European Commission

Country Profile

# Luxembourg

Mobility and Transport

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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# Contents

# 1. Highlights

**Road Safety Outcomes**

- In 2021, 24 people were killed and 267 people were seriously injured in road crashes in Luxembourg.
- In terms of mortality rate, Luxembourg ranks 8th out of 27 EU member countries and the rate is lower than the EU average. This is also the case for risk in terms of fatalities per vehicle population where the country ranks 8th and with a rate that is 35% lower than the EU average.
- Luxembourg recorded significant reductions in fatalities and serious injuries over the period 2012-2021, with higher reduction of seriously injured pedestrians.

**Road Safety Performance Indicators**

- Self-reported drink-driving is much higher than the EU average.
- The passenger car fleet is considerably younger than the EU average.

**Road Safety Policy Measures & Country Characteristics**

- Luxembourg has a 0.2g/L limit for drink-driving for novice and professional drivers. The drink driving limits are the same as for the most of the EU.
- Motorway density in Luxembourg is very high compared to the EU average.
- Luxembourg's GDP per capita is the highest in EU.

# 2. Road Safety Outcomes

## 2.1 Road Safety Trends

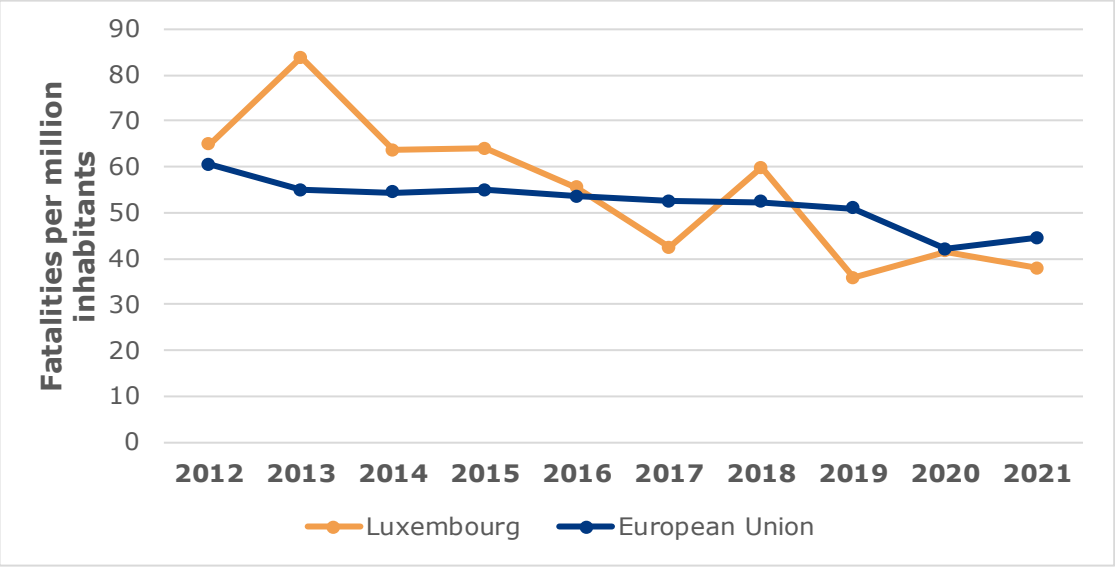
In Luxembourg, 24 people were killed and 267 people were seriously injured in road crashes in 2021[a]. Over the period 2012-2021 the number of fatalities in Luxembourg decreased by almost 30%, which is higher than the reduction in the European Union (25%). The number of serious injuries also showed a significant decrease over the same period (21%).

In terms of mortality rates, 38 road fatalities per million inhabitants were recorded, which is below the EU average of 45.

