



European Road Safety Observatory

National Road Safety Profile - Switzerland

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

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Referencing: Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2022) National Road Safety Profile Switzerland. Brussels, European Commission, Directorate General for Transport.

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1 Highlights

Road safety outcomes

- In 2020 a total of 227 people were killed in reported traffic accidents in Switzerland.
- Switzerland performs better than almost all EU countries in terms of the number of fatalities per million inhabitants. Over the past twenty years this rate has decreased more significantly in Switzerland than the EU average.
- Compared to the EU average, the distribution of fatalities in Switzerland shows a relatively high proportion fatalities among cyclists and powered two-wheelers.

Road safety performance indicators

- Self-reported speeding and drink-driving in Switzerland are higher than the European average.
- Self-reported talking on a handheld phone while driving is lower than in most European countries.
- Swiss road infrastructure is characterized by high road density. Its quality is perceived as one of the highest compared to other countries.
- Swiss passenger cars are slightly younger than the EU average.

Road safety policy and measures

- Enforcement of drink-driving is less widely perceived as effective in comparison to EU countries.
- Self-reported alcohol and drugs checks are lower than in most countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Switzerland, a total of 227 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 26 road fatalities per million inhabitants, which is lower than the mortality rate of most EU countries. Since 2001, the mortality rate in Switzerland has declined more significantly than the EU average.

Over the past ten years, the number of fatalities in Switzerland has decreased by about one third, which is similar as the decrease in the European Union. Over the same period the number of serious injuries dropped by 15%. 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	327	227	-31%	29611	18834	-36%
Serious injuries	4,458	3,793	-15%	/	/	/

