European Commission

European Road Safety Observatory
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Road Safety Country Overview

Finland

Transport

Structure and Culture

Basic Data

Table 1: Basic data of Finland in relation to the EU average

Basic data of Finland	EU average
- Population: 5,48 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 338.419 km^2 (2015)[2]	159.678 km^2 (2015)
(10,15% water) (2015)[4]	2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): -1,3°C	5,1°C
- Average summer temperature (May to Oct.): 12,5°C	16,6°C
- Annual precipitation level: 641,6 mm	691,5mm
- Exposure: 55.145 million vehicle km (2015) [1]	168.260 million vehicle km (2015)
- 0,49 vehicles per person (2015) [2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

Finland has a low population density, with most people living inside urban areas.

Country characteristics

Table 2: Characteristics of Finland in comparison to the EU average

Characteristics of Finland	EU average
- Population density: 18 inhabitants/km^2 (2015) [2]	114 inhabitants/km^2 (2015)
- Population composition (2015) [2]	
16,4% children (0-14 years)	15,6% children
63,7% adults (15-64 years)	65,6% adults
19,9% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €38.180 (2015) [2]	€26.198 (2015)
- 84,5% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: mostly low, flat to rolling plains interspersed with lakes and low hills	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

The responsibility of road safety is under the Ministry of Transport and Communications.

Structure of road safety management

In Finland, responsibility for road safety is decentralized at 3 levels: national, regional and local level.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Finland

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport and Communications - Consultative Committee on Road Safety: to assist the Ministry of Transport and Communications in the planning and implementation of the road safety policy - Traffic Planning Departments (Provincial State Offices): set road safety goals for each province - The State Provincial Offices: coordination of road - safety work of municipalities (via the Provincial Traffic Safety Committees)
2. Monitoring of the RS development in the country	- Consultative Committee on Road Safety
3. Improvements in road infrastructure	- The Finnish Road Administration (FinnRa) - Municipalities: local roads
4. Vehicle improvement	- Finnish Transport Safety Agency (TRAFI): The Vehicular and Driver Data Register contains information on the technical specifications, identity, inspection and approval, and purpose of use of vehicles, as well as information on driving licenses, driving rights, and driver's examinations
5. Improvement in road user education	- Finnish Transport Safety Agency (TRAFI) - Liikenneturva (Finnish Road Safety Council)
6. Publicity campaigns	- Police - Liikenneturva (Finnish Road Safety Council)
7. Enforcement of road traffic laws	- Police
8. Other relevant actors	- Automobile Club of Finland - Research: Technical Research Centre of Finland, University of Helsinki

Sources: national sources

Road Safety Country Overview - FINLAND

Attitudes towards risk taking

- Drivers in Finland are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is lower than the ESRA-average.

Drivers in Finland are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

Table 4: Road safety attitudes and behaviour of drivers

	Finland	ESRA average
Self-reported driving behaviour	**% of drivers that show behaviour at least once**	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	78%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	75%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	86%	68%
Supporting stricter legislation	**% of drivers that disagree with the following**	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: **The penalties are too severe: for speeding**	66%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: **The penalties are too severe: alcohol**	95%	87%
Do you support the following measure?: **Zero tolerance for alcohol (0,0‰) for all drivers**	50%	41%
Perceived probability of being checked	**% of drivers with answers in following categories**	
In the past 12 months, have you been stopped by the police for a check? **(once or more)**	34%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (**Very (big) chance)**	34%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? **(once or more)**	38%	19%

Source: ESRA 2016

Legend
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

A new resolution on road safety was approved by the Government on 15 December 2016.

Programmes and measures

National strategic plans and targets

- A new resolution on road safety was approved by the Government on 15 December 2016. The long-term vision of the resolution is that no-one would be killed or seriously injured on the road.
- Targets:

Table 5: Road safety targets for Finland

Year	Fatalities	Injuries
2020	Max. 137 fatalities or 24 fatalities/ million population	Max. 5.750
2025	Max. 100 fatalities	

Source: IRTAD, 2017

- Priority topics: Measures are outlined promoting road safety related to:
  - drivers
  - vehicles
  - roads
  - increasing automation and digital use in transport

(Sources: IRTAD, 2017)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Finland

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	100/80
Motorways	100/120

Source: EC DG-Move, 2017

Special rules:
- Urban areas: 30, 40 or 60 km/h on a large share of streets.
- Rural roads: 80 km/h during winter or if no speed limit signs exist. 60-80 km/h at intersections or where bad road geometry or high traffic volume.
- Motorways: 100 km/h near cities. A large share of motorways have variable speed limits.

