



# European Road Safety Observatory

National Road Safety Profile - Croatia

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 237 people were killed in reported traffic accidents in Croatia.
- Croatia is 6th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Croatia shows a relatively high proportion of fatalities that occur on urban roads and fatalities that occur when it is dark. The proportion of cyclists and people aged 85 and over on the other hand, is much smaller than the EU average.
- Over the past ten years the number of fatalities in Croatia has decreased more than the EU average.

### **Road safety performance indicators**

- Croatian road infrastructure is characterized by low road density, except for the motorway network. Its quality is perceived as rather high compared to other EU countries.
- The vehicle fleet is smaller than the EU average.

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

- Enforcement of seatbelt and child restraint system legislation is less widely perceived as effective in comparison to other EU countries.

## 2 Road Safety Outcomes

### 2.1 General risk in traffic

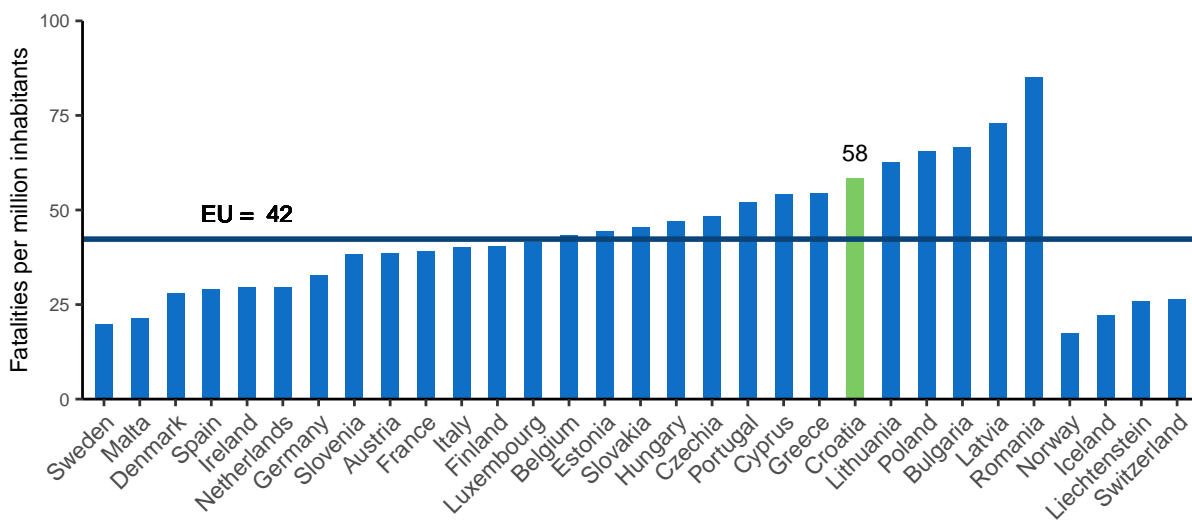
In Croatia, a total of 237 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 58 road fatalities per million inhabitants, which is well above the EU average (42). As opposed to the steady decrease in the European Union since 2001, the mortality rate in Croatia has fluctuated over this period. When the number of vehicles is taken into account, Croatia still performs worse than most EU countries with a rate of 1.16 fatalities per 10,000 registered vehicles.

Over the past ten years, the number of fatalities in Croatia has fallen by more than 40% which is more than the decrease in the European Union. The number of serious injuries in Croatia dropped by 28% over the same period. As in most EU countries, the numbers of fatalities and serious injuries have fallen between 2019 and 2020. These decreases can be related to the COVID pandemic and the associated restrictions in mobility.