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

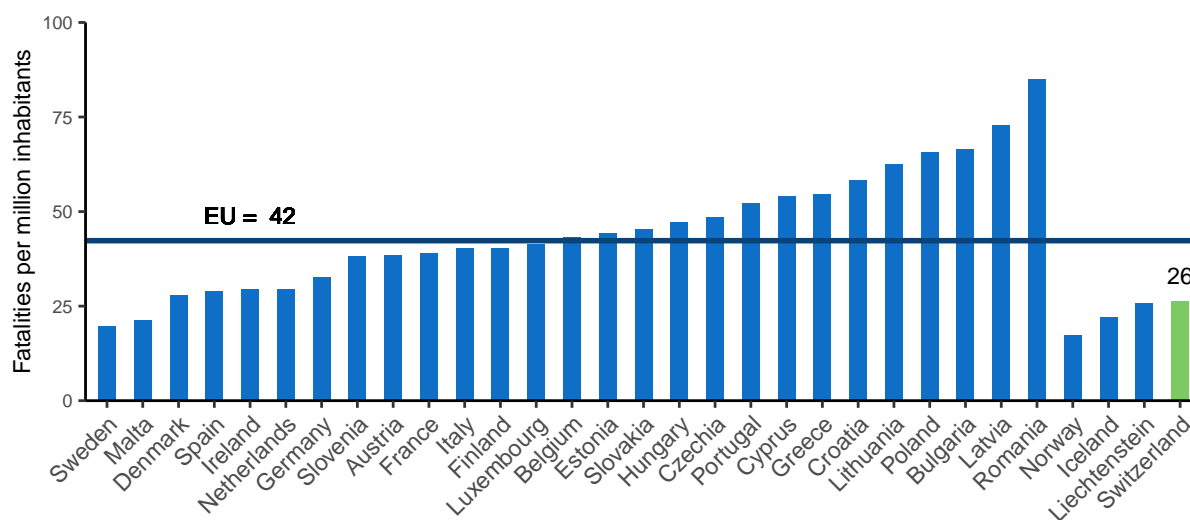


Figure 2. Number of road fatalities (2010-2020). Source: CARE

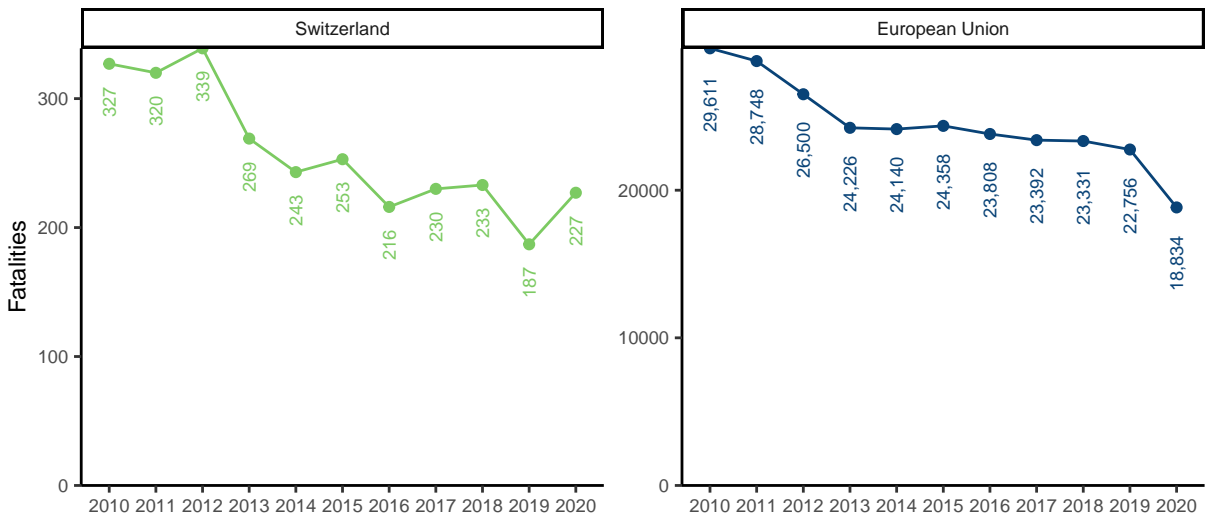


Figure 3. Number of serious injuries (2010-2020). Source: CARE

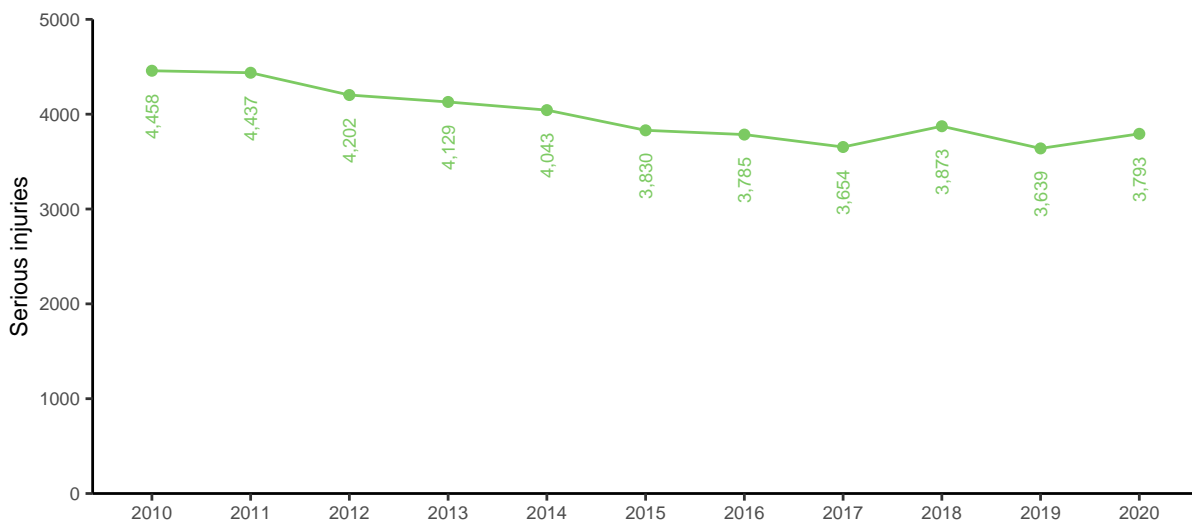
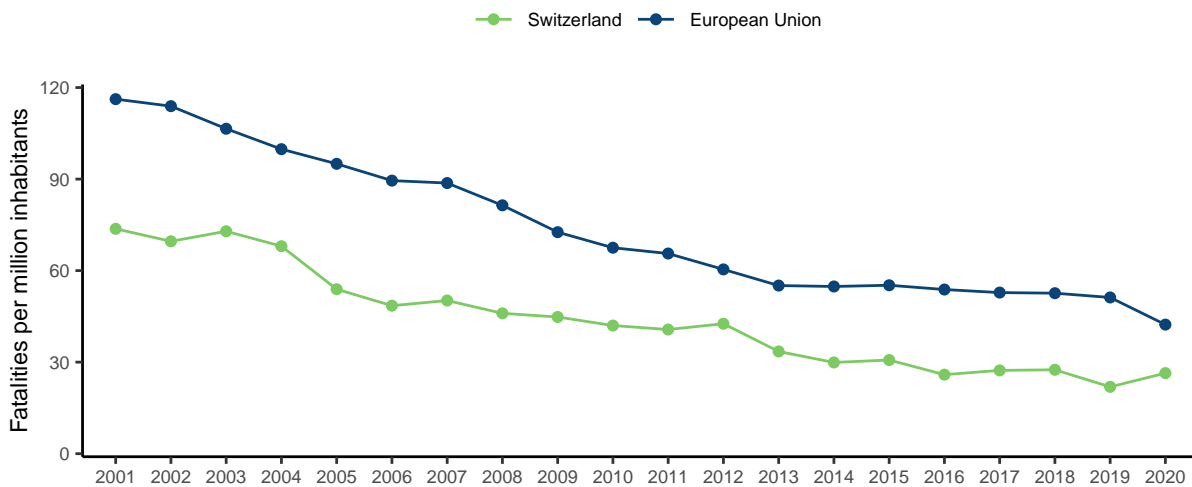


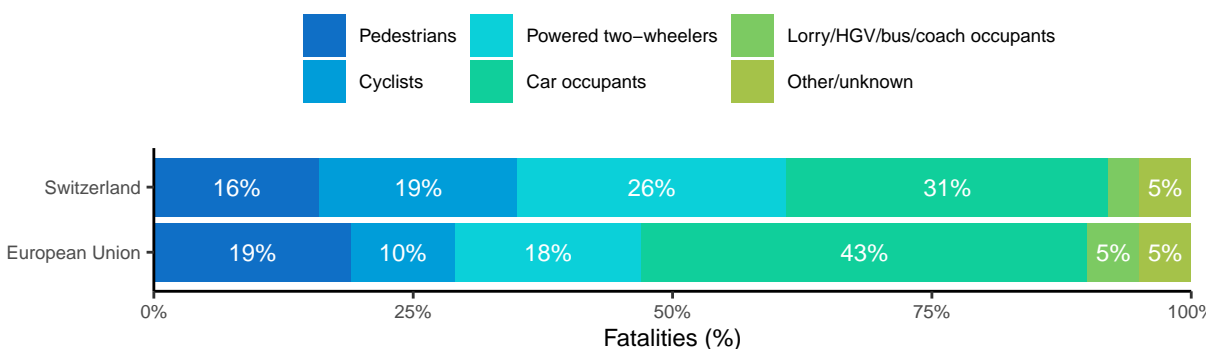
Figure 4. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for more than 60% of road traffic fatalities in Switzerland. This percentage is higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of cyclists, which represented 19% of Switzerland's road fatalities, as opposed to 10% in the European Union. Car occupants on the other hand account for 31% of road fatalities, which is well below the proportion that is seen in the European Union (43%).

Over time there has been a decrease in the number of fatalities and serious injuries in Switzerland for all modes except for cyclists. While their number of fatalities increased slightly by 3%, the number of seriously injured cyclists shows a significant increase by 45%. The most favourable trend in terms of transport mode was related to pedestrians, with the number of fatalities falling by 47%.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Switzerland that were fatally injured, 40% were involved in a crash with a car. These victims have decreased by almost 50% which is more than in the EU overall. Another 16% of fatally injured vulnerable road users were involved in a crash with a lorry or heavy goods vehicle. This number decreased by only 6% over the past ten years.