(Source: IRTAD, 2017)

- Guidelines and strategic plans for infrastructure are available in Finland.

Road safety audits and inspections are obligatory for infrastructure management in Finland.

Table 7: Obligatory parts of infrastructure management in Finland and other EU countries

Obligatory parts in Finland:	EU countries with obligation
Safety impact assessment: -	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: -	74%

Sources: DG-TREN, 2010; national sources

- Recent infrastructural actions have been addressing: no information

Traffic laws and regulations

Table 8: Description of the regulations in Finland in relation to the most common regulations in other EU countries

Regulations in Finland [1]	Most common in EU (% of countries)
Allowed BAC[1] levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,5‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,5‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: recommended	Not obligatory (46%)
- Daytime running lights are mandatory.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move 2017; [2] WHO, 2013

Drink-driving limits are higher in Finland than the most common limits in the EU.

[1] Blood Alcohol Concentration

Enforcement

Effectiveness of enforcement is above or at the EU average.

Table 9: Effectiveness of enforcement effort in Finland according to an international respondent consensus (scale = 0-10)

Issue	Score for Finland	Most common in EU (% of countries)
Speed legislation enforcement	8	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	9	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	9	8 (43%)

Source: WHO, 2015

Road User Education and Training

Table 10: Road user education and training in Finland compared to the situation in other EU countries

Education and training in Finland	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: not available	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 years for A1 category; 18 years for A2 category; 20/24 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 21 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] ETSC 2011; [3] national sources

Public Campaigns

Road safety education, driving licences thresholds and public campaigns are similar as in the majority of the EU countries.

Table 11: Public campaigns in Finland compared to the situation in other EU countries

Campaigns in Finland	Most common issues in EU (% of countries)
Organisation:	
- Central Organisation for Traffic Safety in Finland (Liikenneturva)	
- The police	
Main themes:	
- Drink-driving	
- Seat-belt	Drink-driving (96%)
- Speeding	Speeding (86%)
- Young driver offences	Seat-belt (79%)
- Driver responsibilities	

Sources: IRTAD, 2015; national sources

Except for motorcycles, mandatory vehicle inspection periods are similar to the most common periods in the EU.

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Finland, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: every 12 months	Every 12 months (39%)
Motorcycles: not submitted to checks	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

The amount of speed tickets per population has increased over time in Finland and has reached the EU average.

Table 13: Number of speed tickets per population in Finland versus the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	38	93	10,5%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Finland compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	37% in summer 59% in winter*	37% in summer 60% in winter	0% in summer 0,2% in winter	n/a
Rural roads	54%	51%**	-0,9%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015
*Data from 2005
**Data from 2010

Table 15: Mean speed per road type in Finland compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	101 km/h	108 km/h	0,8%	n/a
Rural roads	98,7 km/h	97 km/h*	-0,4%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015
*Data from 2008

Alcohol

The amount of drink-driving tests in 2015 was higher than the EU average.

Table 16: Road side surveys for drink-driving in Finland compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	318	279	-1,4%	209,2
% tested over the limit	1,6%	1,0%	-5,1%	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Vehicles

The vehicle fleet in Finland is older than the EU average, but the occupant protection score is the best in the EU.

Table 17: State of the vehicle fleet in Finland compared to the EU average

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 6,6%	<2 years: 10,5%
- 2 to 5 years: 11,0%	2 to 5 years: 12,5%
- 5 to 10 years: 21,0%	6 to 10 years: 26,0%
- > 10 years: 61,4%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 66,6%	5 stars: 52,5%
- 4 stars: 2,3%	4 stars: 4,5%
- 3 stars: 1,1%	3 stars: 2,9%
- 2 stars: 0,2%	2 stars 0,5%
- not tested: 29,8%	not tested: 39,6%[2]

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Seat-belt wearing rates are higher than the EU average; helmet-wearing rates for cyclists are also high in Finland.