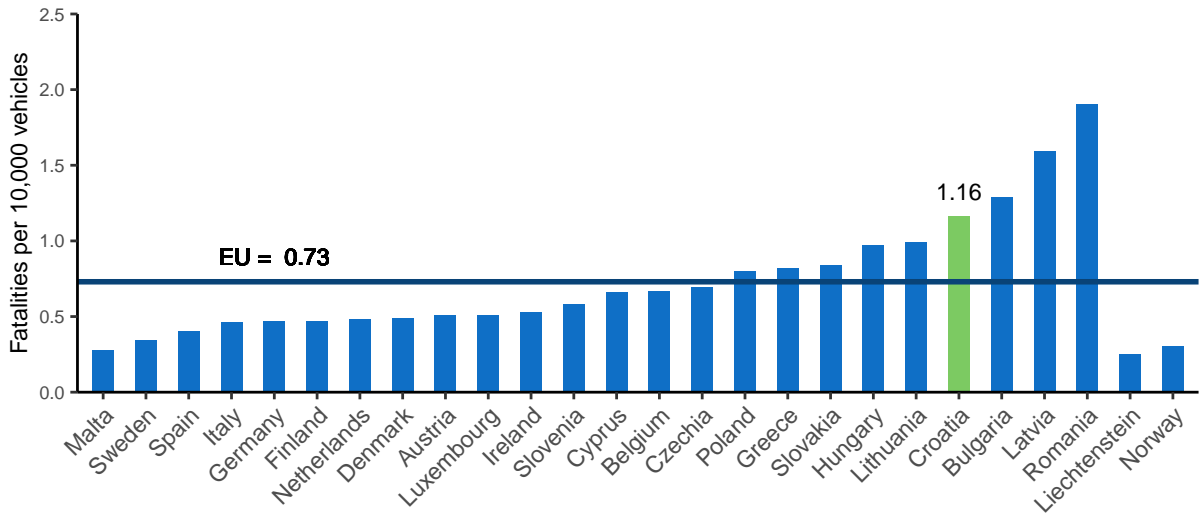
**Table 1.** Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
<b>Fatalities</b>	426	237	-44%	29611	18834	-36%
<b>Serious injuries</b>	3,184	2,295	-28%	/	/	/

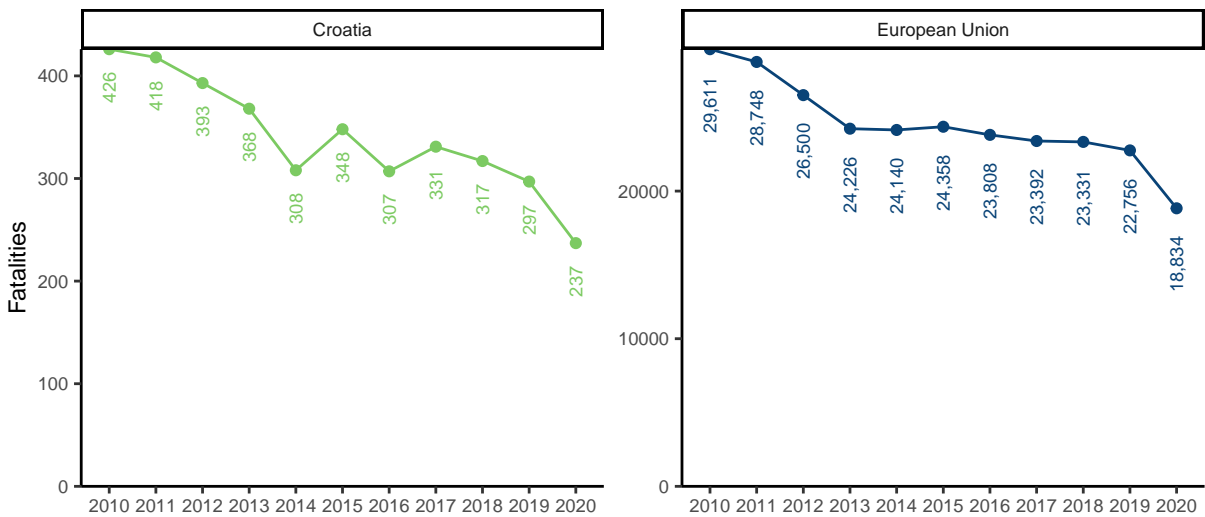
**Figure 1.** Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