Figure 5. Number of road fatalities by transport mode (2020). Source: CARE

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

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	73	39	-47%	5,793	4,328	-25%
Cyclists	36	37	+3%	2,023	1,971	-3%
Powered two-wheelers	74	47	-36%	5,057	3,940	-22%
Car occupants	117	72	-38%	13,309	9,597	-28%
Lorries, under 3.5t	7	4	/	898	732	-18%
Heavy goods vehicles	1	2	/	590	378	-36%
Bus/coach occupants	13	2	/	102	88	-14%
Other/unknown	7	14	/	1,116	837	/
Total	329	216	-34%	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	695	490	-29%
Cyclists	872	1,266	+45%
Powered two-wheelers	1,432	1,093	-24%
Car occupants	1,197	705	-41%
Lorries, under 3.5t	49	34	-31%
Heavy goods vehicles	19	15	-21%
Bus/coach occupants	32	27	-16%
Other/unknown	70	140	/
Total	4,366	3,768	-14%

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	4	3	/	258	173	-33%
Crashes involving cars	60	32	-47%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	18	17	-6%	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	53	33	-38%	3,944	3,079	-22%
Cyclists	23	22	-4%	1,113	1,125	+1%
Powered two-wheelers	19	11	/	2,200	1,562	-29%
Car occupants	25	19	-24%	2,883	2,109	-27%
Lorries, under 3.5t	2	0	/	149	137	-8%
Heavy goods vehicles	0	0	/	82	36	-56%
Bus/coach occupants	1	0	/	24	36	+50%
Other/unknown	1	5	/	219	254	/
Total	124	91	-27%	10,803	8,406	-22%

2.3 Age

The distribution of road fatalities across age groups in Switzerland is different from that for the European Union. People aged 75 and above represent more than 30% of road fatalities, which is much higher than what is seen in the European Union (15%). On the other hand, the proportion of fatalities aged 18 to 49 is much smaller.

Over the past ten years, the trend in the number of fatalities in Switzerland was downward for all age groups. While there is an increase in the European Union of fatalities in the age group of 85 and older, their number slightly decreased in Switzerland. The number of serious injuries on the other hand, showed an increase for the people aged 50 and older.

Figure 6. Number of road fatalities by age group (2020). Source: CARE

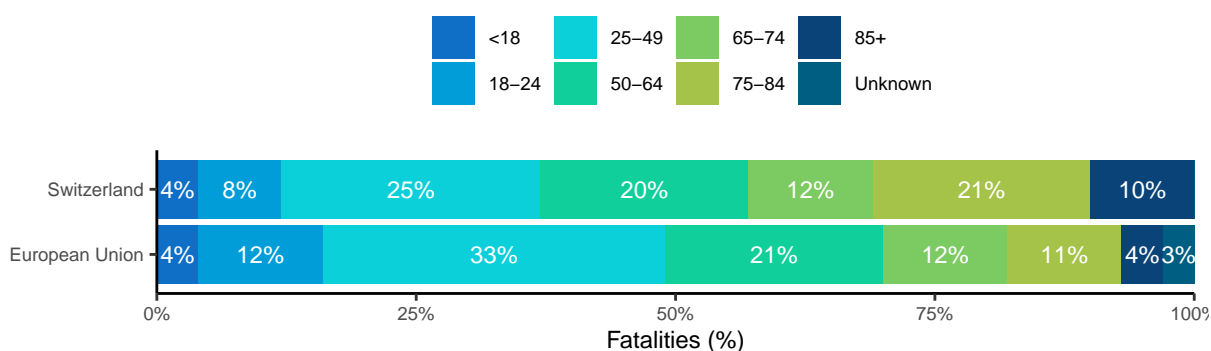


Table 6. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

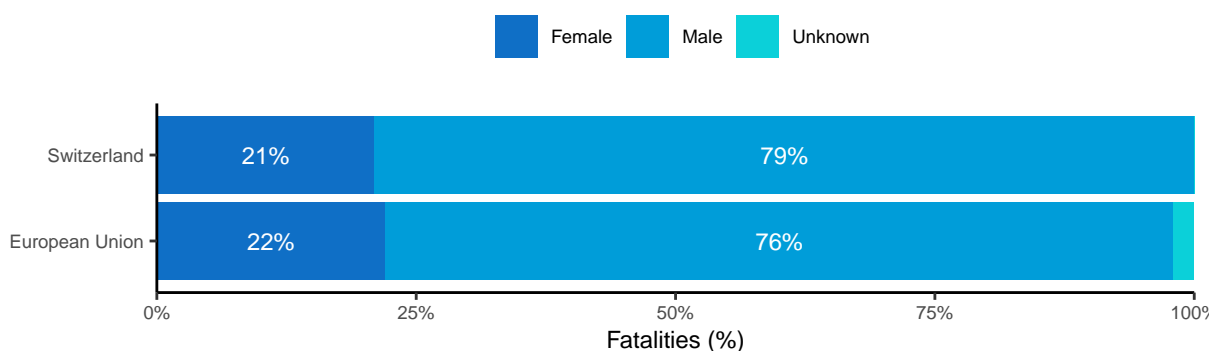
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	25	11	/	1,503	918	-39%
18-24	39	17	-56%	4,398	2,589	-41%
25-49	92	55	-40%	10,457	7,311	-30%
50-64	68	45	-34%	5,273	4,605	-13%
65-74	40	30	-25%	2,730	2,627	-4%
75-84	42	38	-10%	2,775	2,414	-13%
85+	22	21	-5%	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	329	216	-34%	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	505	301	-40%
18-24	613	397	-35%
25-49	1,666	1,271	-24%
50-64	900	1,008	+12%
65-74	366	416	+14%
75-84	240	278	+16%
85+	75	98	+31%
Unknown	0	0	/
Total	4,366	3,768	-14%

2.4 Gender

The high proportion of males among total road fatalities in Switzerland (79%) 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 7. 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
Female	84	52	-38%	6,655	4,960	-25%
Male	244	163	-33%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	329	216	-34%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Female	1,474	1,238	-16%
Male	2,891	2,530	-12%
Unknown	0	0	/
Total	4,366	3,768	-14%

2.5 Area

The proportion of fatalities on urban roads in Switzerland (46%) is slightly higher than in the European Union as a whole (38%). Over time, fatalities and serious injuries in Switzerland have decreased on all road types.