**Table 1.** Number of fatalities and serious injuries, 2012 and 2021

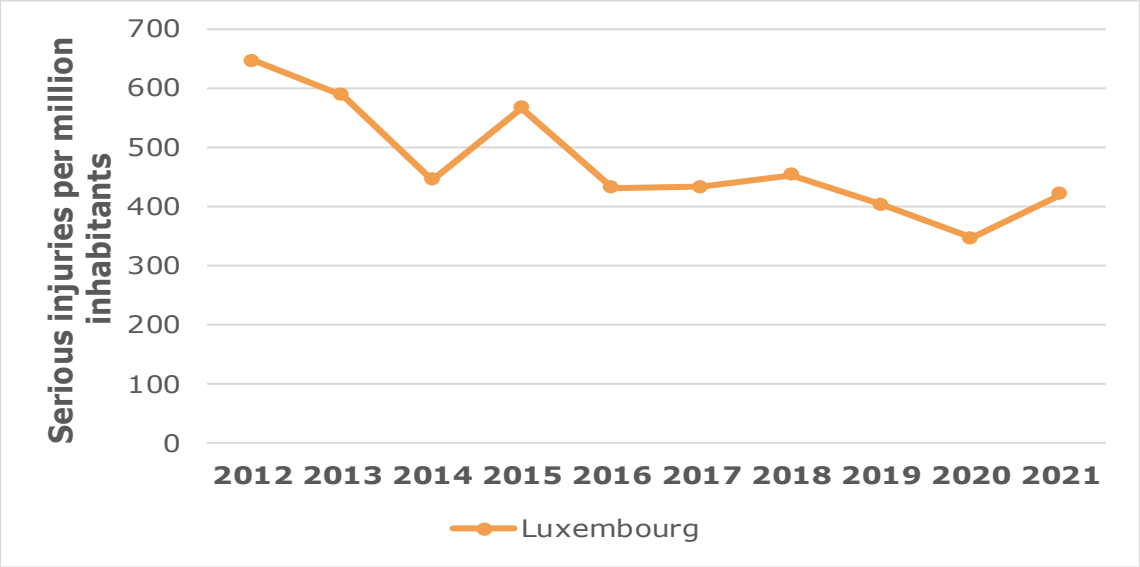
| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Fatalities | 34 | 24 | -29% | -25% |
| Serious Injuries | 339 | 267 | -21% | - |

