



European
Commission



Country Profile
Spain



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.

Contract:	This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2022-55/SI2.888215 with National Technical University of Athens (NTUA), SWOV Institute for Road Safety Research and Kuratorium für Verkehrssicherheit (KFV).
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Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2023), Country Profile Spain. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

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1. Highlights

Road Safety Outcomes

- In 2021, 1,533 people were killed and 7,784 people were seriously injured in road crashes in Spain.
- Spain is 7th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Spain shows a relatively high proportion of powered two-wheelers and fatalities that occur on motorways.
- Over the period 2012-2021, fatalities in Spain decreased less than in the EU.

Road Safety Performance Indicators

- The use rates of seat-belts and helmet are better compared to the EU, whilst the use rates of Child System Restraints are worse.
- Self-reported drink-driving is higher than the EU average.
- The Spanish passenger car fleet is somewhat older than the EU average.

Road Safety Policy Measures & Country Characteristics

- In 2021, Spain became the first country in the world to implement 30 km/h as the speed limit on streets with only one lane in each direction.
- The maximum speed on motorways is 120 km/h, which is lower than in most EU countries (130 km/h).
- Motorway density in Spain is higher than the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

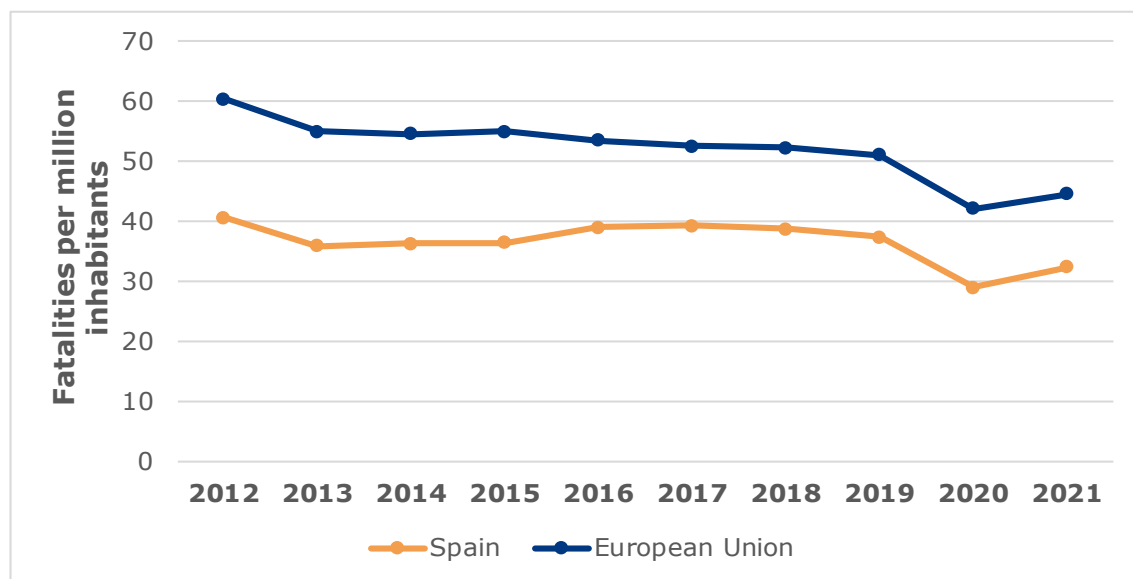
In Spain, 1,533 people were killed and 7,784 people were seriously injured in road crashes in 2021^a. Over the period 2012-2021, the number of fatalities in Spain decreased by 19%, which is lower than the European Union (EU) decrease (25%). The number of serious injuries showed also a decrease over the same period (25%).

In terms of fatality rates, 32 road fatalities per million inhabitants were recorded in 2021, which is well below the EU average (45).