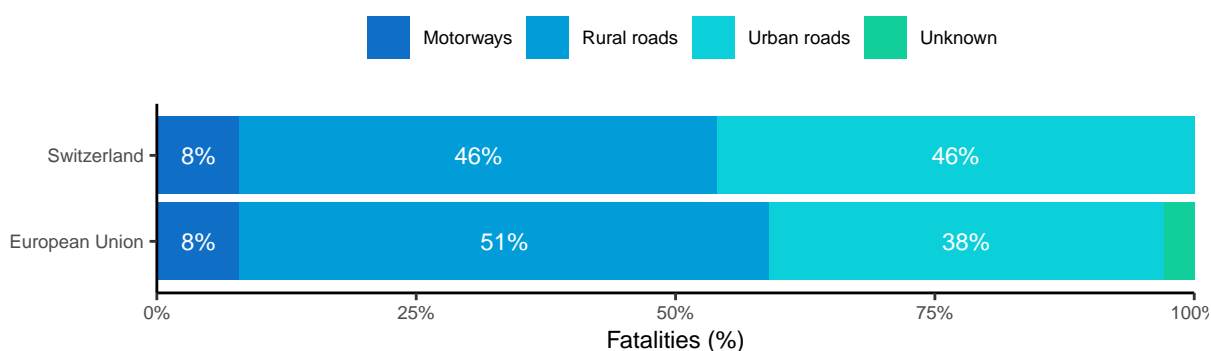
Figure 8. Number of road fatalities by road type (2020). Source: CARE

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

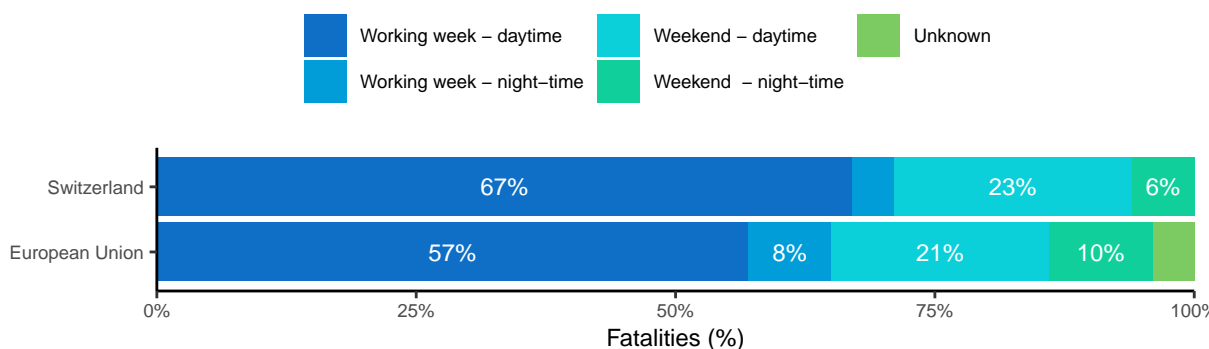
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	36	20	-44%	2,072	1,812	-13%
Rural	169	105	-38%	15,280	11,430	-25%
Urban	124	91	-27%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	329	216	-34%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Motorway	300	163	-46%
Rural	1465	1253	-14%
Urban	2600	2352	-10%
Unknown	/	/	/
Total	4366	3768	-14%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the day-time during the working week (67%).

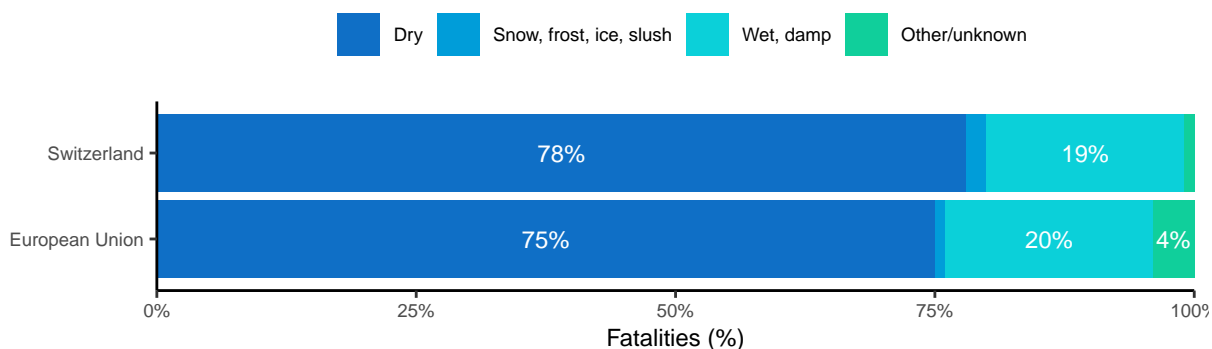
Figure 9. Number of road fatalities by period of time (2020). Source: CARE**Table 12.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	205	134	-35%	15,495	12,506	-19%
Working week - night-time	25	8	/	2,573	1,848	-28%
Weekend - daytime	68	47	-31%	6,383	4,974	-22%
Weekend - night-time	30	17	-43%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	329	216	-34%	28,286	21,640	-23%