**Figure 1.** Mortality rate development, 2012 – 2021



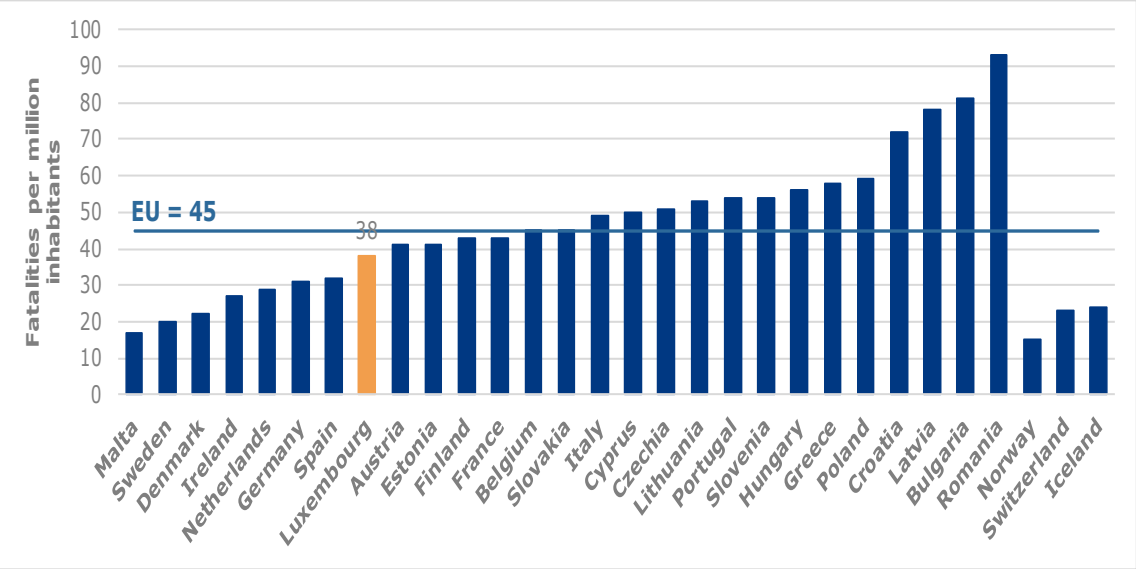

[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

**Figure 2.** Evolution of serious injuries per million inhabitants, 2012 – 2021



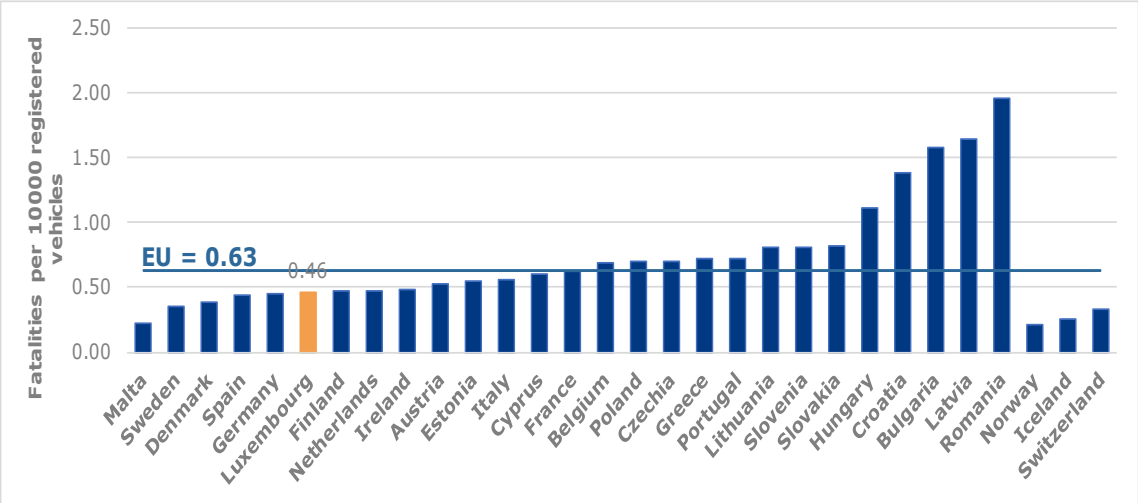

## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2021




Taking into account the number of vehicles, Luxembourg performed better than the EU average. The rate of 0.46 fatalities per 10,000 registered vehicles in Luxembourg is lower than the EU average of 0.63.

**Figure 4.** Fatalities per thousand registered vehicles, 2021




## 2.3 Transport Mode

In 2021[b], car occupants accounted for more than 60% of road fatalities in Luxembourg. This percentage is higher than that observed in the EU as a whole (45%). Passenger cars also account for a larger proportion of the vehicle population in Luxembourg than is the case in the EU as a whole (84% vs 78%)

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries in Luxembourg for almost all transport modes. Concerning serious injuries, the highest decrease was recorded for pedestrians and car occupants (50% and 37% respectively).

Also, the number of fatalities in single vehicle crashes decreased more than in the European Union.

[b] 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, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Bus/coach occupants | 0 | 0 | - | 26% |
| Car occupants | 22 | 15 | -32% | -28% |
| Cyclists | 0 | 0 | - | -12% |
| Heavy goods vehicles | 0 | 0 | - | -11% |
| Lorries, under 3.5t | 1 | 1 | - | -14% |
| Other/unknown | 0 | 0 | - | -13% |
| Pedestrians | 6 | 5 | - | -34% |
| Powered two-wheelers | 5 | 3 | - | -18% |
| Total | 34 | 24 | -29% | -25% |

**Figure 5.** Distribution of road fatalities by transport mode, 2021

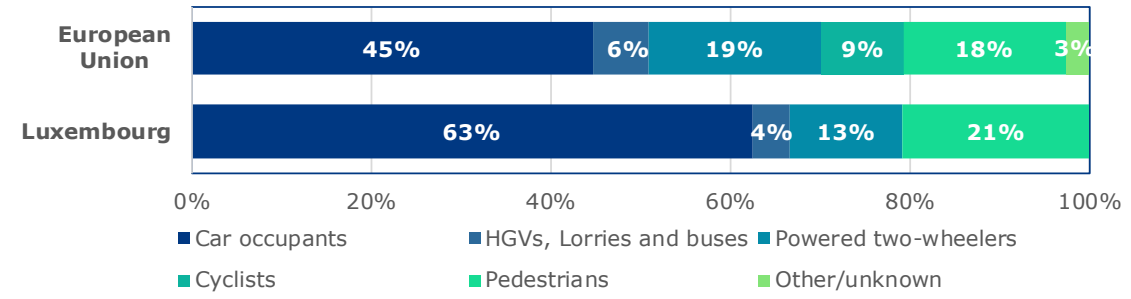



**Table 3:** Number of serious injuries by transport mode, 2012 and 2021

| | 2012 | 2021 | Trend |
|---|---|---|---|
| Bus/coach occupants | 0 | 4 | - |
| Car occupants | 187 | 118 | -37% |
| Cyclists | 20 | 27 | +35% |
| Heavy goods vehicles | 1 | 4 | - |
| Lorries, under 3.5t | 7 | 9 | - |
| Other/unknown | 2 | 5 | - |
| Pedestrians | 64 | 32 | -50% |
| Powered two-wheelers | 58 | 68 | +17% |
| Total | 339 | 267 | -21% |