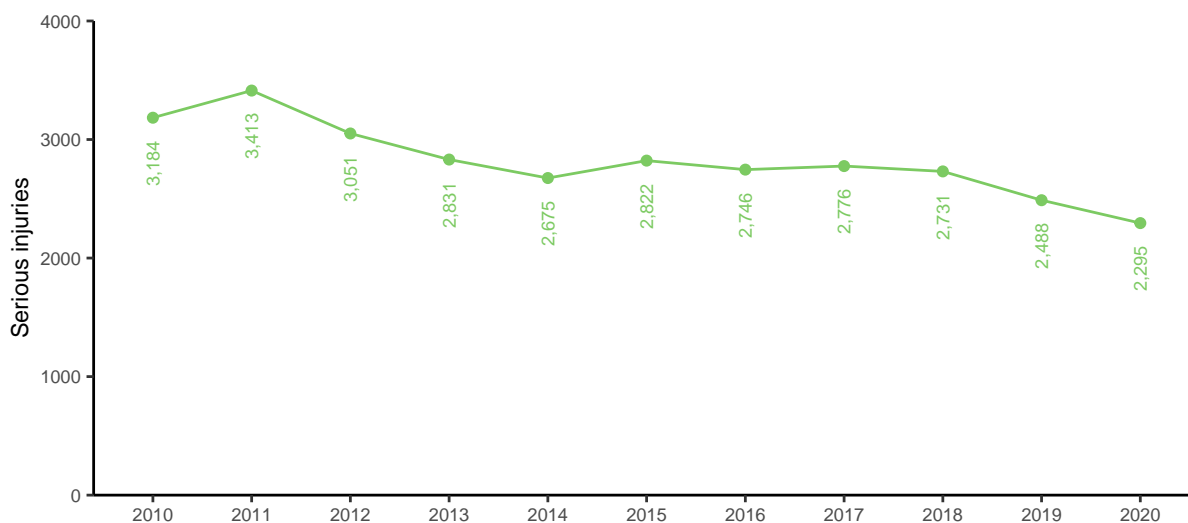
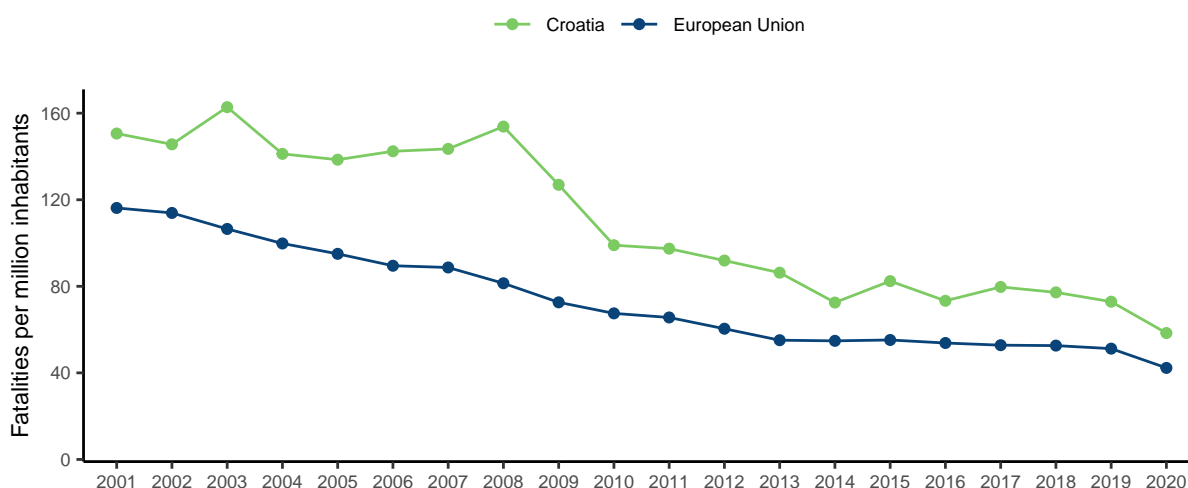


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT



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



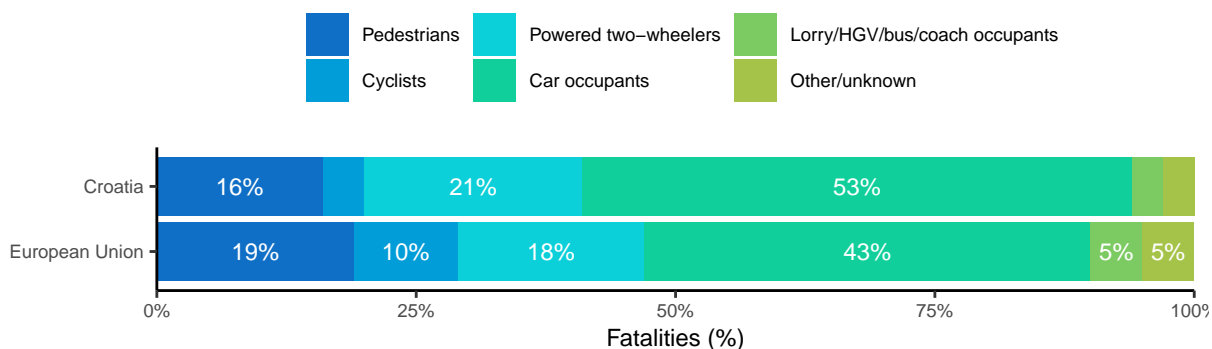
**Figure 4.** Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

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

In 2020, car occupants accounted for more than half of road traffic fatalities in Croatia. This percentage is higher than that observed in the European Union as a whole (43%). Cyclists on the other hand, represent only 4% of road fatalities, while they are 10% in the European Union. Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Croatia that were fatally injured, more than half were involved in a crash with a car, and 16% were involved in a crash with a lorry or heavy goods vehicle.

Over the past ten years there has been a decrease in the number of fatalities in Croatia for all transport modes. The number of serious injuries also dropped for all transport modes, except for occupants of heavy goods vehicles. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Croatia shows a bigger decrease than in the European Union.