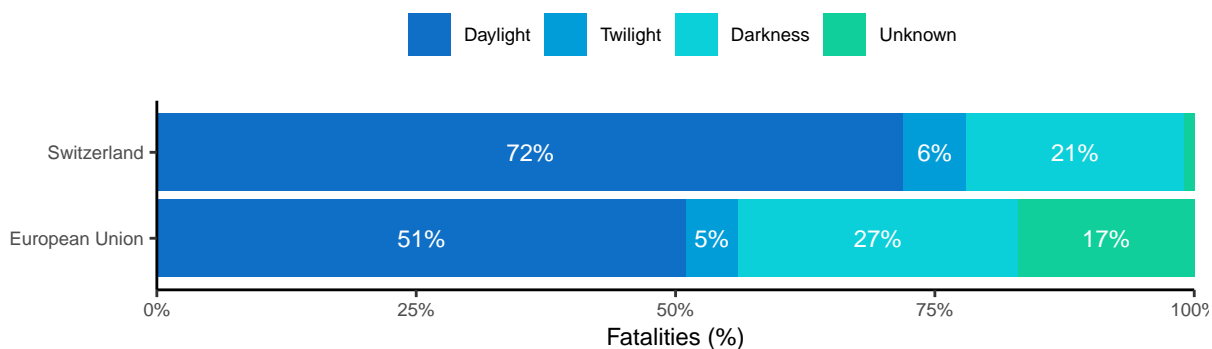
2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Switzerland as well as for the European Union as a whole. Regarding light conditions, about 20% of fatalities occur when it is dark, which is slightly less compared to the EU average.

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

Figure 10. 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
Dry	243	167	-31%	21,101	16,582	-21%
Snow, frost, ice, slush	18	4	/	988	362	-63%
Wet, damp	67	42	-37%	5,638	4,328	-23%
Other/unknown	/	/	/	2,486	580	/
Total	329	216	-34%	28,286	21,640	-23%

Figure 11. 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
Darkness	95	49	-48%	8,922	6,275	-30%
Daylight	202	152	-25%	13,717	11,235	-18%
Twilight	25	14	/	1,499	1,156	-23%
Unknown	7	1	/	5,326	3,729	/
Total	329	216	-34%	28,286	21,640	-23%

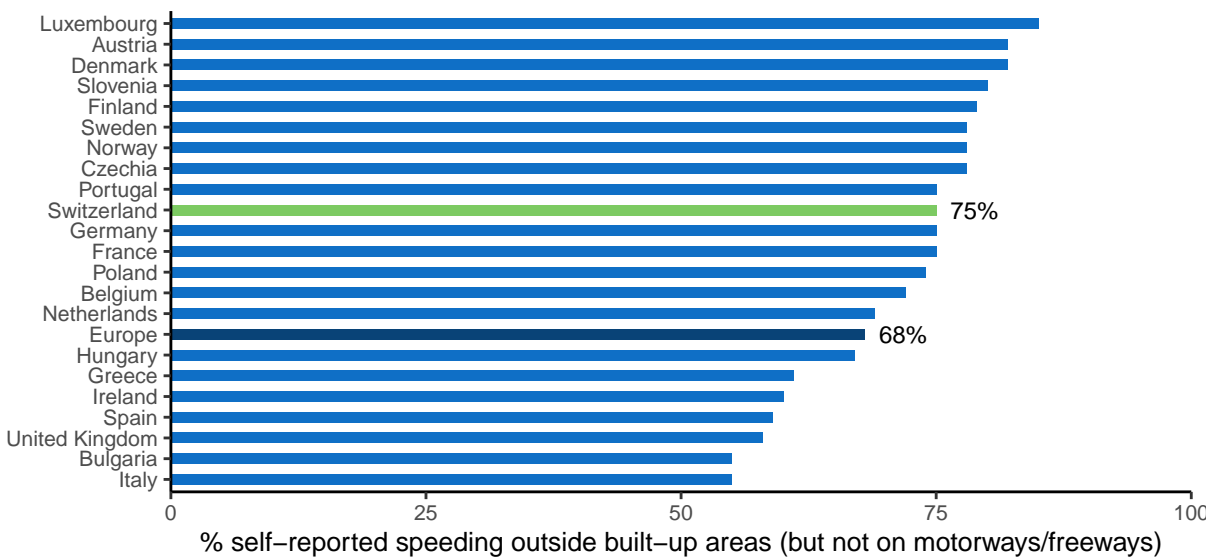
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. Switzerland performs significantly worse than the European average in relation to speeding and drink-driving. On the other hand, the self-reported use of a mobile phone while driving in Switzerland is lower than the European average and the self-reported use of a helmet among cyclists is higher.

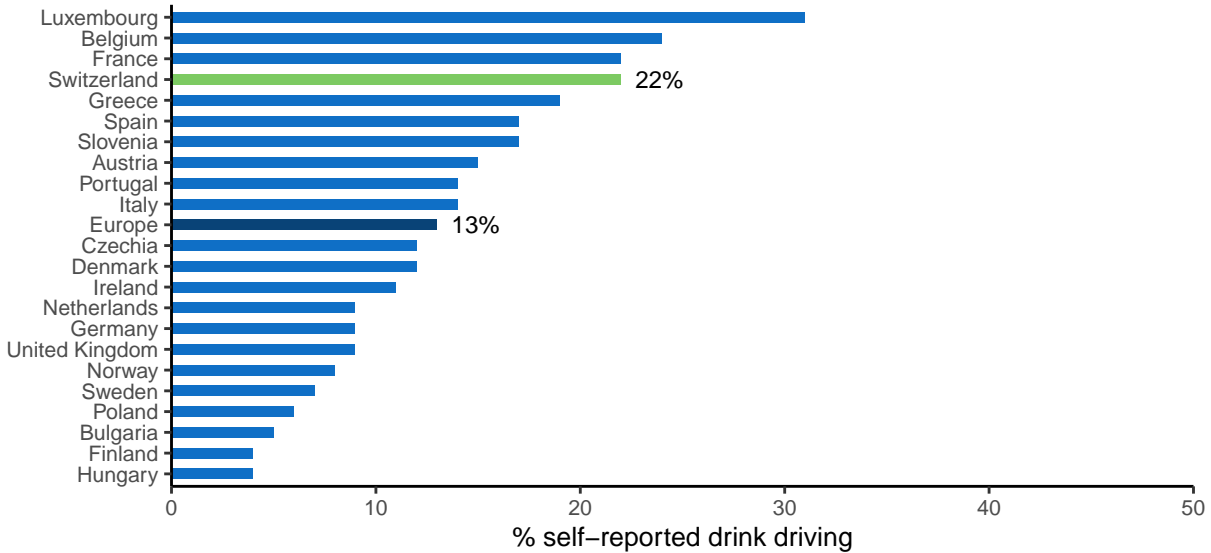
3.1.1 Speeding

Figure 12. 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 13. 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 14. 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)