**Table 4:** Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Crashes involving buses or coaches | 0 | 1 | - | -47% |
| Crashes involving cars | 5 | 3 | - | -29% |
| Crashes involving lorries or heavy goods vehicles | 1 | 1 | - | -15% |

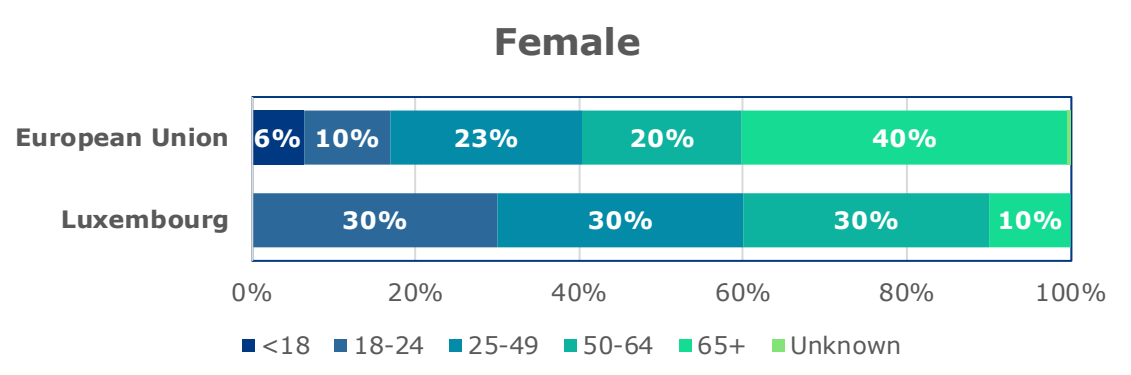
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Bus/coach occupants | / | 0 | - | +47% |
| Car occupants | 13 | 7 | -46% | -28% |
| Cyclists | 0 | 0 | - | +37% |
| Heavy goods vehicles | 0 | 0 | - | -44% |
| Lorries, under 3.5t | 0 | 1 | - | -12% |
| Other/unknown | 0 | 0 | - | -20% |
| Powered two-wheelers | 4 | 1 | - | -16% |
| Total | 17 | 9 | -47% | -23% |

## 2.4 Age and Gender

In Luxembourg, about 76% of fatalities and serious injuries in road crashes were males. The distribution of fatalities across age groups is similar for both genders. Concerning serious injuries, a much higher reduction was observed for females (44%) compared to males (9%) during the period 2012-2021.