<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>	83	55	-34%	5,793	4,328	-25%
<b>Cyclists</b>	26	16	-38%	2,023	1,971	-3%
<b>Powered two-wheelers</b>	77	54	-30%	5,057	3,940	-22%
<b>Car occupants</b>	202	140	-31%	13,309	9,597	-28%
<b>Lorries, under 3.5t</b>	10	5	/	898	732	-18%
<b>Heavy goods vehicles</b>	3	2	/	590	378	-36%
<b>Bus/coach occupants</b>	3	0	/	102	88	-14%
<b>Other/unknown</b>	10	11	/	1,116	837	/
<b>Total</b>	412	284	-31%	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>	539	396	-27%
<b>Cyclists</b>	322	288	-11%
<b>Powered two-wheelers</b>	818	643	-21%
<b>Car occupants</b>	1,378	1,019	-26%
<b>Lorries, under 3.5t</b>	56	47	-16%
<b>Heavy goods vehicles</b>	17	19	+12%
<b>Bus/coach occupants</b>	27	17	-37%
<b>Other/unknown</b>	58	76	/
<b>Total</b>	3,216	2,505	-22%

**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>	2	1	/	258	173	-33%
<b>Crashes involving cars</b>	83	54	-35%	5,507	4,306	-22%
<b>Crashes involving lorries or heavy goods vehicles</b>	19	15	-21%	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
<b>Pedestrians</b>	71	43	-39%	3,944	3,079	-22%
<b>Cyclists</b>	22	10	/	1,113	1,125	+1%
<b>Powered two-wheelers</b>	48	29	-40%	2,200	1,562	-29%
<b>Car occupants</b>	93	68	-27%	2,883	2,109	-27%
<b>Lorries, under 3.5t</b>	7	3	/	149	137	-8%
<b>Heavy goods vehicles</b>	1	0	/	82	36	-56%
<b>Bus/coach occupants</b>	0	0	/	24	36	+50%
<b>Other/unknown</b>	7	8	/	219	254	/
<b>Total</b>	249	160	-36%	10,803	8,406	-22%

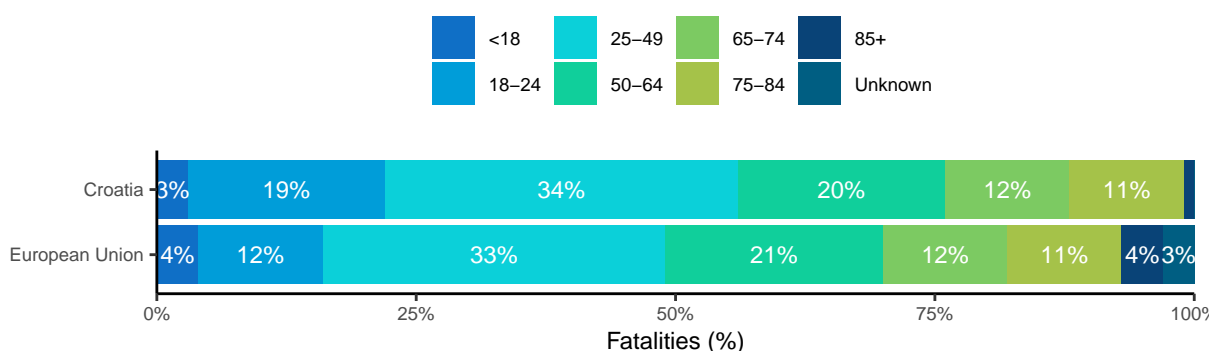
**Table 6.** Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Cyclists</b>	2	1	/	299	400	+34%
<b>Powered two-wheelers</b>	37	25	-32%	1,746	1,429	-18%
<b>Car occupants</b>	107	61	-43%	5,905	4,187	-29%
<b>Lorries, under 3.5t</b>	4	2	/	365	271	-26%
<b>Heavy goods vehicles</b>	2	0	/	241	143	-41%
<b>Bus/coach occupants</b>	3	0	/	40	33	-18%
<b>Other/unknown</b>	8	4	/	327	309	/
<b>Total</b>	163	93	-43%	8,923	6,772	-24%

## 2.3 Age

The distribution of road fatalities across age groups in Croatia is slightly different from that for the European Union. People aged 18 to 24 and older represent 19% of road fatalities, which is higher than what is seen in the European Union (12%). On the other hand, the proportion of fatalities aged 85 and older is smaller.

Over the past ten years, the trend in the number of fatalities in Croatia was downward for all age groups. While the number of fatalities for people aged 85 and older increased in the European Union, their number remained stable in Croatia.

