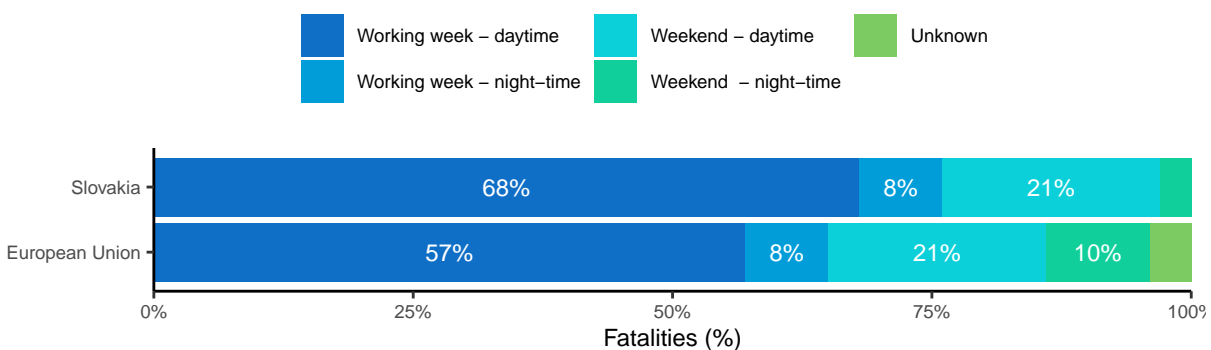
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Motorway</b>	14	13	/	2,072	1,812	-13%
<b>Rural</b>	200	152	-24%	15,280	11,430	-25%
<b>Urban</b>	157	93	-41%	10,803	8,406	-22%
<b>Unknown</b>	338	0	/	908	543	/
<b>Total</b>	349	259	-26%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
<b>Motorway</b>	30	40	+33%
<b>Rural</b>	530	449	-15%
<b>Urban</b>	635	569	-10%
<b>Unknown</b>	1,145	0	/
<b>Total</b>	1,162	1,057	-9%

## 2.6 Time <sup>2</sup>

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

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

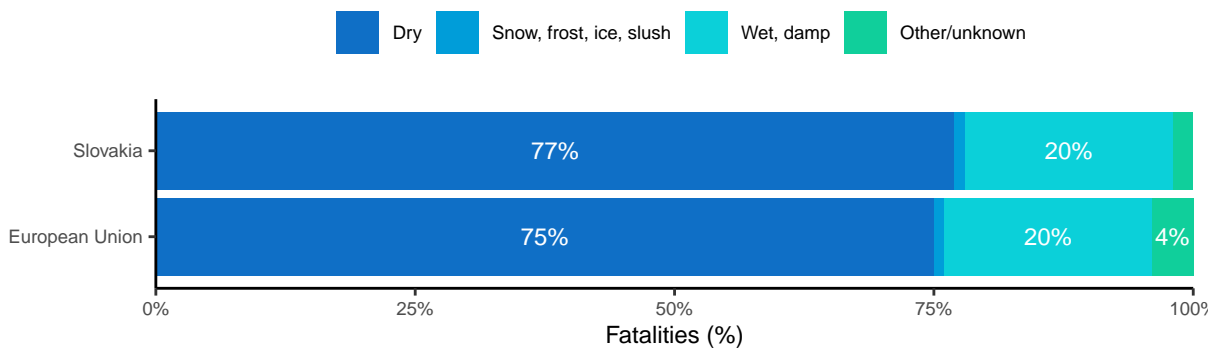
<sup>2</sup>For more details about the time periods used in this subsection, please see section 6.2 Definitions.