**Figure 6.** Distribution of road fatalities by age and gender, 2021



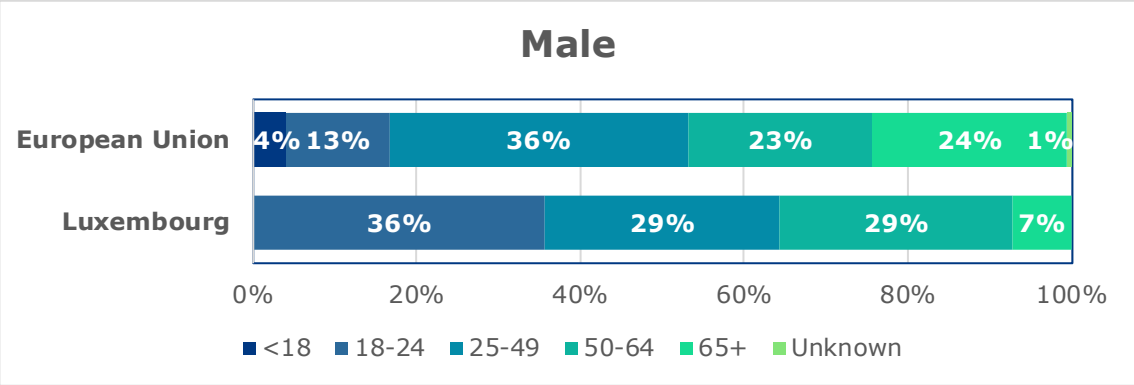



**Table 6:** Number of fatalities by age and gender, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| **Female** | | | | |
| <18 | 2 | 0 | - | -44% |
| 18-24 | 0 | 3 | - | -40% |
| 25-49 | 3 | 3 | - | -37% |
| 50-64 | 0 | 3 | - | -23% |
| 65+ | 3 | 1 | - | -25% |
| Unknown | 0 | 0 | - | -22% |
| Total | 8 | 10 | - | -31% |
| **Male** | | | | |
| <18 | 1 | 0 | - | -27% |
| 18-24 | 6 | 5 | - | -37% |
| 25-49 | 11 | 4 | - | -30% |
| 50-64 | 2 | 4 | - | -13% |
| 65+ | 6 | 1 | - | -8% |
| Unknown | 0 | 0 | - | -9% |
| Total | 26 | 14 | -46% | -23% |

**Table 7:** Number of serious injuries in by age and gender, 2012 and 2021

| | 2012 | 2021 | Trend |
|---|---|---|---|
| **Female** | | | |
| <18 | 10 | 1 | - |
| 18-24 | 26 | 14 | -46% |
| 25-49 | 43 | 22 | -49% |
| 50-64 | 17 | 19 | +12% |
| 65+ | 19 | 8 | -58% |
| Unknown | 0 | 0 | - |
| Total | 115 | 64 | -44% |

| | | | |
|---|---|---|---|
| **Male** | | | |
| <18 | 17 | 8 | -53% |
| 18-24 | 41 | 37 | -10% |
| 25-49 | 117 | 103 | -12% |
| 50-64 | 34 | 33 | -3% |
| 65+ | 14 | 22 | +57% |
| Unknown | 1 | 0 | - |
| Total | 224 | 203 | -9% |

## 2.5 Area and Road Type

The majority of road fatalities and serious injuries in Luxembourg occurred on rural roads. The share of serious injuries on urban roads is higher (41%) than the share of fatalities. Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Luxembourg.

**Table 8:** Number of fatalities by road type, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Motorway | 7 | 1 | - | -6% |
| Rural | 20 | 18 | -10% | -28% |
| Urban | 7 | 5 | - | -24% |
| Unknown | 0 | 0 | - | -48% |
| Total | 34 | 24 | -29% | -25% |

**Figure 7.** Distribution of road fatalities by road type, 2021

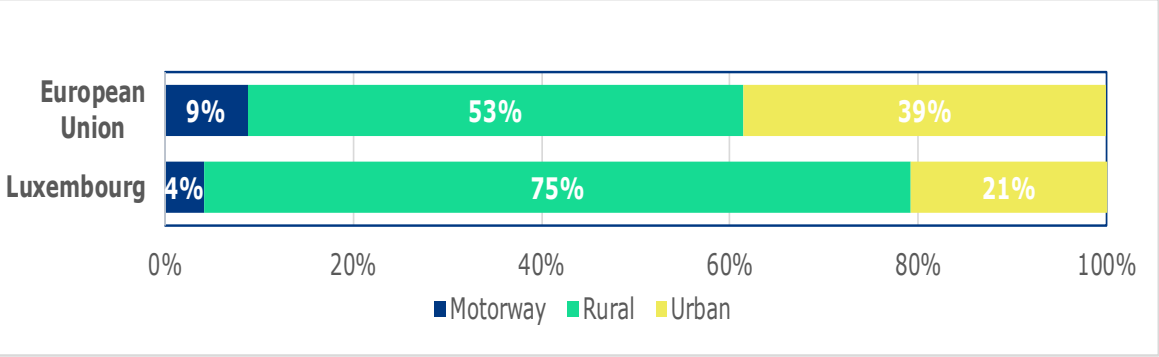
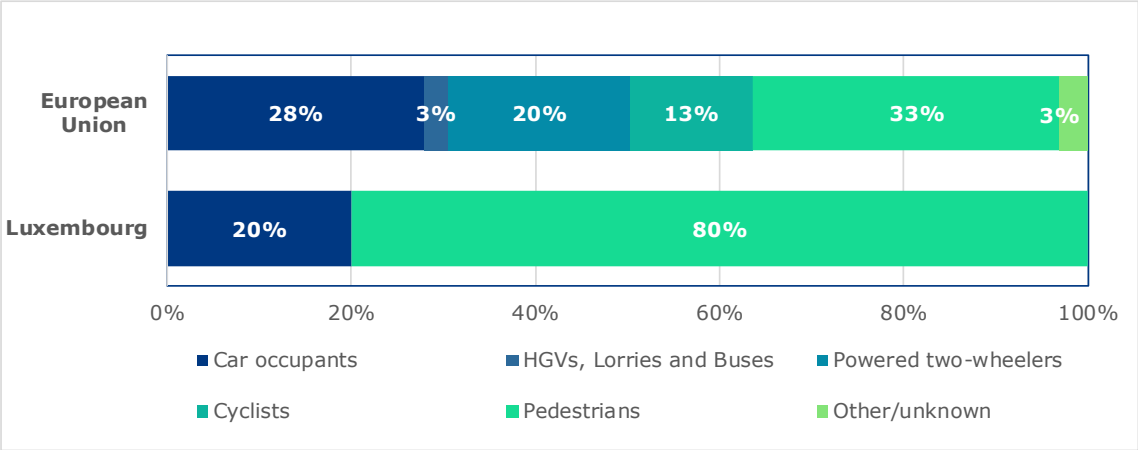