**Figure 7.** Number of road fatalities by age group (2020). Source: CARE



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

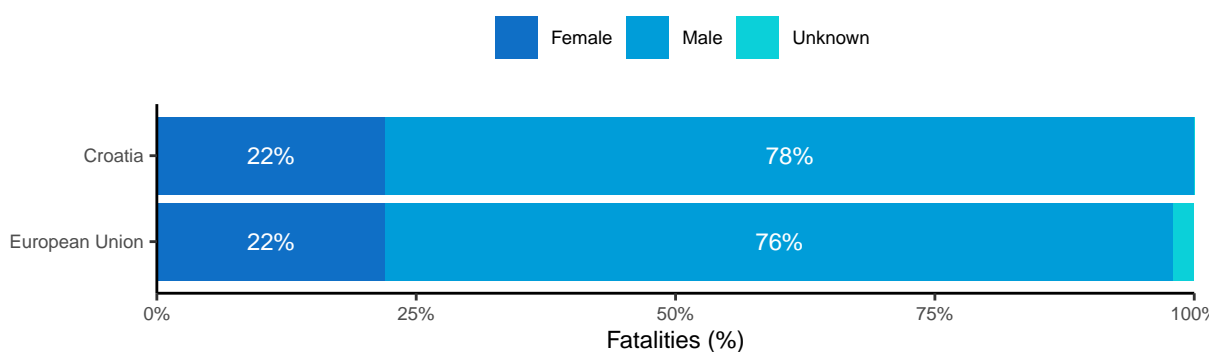
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	22	11	/	1,503	918	-39%
18-24	62	43	-31%	4,398	2,589	-41%
25-49	165	100	-39%	10,457	7,311	-30%
50-64	80	60	-25%	5,273	4,605	-13%
65-74	41	34	-17%	2,730	2,627	-4%
75-84	38	25	-34%	2,775	2,414	-13%
85+	5	5	/	882	1,075	+22%
Unknown	0	6	/	738	360	/
<b>Total</b>	<b>412</b>	<b>284</b>	<b>-31%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

**Table 8.** Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	327	196	-40%
18-24	523	380	-27%
25-49	1,305	926	-29%
50-64	640	557	-13%
65-74	242	239	-1%
75-84	156	149	-4%
85+	23	25	+9%
Unknown	0	33	/
<b>Total</b>	<b>3,216</b>	<b>2,505</b>	<b>-22%</b>

## 2.4 Gender

The high proportion of males among total road fatalities in Croatia (78%) 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 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

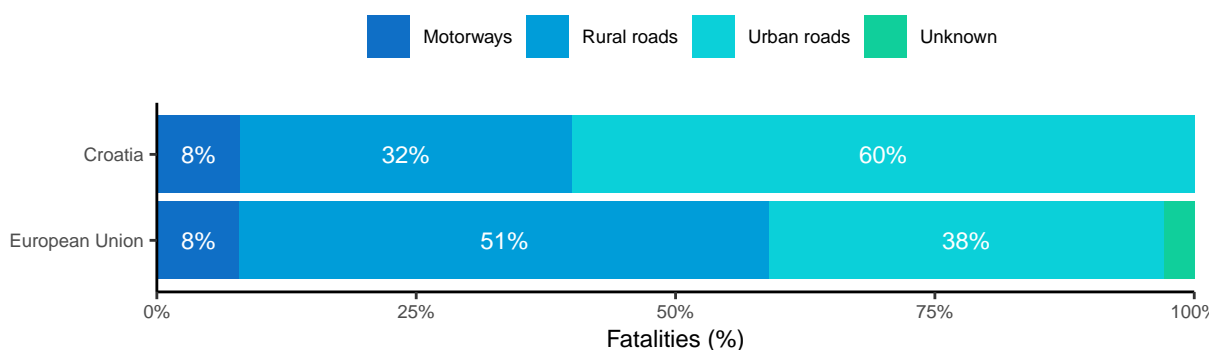
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Female</b>	85	59	-31%	6,655	4,960	-25%
<b>Male</b>	327	225	-31%	21,519	16,659	-23%
<b>Unknown</b>	0	0	/	1,310	254	/
<b>Total</b>	<b>412</b>	<b>284</b>	<b>-31%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

**Table 10.** Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Female</b>	1,008	768	-24%
<b>Male</b>	2,208	1,737	-21%
<b>Unknown</b>	0	0	/
<b>Total</b>	3,216	2,505	-22%

## 2.5 Area<sup>2</sup>

Contrary to the EU average, the majority of road fatalities in Croatia occurred on urban roads (60%). The percentage of fatalities that occur on rural roads in Croatia (32%) is much smaller than the EU average (51%). Over the past ten years, the number of fatalities and serious injuries decreased for all road types in Croatia.