**Table 12.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

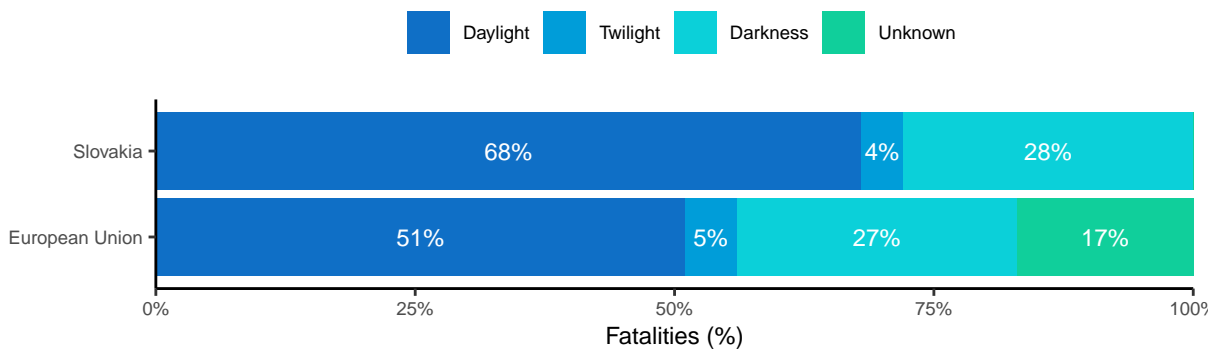
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Working week - daytime</b>	213	158	-26%	15,495	12,506	-19%
<b>Working week - night-time</b>	30	24	-20%	2,573	1,848	-28%
<b>Weekend - daytime</b>	83	58	-30%	6,383	4,974	-22%
<b>Weekend - night-time</b>	41	19	-54%	3,549	2,327	-34%
<b>Unknown</b>	227	/	/	4,226	562	/
<b>Total</b>	349	259	-26%	28,286	21,640	-23%

## 2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Slovakia, as well as for the European Union as a whole. Regarding light conditions, about 30% of fatalities occur when it is dark.

**Figure 11.** Number of road fatalities by surface conditions (2020). Source: CARE**Table 13.** 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
<b>Dry</b>	237	188	-21%	21,101	16,582	-21%
<b>Snow, frost, ice, slush</b>	26	7	/	988	362	-63%
<b>Wet, damp</b>	99	61	-38%	5,638	4,328	-23%
<b>Other/unknown</b>	232	3	/	2,486	580	/
<b>Total</b>	349	259	-26%	28,286	21,640	-23%

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

**Table 14.** 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
<b>Darkness</b>	151	89	-41%	8,922	6,275	-30%
<b>Daylight</b>	203	153	-25%	13,717	11,235	-18%
<b>Twilight</b>	14	17	/	1,499	1,156	-23%
<b>Unknown</b>	227	0	/	5,326	3,729	/
<b>Total</b>	349	259	-26%	28,286	21,640	-23%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

For Slovakia there is no data available about behaviour in traffic that is comparable with other EU countries.

#### 3.2 Infrastructure

The overall road network in Slovakia shows similar road density as the EU average. Motorway density on the other hand is lower compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Slovakia, a score of 4 (on a value scale from 1 to 7) is given, which is rather low compared to other countries.