**Table 9:** Number of serious injuries by road type, 2012 and 2021

| | 2012 | 2021 | Trend |
|---|---|---|---|
| Motorway | 35 | 15 | -57% |
| Rural | 151 | 142 | -6% |
| Urban | 153 | 110 | -28% |
| Unknown | 0 | 0 | - |
| Total | 339 | 267 | -21% |

**Figure 8.** Distribution of road fatalities inside urban areas by transport mode, 2021



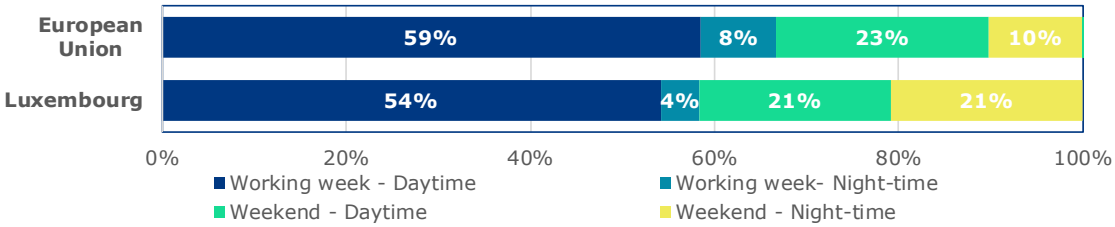

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is very similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2021, Luxembourg showed a more favourable downward trend regarding daytime fatalities (both during the week and at weekends), which is in line with the EU average.

**Table 10:** Number of fatalities by time period, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Working week - Daytime | 18 | 13 | -28% | -21% |
| Working week- Night-time | 0 | 1 | - | -30% |
| Weekend - Daytime | 12 | 5 | -58% | -25% |
| Weekend - Night-time | 4 | 5 | - | -39% |
| Unknown | 0 | 0 | - | -75% |
| Total | 34 | 24 | -29% | -25% |

**Figure 9.** Distribution of road fatalities by time period, 2021




## 2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Luxembourg and in the EU are during daylight and under dry weather conditions.

**Table 11:** Number of fatalities by lighting and weather conditions, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Lighting Conditions | | | | |
| Daylight | 21 | 9 | -57% | -17% |
| Twilight | 1 | 1 | - | -25% |
| Darkness | 12 | 14 | +17% | -33% |
| Weather Conditions | | | | |
| Dry | 24 | 18 | -25% | -24% |
| Rain | 8 | 5 | - | -28% |
| Other/Unknown | 2 | 1 | - | -25% |

# 3. Safety Performance Indicators

## 3.1 Road User Behaviour

**Table 12:** Road Safety Performance Indicators, 2022 or latest available year

| | Luxembourg | EU |
|---|---|---|
| **Speeding**[c] % of passenger cars travelling within speed limits[1] | | |
| Motorways | / | - |
| Rural Roads | / | - |
| Urban Roads | / | - |
| **Seat belt & CRS use rates (%)**[1,2] | | |
| Front | / | 93.3 |
| Rear | / | 75.5 |
| Child restraint systems | / | 67.0 |
| **Helmet use rates (%)**[1] | | |
| PTW driver | / | 97.0 |
| PTW passenger | / | 94.4 |
| Cyclist | / | 37.8 |
| **DUI of Alcohol**[3] (self-reported) | | |
| % car drivers have driven at least once in the last 30 days over the legal limit | 24.1 | 11.8 |
| **Driver Distraction**[1] | | |
| % of drivers not using hand-held mobile device/phone while driving | / | 94.8 |

Sources: [1]Baseline project, [2]ETSC (2022), [3]ESRA3 project (2024), [4]national sources

[c] An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison. Please also note that for some Safety Performance Indicators of Section 3, the EU average is based on a small number of EU Member States with available data (see Section 6.1).