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

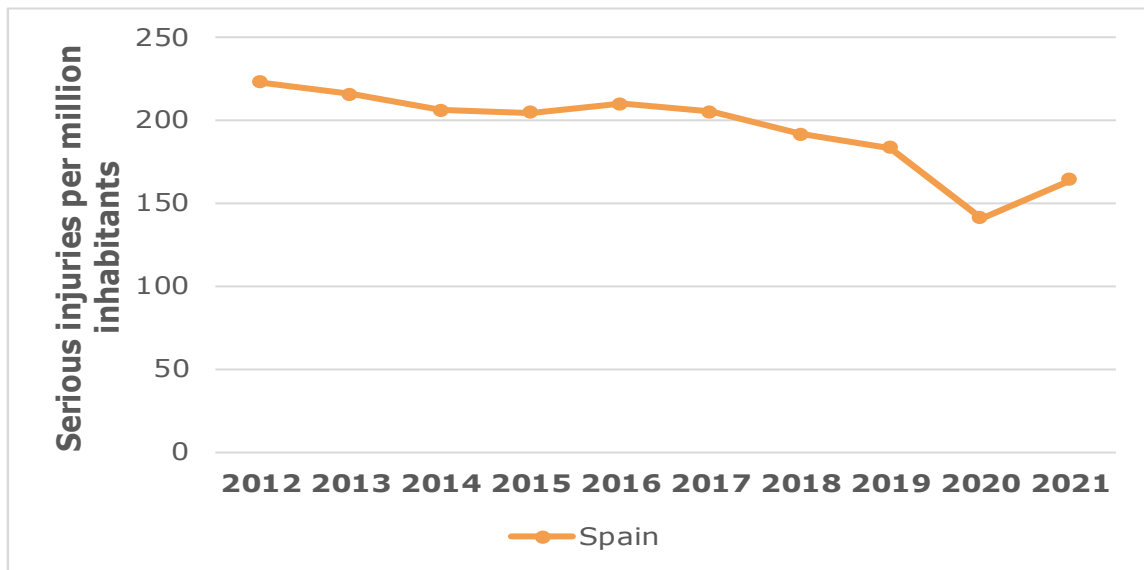
	2012	2021	Trend	EU trend
Fatalities	1,902	1,533	-19%	-25%
Serious Injuries	10,445	7,784	-25%	-

Figure 1. Mortality rate development, 2012 – 2021



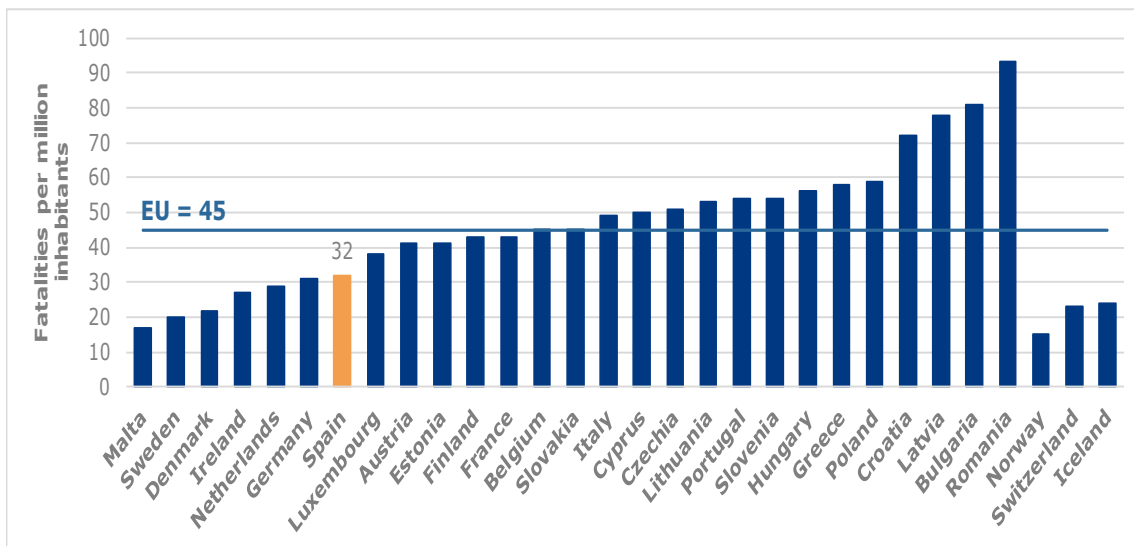
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