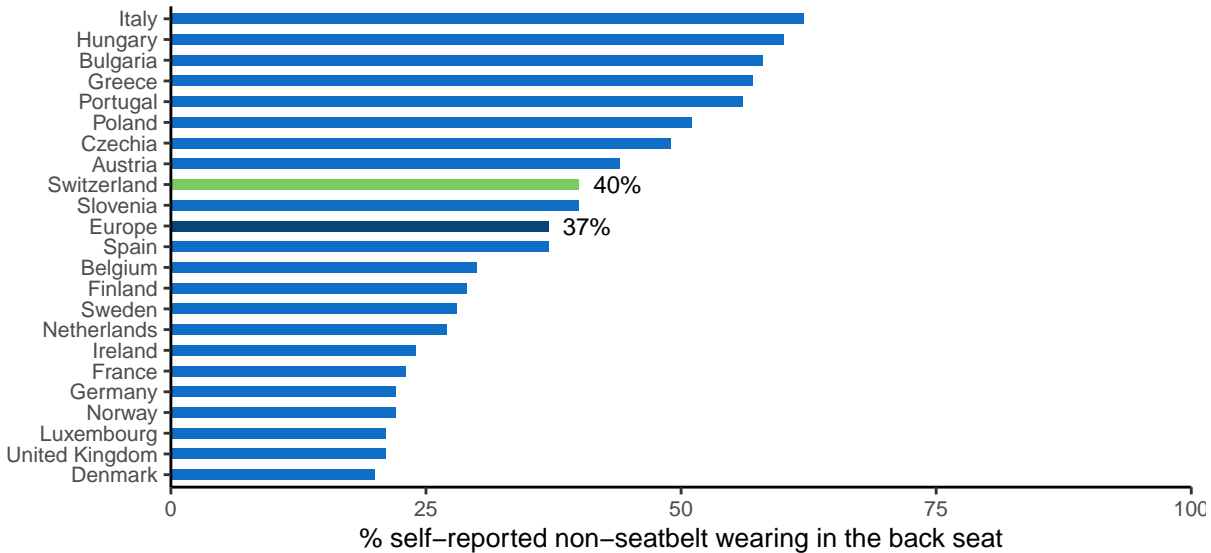
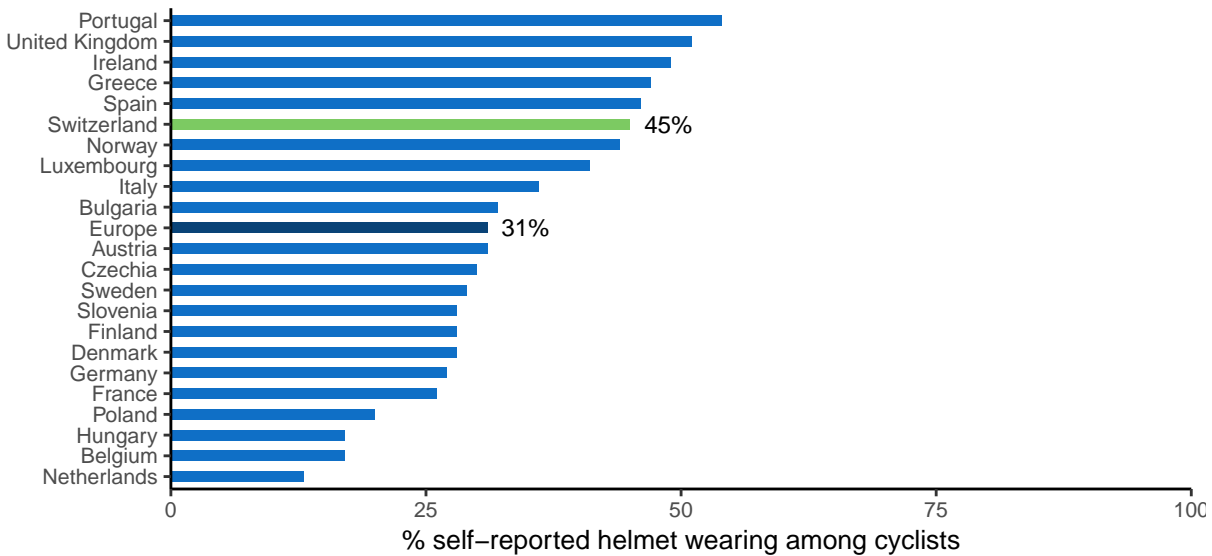
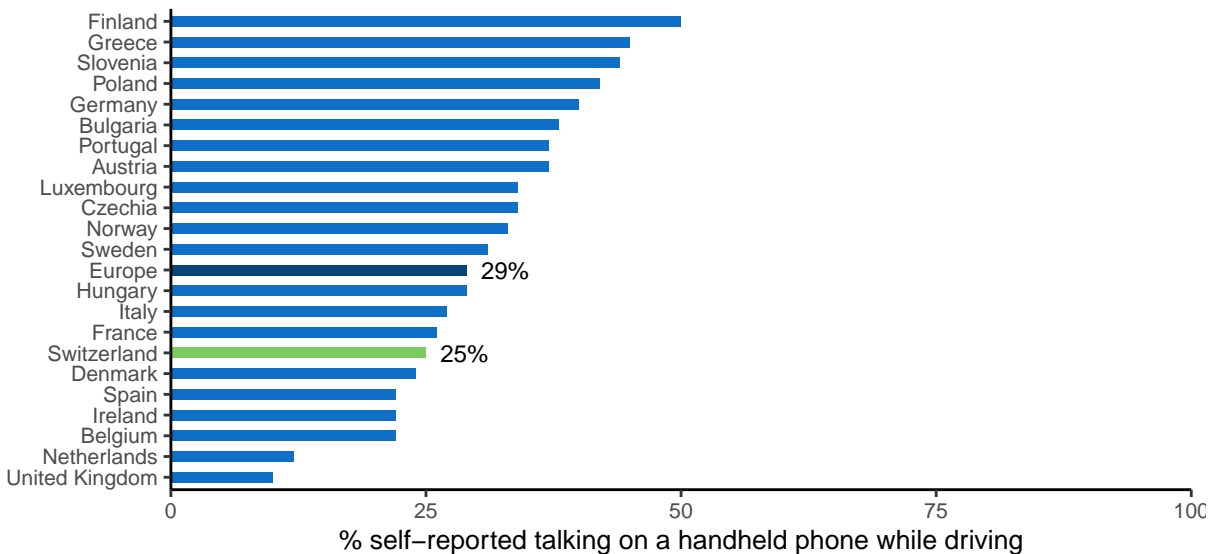