## 3.2 Vehicle Safety

**Table 13:** Vehicle Safety Performance Indicators, 2019

| | Luxembourg | EU |
|---|---|---|
| % of new passenger cars rated with 4 EuroNCAP stars and above[1] | / | 83.6 |
| Average age of passenger car fleet (years)[2] | 6.7 | 11.8 |

Sources: [1]Baseline project, [2]ACEA (2022)

## 3.3 Enforcement

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

| Tickets per 1,000 population | Luxembourg | EU |
|---|---|---|
| Speeding | 391.6 | 139.7 |
| Non-use of seat-belt | 2.4 | 5.7 |
| Illegal use of mobile phone | 4.7 | 4.4 |
| Driving above legal alcohol limits | 1.7 | 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

| | Luxembourg |
|---|---|
| Timeframe | 2019-2023 |
| Lead Authority | Ministry of Mobility and Public Works- Department of Transport |
| **Targets** | |
| Fatalities | -50% |
| Serious injuries | -50% |
| Baseline Year | 2019 |
| SPIs | No targets on SPI |
| **Link** | https://transports.public.lu/dam-assets/publications/20190513-plan-d-action-securite-routiere-2019-2023.pdf |

Source: national sources

## 4.2 Traffic Laws and Regulations

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

**Table 16**: National road safety legislation

| | Luxembourg | Most common in EU |
|---|---|---|
| **Speed limits for passenger cars (km/h)** | | |
| Urban roads | 50 | 50: 26/27 |
| Rural roads | 90 | 90: 17/27 |
| Motorways | 130 | 130: 14/27 |
| **Allowed BAC levels (g/l)** | | |
| General population | 0.5 | 0.5: 19/27 |
| Novice drivers | 0.2 | 0.2: 12/27, 0.0: 9/27 |
| Professional drivers | 0.2 | 0.2: 10/27, 0.0: 9/27, 0.5: 6/27 |
| **Seatbelt requirement** | | |
| Drivers | Yes | Yes: 27/27 |
| Front Passenger | Yes | Yes: 27/27 |
| Rear Passenger | Yes | Yes: 27/27 |
| **Child restraint systems** | | |
| CRS required | Up to 17 years / 150 cm | up to 135 cm: 11/27, up to 150 cm: 11/27 |
| Children in front seats | Allowed in CRS | Allowed in CRS: 22/27 |
| Children on motorcycles | Prohibited under 12 years old | Prohibited under certain age/height: 18/27 |

| | Luxembourg | Most common in EU |
|---|---|---|
| **Helmet requirement** | | |
| 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 |
| **Mobile phone use** | | |
| Hand-held phone use allowed | No | No: 26/27 |
| Hands-free phone use allowed | Yes | Yes: 27/27 |
| **E-scooters** | | |
| Age restriction (yrs.) | Allowed from 10 years old | Not restricted: 9/27, Allowed from 14 years: 6/27 |
| Max. speed limit (km/h) | 25 | 25: 18/27 |
| Helmet required | No | Not required: 12/27 |
| Allowed on road lanes | - | Yes: 18/27 |
| Allowed on pavements | - | No: 13/27, Yes: 9/27 |
| Allowed on bicycle paths | - | 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

| | Luxembourg | Most common in EU |
|---|---|---|
| **Novice Drivers** | | |
| Accompanied driving | 17 years old | 17 years: 13/27, No: 7/27 |
| Probation period for novice drivers | 2 years | 2 years: 7/27, 3 years: 5/27 |
| **Renewal procedure** | | |
| Renewal procedure (compulsory) | Yes | Yes: 26/27 |
| Renewal interval | Every 10 years | 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

| | Luxembourg | Most common in EU |
|---|---|---|
| Audits or star rating required for new road infrastructure | Partial | Yes: 10/27, Partial:17/27 |
| Inspections / star rating of existing roads | Yes | Yes:26/27 |
| Design standards for the safety of pedestrians / cyclists | Yes | Yes:25/27 |
| Investments to upgrade high risk locations | Yes | Yes:20/27 |
| Policies & investment in urban public transport | Yes | Yes:23/27 |
| Policies promoting walking and cycling | Yes | Yes: 21/27 |

Source: WHO (2018)

# 5. Structure and Culture

## 5.1 Country Characteristics

Population density and GDP per capita in Luxembourg are above the EU average.