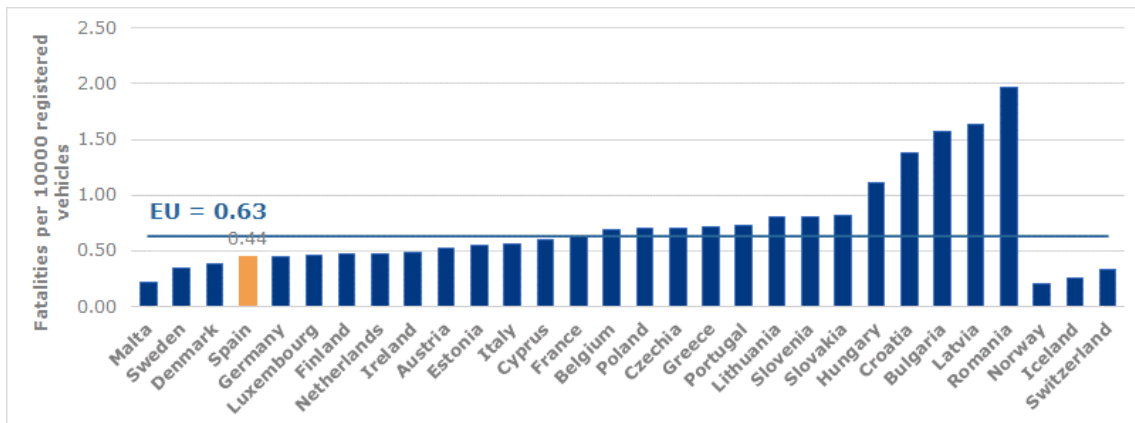


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Spain performs better compared to the EU average. The rate of 0.44 fatalities per 10,000 registered vehicles in Spain is much lower than the EU average of 0.63.

Figure 4. Fatalities per thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, powered two-wheelers accounted for 26% of road traffic fatalities in Spain. This percentage is higher than that observed in the EU as a whole (19%). Cyclists on the other hand accounted for only 4% of road fatalities, which is well below the EU proportion (9%).

Over the period 2012-2021, there has been a decrease in the road of fatalities in Spain for all transport modes except for powered two-wheelers that went up by 7%. The highest decrease was recorded for HGV occupants (34%). Concerning serious injuries, the highest decrease was recorded for passenger car occupants (47%) and Lorries, under 3.5t occupants (37%).

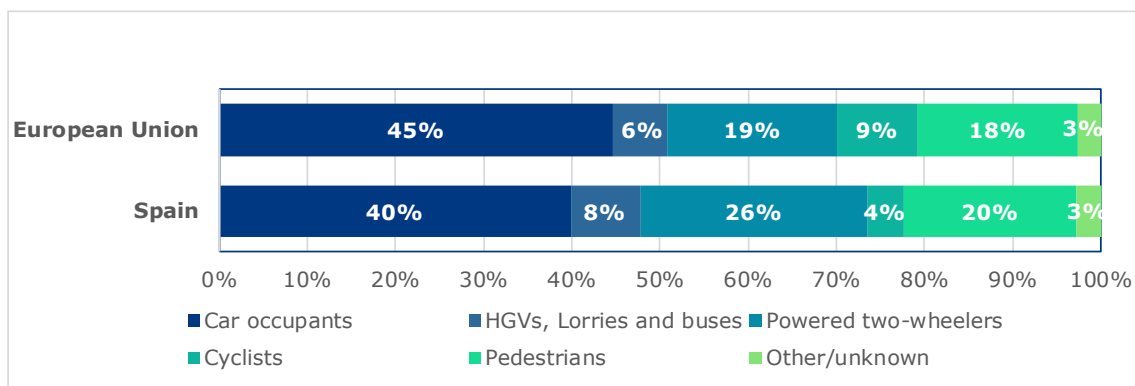
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Spain in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 67% were involved in a crash with a car, and 30% were involved in a crash with a lorry or heavy goods vehicle.