Table 18: Protective system use in Finland versus the average in EU

Protective systems	EU average[3]
Daytime seat-belt wearing in cars and vans (2015):	(2016)
- 95% front	not available
- 95% driver	91,6% driver
- 95% front passenger	92,4% front passenger
- 85% rear (2016)	70,9% rear
- no information on child restraints	not available
Helmet use (2015):	
- no information on % motorcycle and moped riders	not available
- 43% cyclists	

Sources: IRTAD, 2017

[2] Based on data of 25 EU countries (excl. HR, LU and MT).
[3] Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

Road Safety Outcomes

General positioning

The fatality rate of Finland is a bit lower than the EU average (around 49 fatalities per million population in 2015). From 2001 to 2015 the Finish fatality rate and the EU average rate have shown similar developments.

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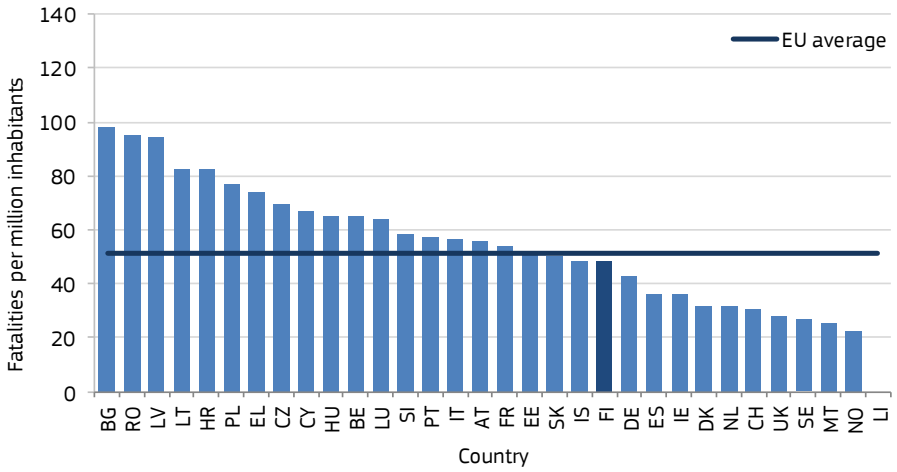
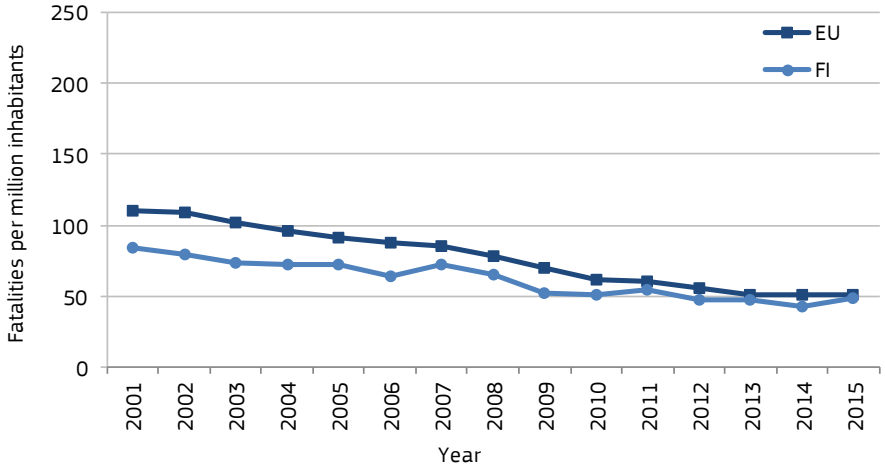
Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Finland and the EU average



Sources: CARE, Eurostat

Transport mode

The share of car occupant fatalities is higher than the EU average.

The share of car occupant fatalities is higher than the EU average. While there was a slight increase in motorcyclist fatalities (+2%), the average annual reduction between 2001 and 2015 was 4% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 5% each.