**Figure 9.** Number of road fatalities by road type (2020). Source: CARE**Table 11.** 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>	33	22	-33%	2,072	1,812	-13%
<b>Rural</b>	131	102	-22%	15,280	11,430	-25%
<b>Urban</b>	249	160	-36%	10,803	8,406	-22%
<b>Unknown</b>	/	/	/	908	543	/
<b>Total</b>	412	284	-31%	28,286	21,640	-23%

**Table 12.** Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Motorway</b>	132	91	-31%
<b>Rural</b>	750	594	-21%
<b>Urban</b>	2334	1819	-22%
<b>Unknown</b>	/	/	/
<b>Total</b>	3216	2505	-22%

## 2.6 Time<sup>3</sup>

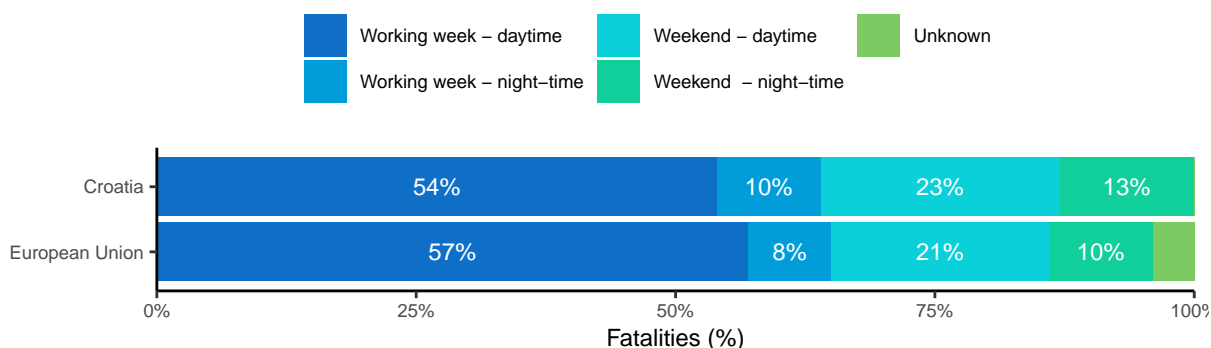
The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the night-

<sup>2</sup>In Croatia, urban areas are defined as areas where rows or groups of buildings/houses are located on one or both sides of the road and whose boundaries are marked with traffic signs of populated area.

<sup>3</sup>For more details about the time periods used in this subsection, please see section 6.2 Definitions.

time during the working week. Croatia shows a more favourable downward trend regarding night-time fatalities during weekends, which is in line with the EU average.

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



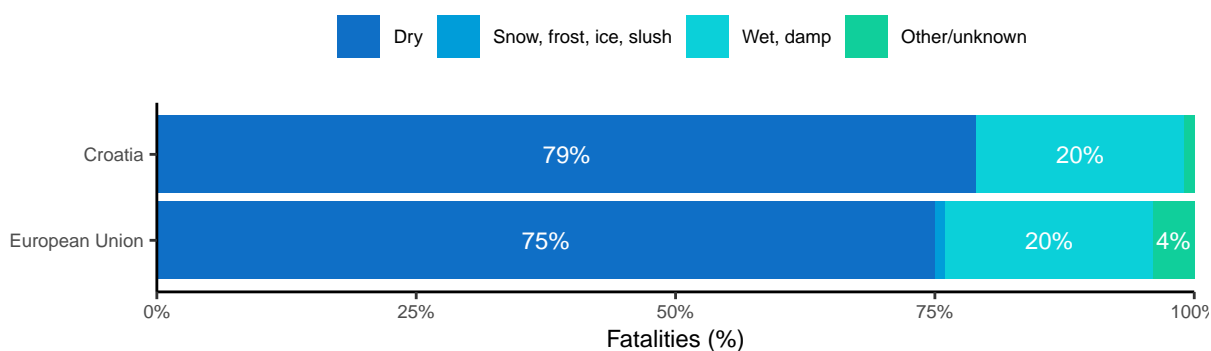
**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Working week - daytime</b>	205	149	-27%	15,495	12,506	-19%
<b>Working week - night-time</b>	40	28	-30%	2,573	1,848	-28%
<b>Weekend - daytime</b>	94	67	-29%	6,383	4,974	-22%
<b>Weekend - night-time</b>	74	39	-47%	3,549	2,327	-34%
<b>Unknown</b>	/	/	/	4,226	562	/
<b>Total</b>	412	284	-31%	28,286	21,640	-23%