Also, the number of fatalities in single vehicle crashes has decreased in the same rate as in the European Union.

^b Different shares of transport modes in the casualty numbers, as shown in this section, may 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	3	5	-	+26%
Car occupants	871	611	-30%	-28%
Cyclists	74	63	-15%	-12%
Heavy goods vehicles	50	33	-34%	-11%
Lorries, under 3.5t	98	83	-15%	-14%
Other/unknown	65	42	-36%	-13%
Pedestrians	370	301	-19%	-34%
Powered two-wheelers	371	395	+7%	-18%
Total	1,902	1,533	-19%	-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	43	45	+5%
Car occupants	3,922	2,095	-47%
Cyclists	570	713	+25%
Heavy goods vehicles	160	104	-35%
Lorries, under 3.5t	377	239	-37%
Other/unknown	225	343	+53%
Pedestrians	1,922	1,397	-27%
Powered two-wheelers	3,226	2,848	-12%
Total	10,445	7,784	-25%

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

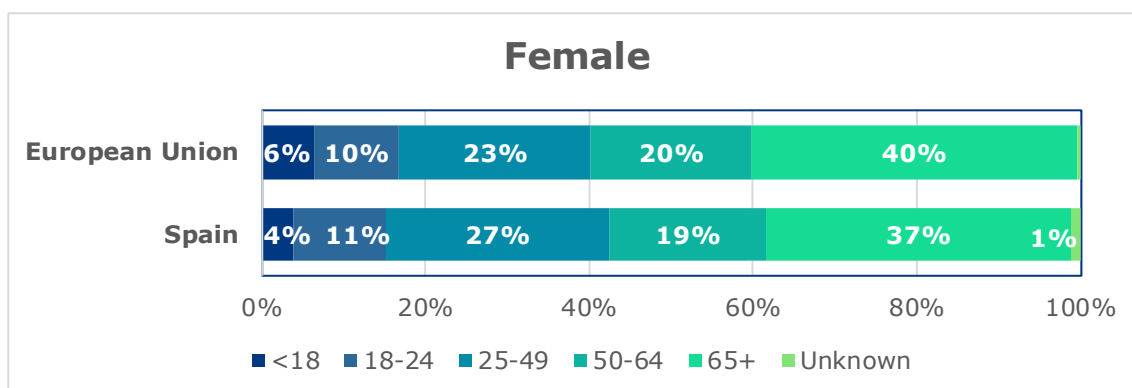
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	17	15	-11%	-47%
Crashes involving cars	427	350	-18%	-29%
Crashes involving lorries or heavy goods vehicles	122	158	+30%	-15%

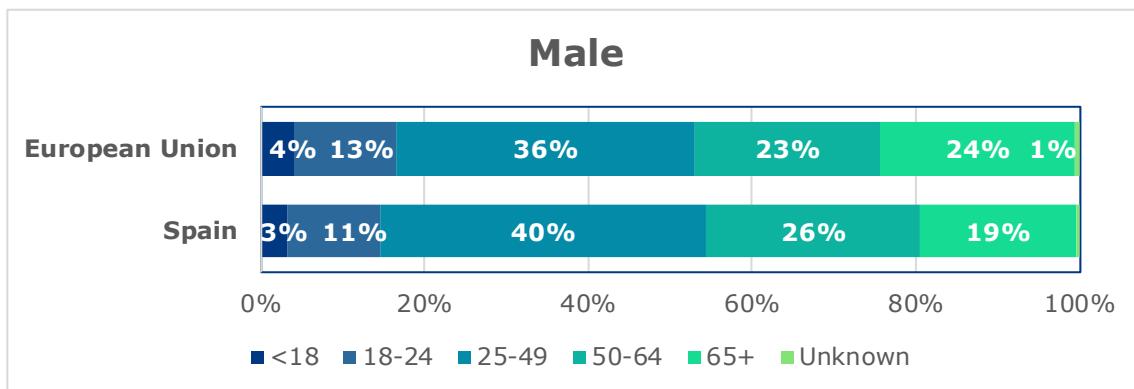
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	3	1	-	+47%
Car occupants	422	271	-36%	-28%
Cyclists	10	17	+75%	+37%
Heavy goods vehicles	26	13	-50%	-44%
Lorries, under 3.5t	36	28	-23%	-12%
Other/unknown	44	29	-34%	-20%
Powered two-wheelers	181	185	+2%	-16%
Total	722	544	-25%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Spain is similar to that of the EU, with a slightly higher share of fatalities aged 25 to 49 years old and a slightly lower share of fatalities aged 65 or over. Fatalities and serious injuries decreased for all age groups and both genders, apart from the serious injuries in the male group of 50 to 64 years.