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 16. 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

In Switzerland both the overall road network and the motorway network show high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Switzerland, a score of 6.3 (on a value scale from 1 to 7) is given, which is the second highest score.

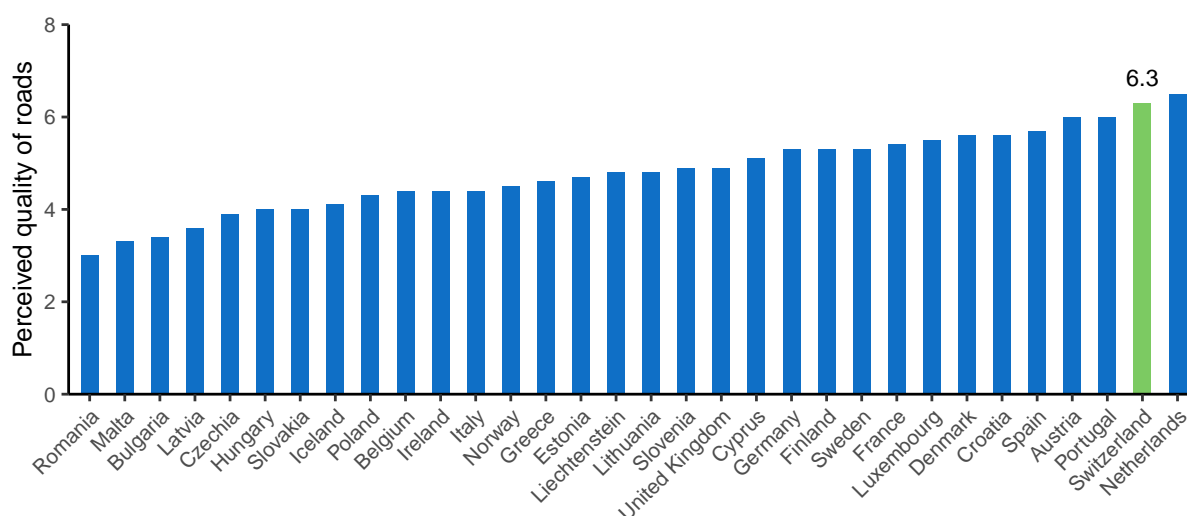
3.2.1 Road density

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

	Switzerland	European Union
Motorways	37 km road/1000 km ²	15 km road/1000 km ²
Total	2017 km road/1000 km ²	918 km road/1000 km ²

3.2.2 Road quality

Figure 17. 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 Swiss vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Swiss passenger cars appear to be slightly younger than the EU average, with only 34% passenger cars over 10 years.

Table 16. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Switzerland	European Union
Lorries	5	7
Road tractors	0	1
Trailers and semi-trailers	4	4
Motorcycles	8	6
Passenger cars	54	56
Motor coaches, buses and trolley buses	0	0

Table 17. Age of registered passenger cars. Source: EUROSTAT (2020)

	Switzerland	European Union
Percentage of total number of passenger cars		
Less than 2 years	16%	11%
From 2 to 5 years	20%	15%
From 5 to 10 years	30%	20%
From 10 to 20 years	28%	41%
Over 20 years	6%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Switzerland reflects the situation in the majority of EU countries with a few exceptions. The maximum speed on rural roads (80km/h) and on motorways (120 km/h) is lower than in most EU countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Switzerland.

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

	Switzerland	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	80 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	120 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	0.1 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	0.1 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 12 yrs / 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	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	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, Switzerland scores above the EU average for all legislation surveyed, except drink-driving legislation. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Switzerland is lower than the European average.

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

	Switzerland	European average
Speed legislation	7	6.8
Drink-driving legislation	6	7
Seatbelt legislation	8	7
Child restraint system legislation	7	7
Motorcycle helmet legislation	9	8

Figure 18. 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)