## 2.7 Road conditions

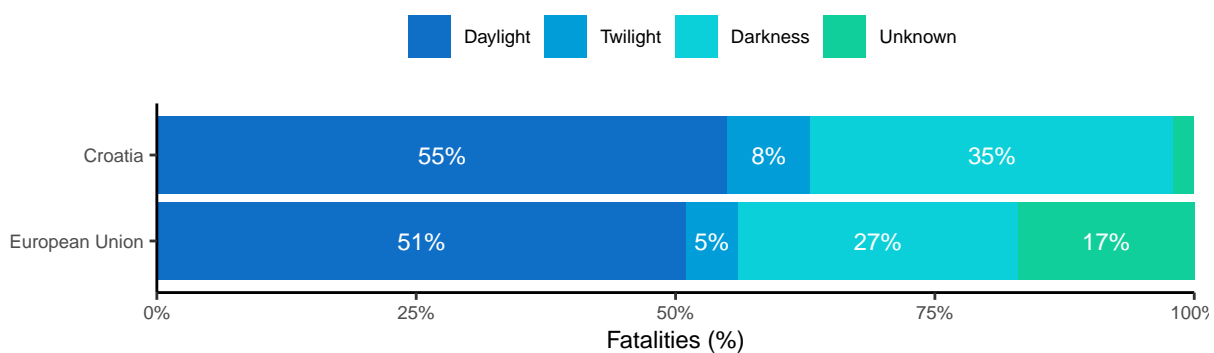
The majority of road fatalities occur on dry roads. This is the case for Croatia, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

**Figure 11.** Number of road fatalities by surface conditions (2020). Source: CARE



**Table 14.** 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>	311	221	-29%	21,101	16,582	-21%
<b>Snow, frost, ice, slush</b>	6	3	/	988	362	-63%
<b>Wet, damp</b>	87	57	-34%	5,638	4,328	-23%
<b>Other/unknown</b>	7	3	/	2,486	580	/
<b>Total</b>	412	284	-31%	28,286	21,640	-23%

**Figure 12.** Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** 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>	175	114	-35%	8,922	6,275	-30%
<b>Daylight</b>	218	155	-29%	13,717	11,235	-18%
<b>Twilight</b>	19	14	/	1,499	1,156	-23%
<b>Unknown</b>	/	2	/	5,326	3,729	/
<b>Total</b>	412	284	-31%	28,286	21,640	-23%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

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

#### 3.2 Infrastructure

The overall road network in Croatia shows relatively low road density in comparison with the EU average. Motorway density is somewhat higher compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Croatia, a score of 5.6 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

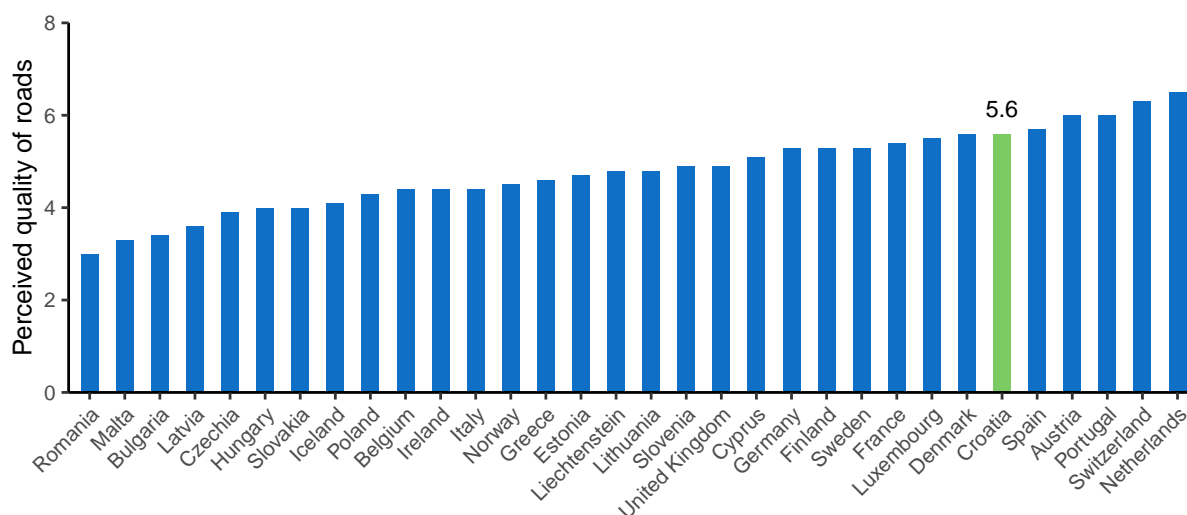
##### 3.2.1 Road density

**Table 16.** Road density. Source: EUROSTAT (2020)

	Croatia	European Union
<b>Motorways</b>	23 km road/1000 km <sup>2</sup>	15 km road/1000 km <sup>2</sup>
<b>Total</b>	473 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)



#### 3.3 Vehicle fleet

The size of the Croatian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Croatian passenger cars appear to be older than the EU average, with over 60% passenger cars over 10 years.