Table 19: Reported fatalities by mode of road transport in Finland compared to the EU average

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	62	32	-5%	12%	21%
Car occupants	262	156	-4%	59%	46%
Motorcyclists	16	20	2%	8%	15%
Mopeds	7	2	-9%	1%	3%
Cyclists	59	30	-5%	11%	9%
Bus/coach occupants	3	0	-100%	0%	0%
Lorries or truck occupants	15	17	1%	6%	5%

Sources: CARE, national sources

Age, gender and nationality

Finland has a similar share of road fatalities by gender to the EU average.

Table 20: Reported fatalities by age, gender and nationality in Finland versus the EU average

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	7	7	0%	3%	1%
15 – 17 years	8	3	-7%	1%	1%
18 – 24 years	13	9	-3%	3%	3%
25 – 49 years	36	23	-3%	9%	6%
50 – 64 years	30	5	-12%	2%	4%
65+ years	43	25	-4%	9%	10%
Males					
0-14 years	12	7	-4%	3%	1%
15 – 17 years	12	4	-8%	2%	2%
18 – 24 years	71	39	-4%	15%	11%
25 – 49 years	101	56	-4%	21%	29%
50 – 64 years	47	46	0%	17%	16%
65+ years	53	42	-2%	16%	17%
Nationality of killed person					
National	n/a	165	n/a	62%	n/a
Non-national	433	8	-25%	3%	n/a

Sources: CARE, national sources

Location

Fatalities in rural areas are over-represented in Finland compared to the EU average.

Fatalities in rural areas are over-represented in Finland.

Table 21: Reported fatalities by location in Finland compared to the EU average

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	113	73	-3%	27%	37%
Rural areas	309	187	-4%	70%	54%
Motorways	11	6	-4%	2%	8%
Junctions	104	8	-17%	3%	20%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Finland compared to the EU average

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	244	176	-2%	66%	52%
During night-time	146	68	-5%	26%	31%
Weather conditions					
While raining	30	22	-2%	8%	9%

Sources CARE, national sources

Single vehicle accidents

The share of fatal single vehicle accidents in Finland is a bit lower than the EU average.

Table 23: Reported fatalities by type in Finland compared to the EU average

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	108	71	-3%	27%	29%

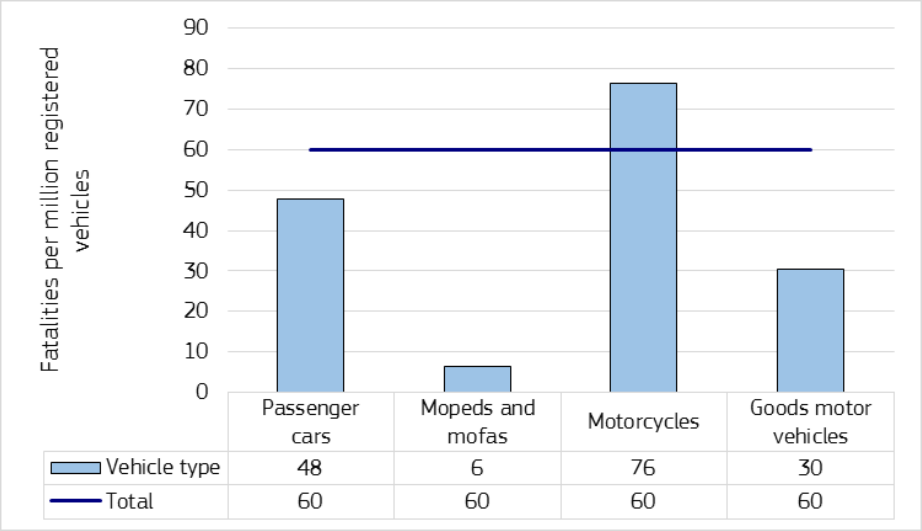
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Risk Figures