**Table 19**: Country Characteristics, 2021

| | Luxembourg | EU |
|---|---|---|
| **Demographics**[2] | | |
| Population (inhabitants) | 634,730 | 447,000,548 |
| Population density (inh./km²) | 516,100 | 109.0 |
| % children (0-17) | 19.1 | 18.2 |
| % adults (18-64) | 66.3 | 61.6 |
| % elderly (65+) | 14.6 | 20.3 |
| % of urban population | 92.4 | 75.2 |
| **Economic Data**[2] | | |
| GDP per capita (euro) | 112,780 | 32,560 |
| **Infrastructure**[1] | | |
| Country Area (km²) | 2,595 | 4,225,134 |
| Road network length (km) | 2,909 | 4,473,380 |
| Road density (km/km²) | 1.1 | 1.1 |
| % of motorways | 5.60 | 1.67 |
| % GDP spent to road infrastructure[3] | 0.4 | 0.4 |
| **Vehicle Fleet**[1] | | |
| Vehicles per population | 0.83 | 0.73 |
| % of passenger cars | 83.6 | 77.3 |
| % of motorcycles | 6.4 | 11.4 |
| % of HGVs | 9.6 | 11.1 |
| % of buses | 0.4 | 0.2 |
| **Exposure**[1] | | |
| Modal split of passenger transport on land (passenger-km in %): | | |
| - Passenger cars | 86.0 | 85.2 |
| - Bus/coach/Metro/Tram | 10.6 | 8.7 |
| Modal split of freight transport on land (tonne-km in %): | | |
| - Road | 85.6 | 74.6 |
| - Rail | 6.5 | 16.4 |
| **Environment**[1] | | |
| CO2 emissions from road transport (million tonnes) | 4.9 | 739.8 |
| Share of road transport emissions in total transport emissions (%) | 72.1 | 76.3 |

Sources: [1]EC (2023b), [2]Eurostat, [3]OECD (2023)

## 5.2 Structure of Road Safety Management

**Table 20**: Road Safety Management Structure

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

Source: National sources

## 5.3 Self-declared behaviour & Attitudes

**Table 21**: Self-declared behaviour and attitudes

| | Luxembourg | EU Average | Ranking among EU countries |
|---|---|---|---|
| **Risk Taking**<br>*% at least once in the past 30 days* | | | |
| - drive after drinking alcohol | 37.2 | 17.0 | 18/18 |
| - drive faster than the speed limit inside urban areas | 60.8 | 55.7 | 13/18 |
| - transport children under 150cm without using CRS | 8.2 | 17.2 | 1/18 |
| **Enforcement Perception**<br>*% of likely of being checked for* | | | |
| - drink-driving | 12.0 | 16.8 | 15/18 |
| - respecting speed limits | 28.2 | 34.4 | 15/18 |
| - using of hand-held mobile phone while driving | 11.8 | 15.0 | 13/18 |
| **Support for policy measures**<br>*% of support to a legal obligation to* | | | |
| - zero tolerance for all novice drivers | 73.9 | 76.6 | 14/18 |
| - limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares) | 30.5 | 38.3 | 12/18 |
| - requiring all cyclists to wear a helmet | 69.1 | 60.1 | 6/18 |

Source: ESRA3 project (2024)

# 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 (2021). 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: July 2023

**ACEA (2022)**
European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.
https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 24 EU countries. Date of extraction: July 2023

**Baseline project**
Information in section 3 is based on Key Performance Indicators collected within the Baseline project.
https://road-safety.transport.ec.europa.eu/statistics-and-analysis/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: July 2023

**European Commission 2023**
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
Date of extraction: July 2023

**European Commission – Statistical Pocketbook 2023 (b)**
European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2023*. Publications Office of the European Union, 2023. Date of extraction: November 2023 https://data.europa.eu/doi/10.2832/319371

**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: July 2023

**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: November 2023

**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: July 2023

**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/. Date of extraction: July 2023

## 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)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