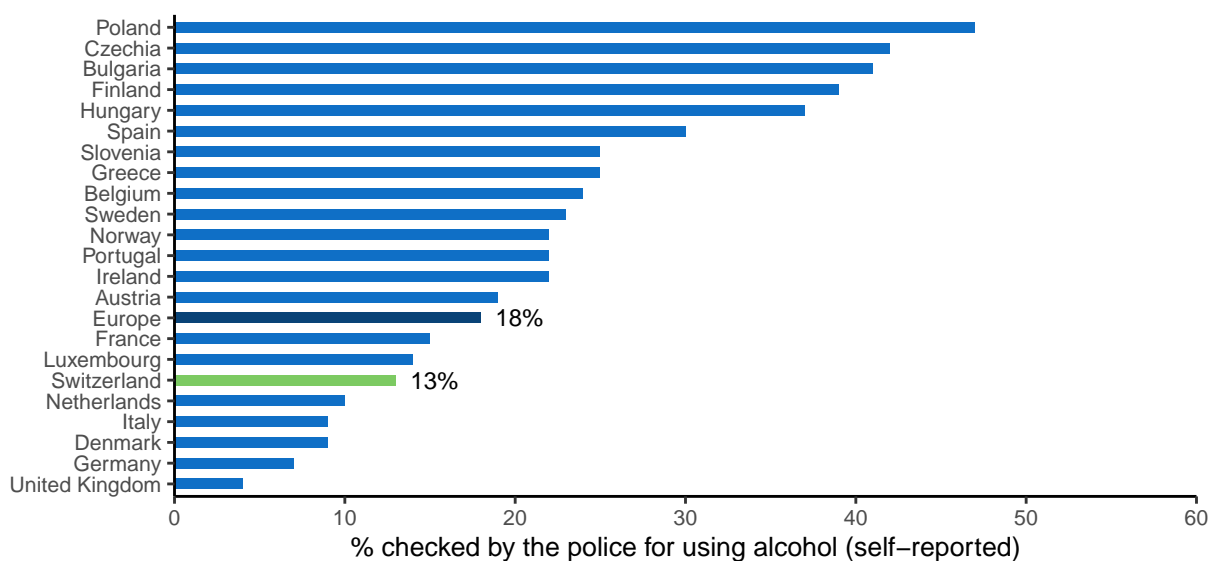
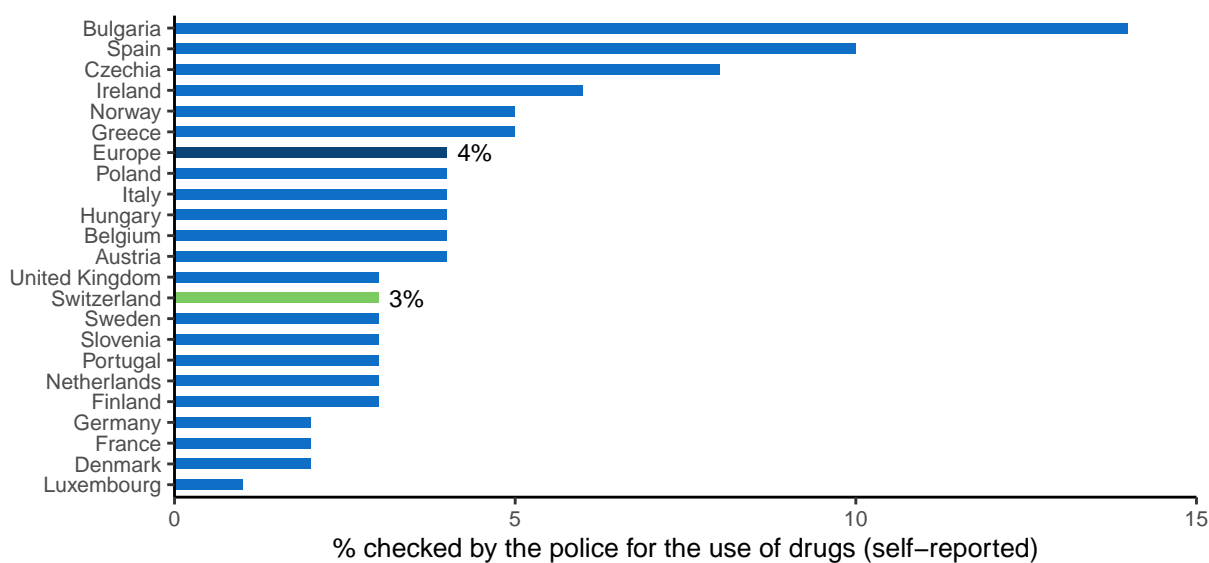


Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Switzerland	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	No	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 21. Policy related to post-crash care. Source: WHO (2018)

	Switzerland	EU countries
Trauma registry	National	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	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Switzerland is above the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is above that of the European Union and the unemployment rate is lower.

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	Switzerland	European Union
Population-related data (2021)		
Population (2021)	8670300	447218763
Population density (inhabitants/km ²)	210	106
% Children (0-14)	15%	15%
% Adults (15-64)	66%	64%
% Elderly (65+)	19%	21%
Urbanization (2020)		
% living in cities	30%	39%
% living in suburbs and towns	52%	34%
% living in rural areas	18%	28%
Economic data		
GDP per capita (EUR, 2021)	79248.7	32438.4
Unemployment rate (2021)	5%	7%
% GDP dedicated to road spending (2019)	1%	0.6%

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	Federal Department of the Environment, Transport, Energy and Communication
	Federal Roads Office
	Federal Office of Transport
	Canton Transportation Administrations
Monitoring of the road safety development	Federal Roads Office
	Cantonal and communal offices dedicated to road safety
Improvements in road infrastructure	Federal Department of the Environment, Transport, Energy and Communication
	Federal Roads Office
	Cantonal and communal civil engineering offices
Improvement in vehicles	Federal Roads Office
Improvement in road user education	Cantonal Road Traffic Offices (Strassenverkehrsämter)
	Swiss Council for Accident Prevention
Publicity campaigns	Federal Roads Office
	Road Safety Fund (FVS)
	Swiss Council for Accident Prevention
Enforcement of traffic laws	Federal Department of Justice and Police
	Cantonal Police
	Regional Police
Other relevant actors	Automobile and Bike Clubs
	Private Initiatives and Foundations

5.3 Attitudes

Table 24. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Switzerland	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	9%	12%	17/22
I will do my best to respect speed limits in the next 30 days	71%	71%	16/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	18/22
I will do my best not to drive after drinking alcohol in the next 30 days	78%	76%	11/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	8/22
I often check my messages on the mobile phone while driving	3%	4%	12/22
I will do my best not to use my mobile phone while driving in the next 30 days	79%	74%	4/22

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.