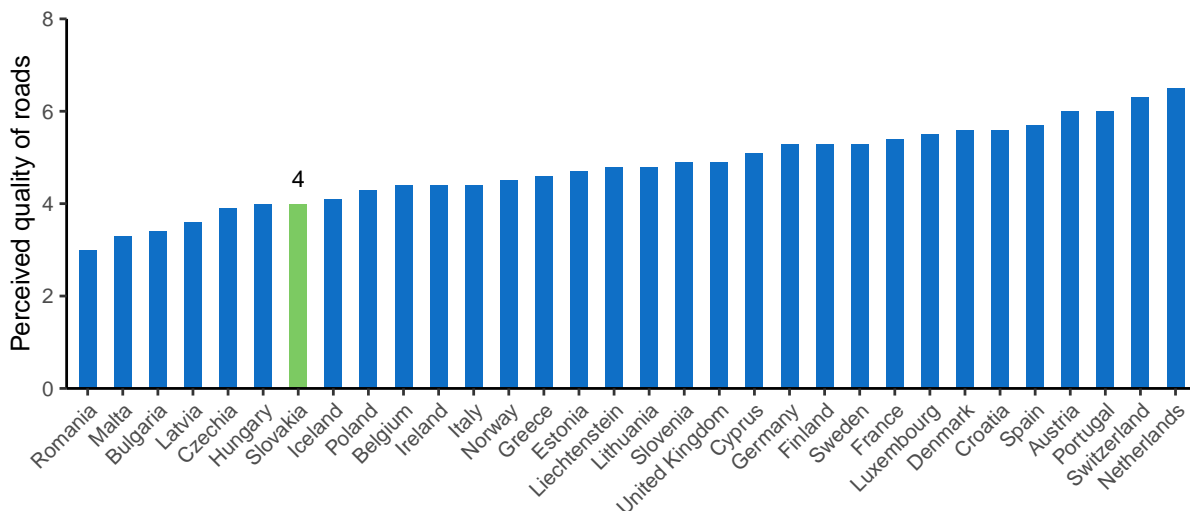
##### 3.2.1 Road density

**Table 15.** Road density. Source: EUROSTAT (2020)

	Slovakia	European Union
<b>Motorways</b>	11 km road/1000 km <sup>2</sup>	15 km road/1000 km <sup>2</sup>
<b>Total</b>	923 km road/1000 km <sup>2</sup>	918 km road/1000 km <sup>2</sup>

##### 3.2.2 Road quality

**Figure 13.** Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



## 4 Road safety policy and measures

### 4.1 Legislation

National road safety legislation in Slovakia generally reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is stricter than in most European countries: there is a zero-percent alcohol limit for all drivers while the majority of EU countries apply a limit of 0.5 g/l.

**Table 16.** National road safety legislation. Source: WHO (2018)

	Slovakia	EU countries
<b>Speed limits for passenger cars</b>		
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
<b>Allowed BAC (blood alcohol concentration) levels</b>		
General population	0 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 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 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
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
<b>Transport of children</b>		
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 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
<b>Motorcycle helmets</b>		
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	No	Yes: 19; No: 8
<b>Mobile phone restriction</b>		
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, Slovakia scores above the EU average for almost all legislation surveyed.

**Table 17.** Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

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

### 4.3 Road infrastructure

**Table 18.** Infrastructure-related policy. Source: WHO (2018)

	Slovakia	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: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

**Table 19.** Policy related to post-crash care. Source: WHO (2018)

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

## 5 Structure and culture

### 5.1 Country characteristics

Population density in Slovakia is above the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union.

**Table 20.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Slovakia
<b>Population-related data (2021)</b>		
Population (2021)	447218763	5459781
Population density (inhabitants/km <sup>2</sup> )	106	111
% Children (0-14)	15%	16%
% Adults (15-64)	64%	67%
% Elderly (65+)	21%	17%
<b>Urbanization (2020)</b>		
% living in cities	39%	21%
% living in suburbs and towns	34%	35%
% living in rural areas	28%	44%
<b>Economic data</b>		
GDP per capita (EUR, 2021)	32438.4	18045.2
Unemployment rate (2021)	7%	7%

### 5.2 Structure of road safety management

**Table 21.** Road safety management structure. Source: National sources

Key functions	Key actors
<b>Formulation of national road safety strategy</b>	Ministry of Transport, Construction and Regional Development of the Slovak Republic
	Ministry of Interior
	Transport Research Institute
	National Motorway Company
<b>Monitoring of the road safety development</b>	Ministry of Transport, Construction and Regional Development of the Slovak Republic
	Road administrators
<b>Improvements in road infrastructure</b>	Slovak Road Administration
	Chamber of Civil Engineers (KSI)
	Scientific and research institutions
<b>Improvement in vehicles</b>	Ministry of Interior of the Slovak Republic
<b>Improvement in road user education</b>	Ministry of Transport, Construction and Regional Development of the Slovak Republic
	Ministry of Interior of the Slovak Republic
	Slovak Chamber of Driving Schools
<b>Publicity campaigns</b>	Ministry of Transport, Construction and Regional Development of the Slovak Republic
	Ministry of Interior of the Slovak Republic
	Public Health Authority of the Slovak Republic
	SRC (Slovak Red Cross)
<b>Enforcement of traffic laws</b>	Insurance companies
	Ministry of Interior of the Slovak Republic
<b>Other relevant actors</b>	Ministry of Education, Science, Research and Sport of the Slovak Republic
	Network of volunteers VAMOS
	Self-governing authorities
	SKP Slovak Chamber of Psychologists



**Table 22.** National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	<a href="https://www.mindop.sk/ministerstvo-1/doprava-3/bezpecnost-cestnej-premavky">https://www.mindop.sk/ministerstvo-1/doprava-3/bezpecnost-cestnej-premavky</a>

## 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/](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/](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.