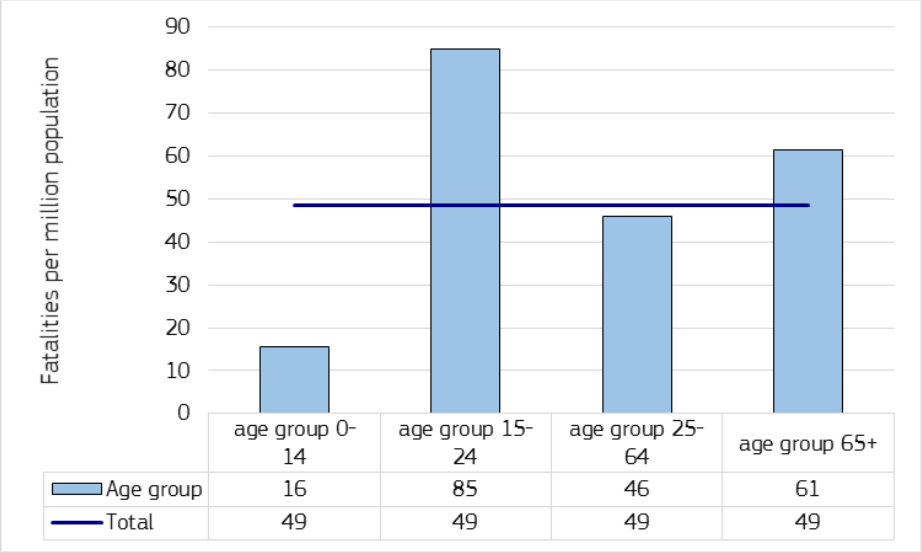
Figure 3: Fatalities by vehicle type in Finland in 2015



Sources CARE, IRTAD

In Finland motorcyclists, youngsters and the elderly have a higher risk of getting involved in a fatal crash compared to the other groups.

Figure 4: Fatalities per million inhabitants in Finland in 2015



Sources: CARE, EUROSTAT

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL[4] for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Finland has higher road safety costs than the EU on average.

Table 24: Cost (€) per injury type in Finland versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	**2.213.000**	**294.300**	**22.000**
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	**1.870.000**	**243.100**	**18.700**

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

[4] Value of Statistical Life

Synthesis

Safety position

- With about 49 fatalities per million population, the fatality rate of Finland is a bit lower than the EU average.

Scope of problem

- The share of car occupant fatalities is significantly higher compared to the EU average, while the shares of pedestrian and motorcyclist fatalities are significantly lower.
- Relative many fatal accidents happen in Finland in rural areas and during daylight.

A new resolution on road safety was approved by the Government on 15 December 2016.

Recent progress

- A significant decrease in the number of fatalities was recorded for most of the period between 2001 and 2015, with the Finnish fatality rate and the EU average rate showing similar developments.
- The amount of speed tickets has increased over time in Finland and has reached the EU average.
- The percentage of drivers tested over the legal alcohol limit was reduced between 2006 and 2015.
- Finnish vehicle fleet has the best EuroNCAP occupant protection score in the EU.

Remarkable road safety policy issues

- A new resolution on road safety was approved by the Government on 15 December 2016. The long-term vision of the resolution is that no-one would be killed or seriously injured on the road.
- Road safety audits and inspections are obligatory for infrastructure management in Finland.
- Effectiveness of enforcement is at or above the EU average and the amount of drink-driving tests in 2010 was significantly higher than the EU average.
- Seat-belt wearing rates are higher than the EU average, as well as helmet-wearing rates for cyclists are high in Finland.

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Notes

1. Country abbreviations

	Belgium	BE	Italy	IT	Romania		RO
	Bulgaria	BG	Cyprus	CY	Slovenia		SI
	Czech Republic	CZ	Latvia	LV	Slovakia		SK
	Denmark	DK	Lithuania	LT	Finland		FI
	Germany	DE	Luxembourg	LU	Sweden		SE
	Estonia	EE	Hungary	HU	United Kingdom		UK
	Ireland	IE	Malta	MT			
	Greece	EL	Netherlands	NL	Iceland		IS
	Spain	ES	Austria	AT	Liechtenstein		LI
	France	FR	Poland	PL	Norway		NO
	Croatia	HR	Portugal	PT	Switzerland		CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.
The full glossary of definitions of variables used in this Report is available at:
http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:
[aac = $(b/a)^{1/n}$-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:
n/a: not available
"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project DaCoTA.

7. Disclaimer
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8. Please refer to this Report as follows:
European Commission, Road Safety Country Overview - Finland, European Commission, Directorate General for Transport, September 2017.

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