**Table 17.** Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Croatia	European Union
<b>All vehicles (except trailers and motorcycles)</b>	49	64
<b>Total utility vehicles</b>	5	9
<b>Lorries</b>	5	7
<b>Road tractors</b>	0	1
<b>Trailers and semi-trailers</b>	1	4
<b>Motorcycles</b>	2	6
<b>Passenger cars</b>	43	56
<b>Motor coaches, buses and trolley buses</b>	0	0
<b>Special vehicles</b>	0	1

**Table 18.** Age of registered passenger cars. Source: EUROSTAT (2020)

	Croatia	European Union
<b>Percentage of total number of passenger cars</b>		
<b>Less than 2 years</b>	7%	11%
<b>From 2 to 5 years</b>	10%	15%
<b>From 5 to 10 years</b>	19%	20%
<b>From 10 to 20 years</b>	50%	41%
<b>Over 20 years</b>	13%	12%

## 4 Road safety policy and measures

### 4.1 Legislation

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

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

	Croatia	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	0.5 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 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 135 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	Prohibited under 150 cm	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	Yes	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, Croatia scores above the EU average for all legislation surveyed, except seatbelt and child restraint system legislation.

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

	Croatia	European average
<b>Speed legislation</b>	7	6.8
<b>Drink-driving legislation</b>	8	7
<b>Seatbelt legislation</b>	6	7
<b>Child restraint system legislation</b>	5	7
<b>Motorcycle helmet legislation</b>	9	8

### 4.3 Road infrastructure

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

	Croatia	EU countries
<b>Audits or star rating required for new road infrastructure</b>	Partial	Yes: 10 Partial: 17
<b>Inspections / star rating of existing roads</b>	Yes	Yes: 26 No: 1
<b>Design standards for the safety of pedestrians / cyclists</b>	Yes	Yes: 25 Partial: 2 No: 0
<b>Investments to upgrade high risk locations</b>	Yes	Yes: 21 No: 6
<b>Policies &amp; investment in urban public transport</b>	Yes	Yes: 24 No: 3
<b>Policies promoting walking and cycling</b>	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

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

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



## 5 Structure and culture

### 5.1 Country characteristics

Population density in Croatia is lower than the EU average. Its GDP per capita is below that of the European Union and the percentage of GDP that is dedicated to road spending is higher than the EU average (1.4%).

**Table 23.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Croatia
<b>Population-related data (2021)</b>		
Population (2021)	447218763	4036355
Population density (inhabitants/km <sup>2</sup> )	106	71
% Children (0-14)	15%	14%
% Adults (15-64)	64%	64%
% Elderly (65+)	21%	21%
<b>Urbanization (2021)</b>		
% living in cities	39%	32%
% living in suburbs and towns	35%	32%
% living in rural areas	26%	36%
<b>Economic data</b>		
GDP per capita (EUR, 2021)	32438.4	14171.1
Unemployment rate (2021)	7%	8%
% GDP dedicated to road spending (2020)	0.7%	1.4%

## 5.2 Structure of road safety management

**Table 24.** Road safety management structure. Source: National sources

Key functions	Key actors
<b>Formulation of national road safety strategy</b>	Ministry of the Interior
	Ministry of Sea, Transport and Infrastructure
	Ministry of Justice
	Ministry of Science and Education
	Ministry of Health
	Croatian Insurance Bureau
	Faculty of Transport and Traffic Science
	Croatian Auto Club (HAK)
	Centre for Croatian vehicles
	Croatian motorways
<b>Monitoring of the road safety development</b>	Croatian Roads
	Ministry of the Interior
<b>Improvements in road infrastructure</b>	Croatian motorways
	Croatian Roads d.o.o
	Ministry of Sea, Transport and Infrastructure
	Local administration
<b>Improvement in vehicles</b>	Croatian autoclub (HAK)
	State Office for Metrology
	Centre for Croatian vehicles
	Ministry of the Interior
<b>Improvement in road user education</b>	Ministry of Sea, Transport and Infrastructure
	Professional Driving Schools
	Ministry of Science and Education
	Croatian Autoclub (HAK)
	Ministry of the Interior
<b>Publicity campaigns</b>	NGO's
	Croatian Radio television
	Others
	Police
<b>Enforcement of traffic laws</b>	Ministry of the Interior
	Court system

**Table 25.** National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	<a href="https://narodne-novine.nn.hr/clanci/sluzbeni/2021_07_86_1588.html">https://narodne-novine.nn.hr/clanci/sluzbeni/2021_07_86_1588.html</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.