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	28	12	-57%	-44%
18-24	41	36	-12%	-40%
25-49	116	87	-25%	-37%
50-64	77	61	-21%	-23%
65+	183	118	-36%	-25%
Unknown	3	4	-	-22%
Total	448	318	-29%	-31%
Male				
<18	57	39	-32%	-27%
18-24	134	137	+2%	-37%
25-49	665	485	-27%	-30%
50-64	260	317	+22%	-13%
65+	322	230	-29%	-8%
Unknown	8	6	-	-9%
Total	1,446	1,214	-16%	-23%

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

	2012	2021	Trend
Female			
<18	220	194	-12%
18-24	367	280	-24%
25-49	1,127	791	-30%
50-64	562	434	-23%
65+	679	486	-28%
Unknown	73	40	-45%
Total	3,027	2,225	-26%

Male			
<18	454	328	-28%
18-24	901	673	-25%
25-49	3,756	2,468	-34%
50-64	1,261	1,327	+5%
65+	889	686	-23%
Unknown	105	64	-39%
Total	7,365	5,546	-25%

2.5 Area and Road Type

The majority of road fatalities in Spain occurred on rural roads (52%). The percentage of fatalities occurred on motorways in Spain (21%) was much higher than the EU average (9%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Spain except for fatalities on motorways. Inside urban areas there is a relatively large share of pedestrian fatalities (44% in Spain and 33% on average in the EU) and powered two-wheelers (29% in Spain and 20% in the EU)

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

	2012	2021	Trend	EU trend
Motorway	298	316	+6%	-6%
Rural	1,144	800	-30%	-28%
Urban	461	417	-10%	-24%
Unknown	0	0	-	-48%
Total	1,902	1,533	-19%	-25%

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

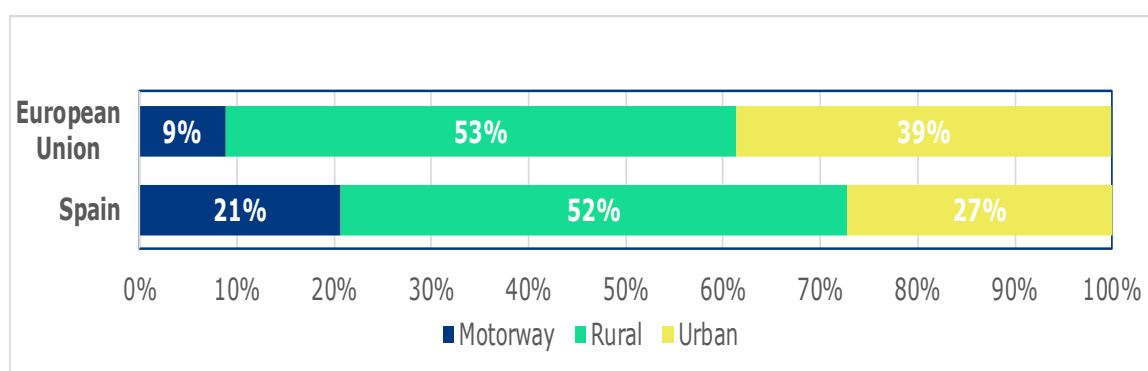
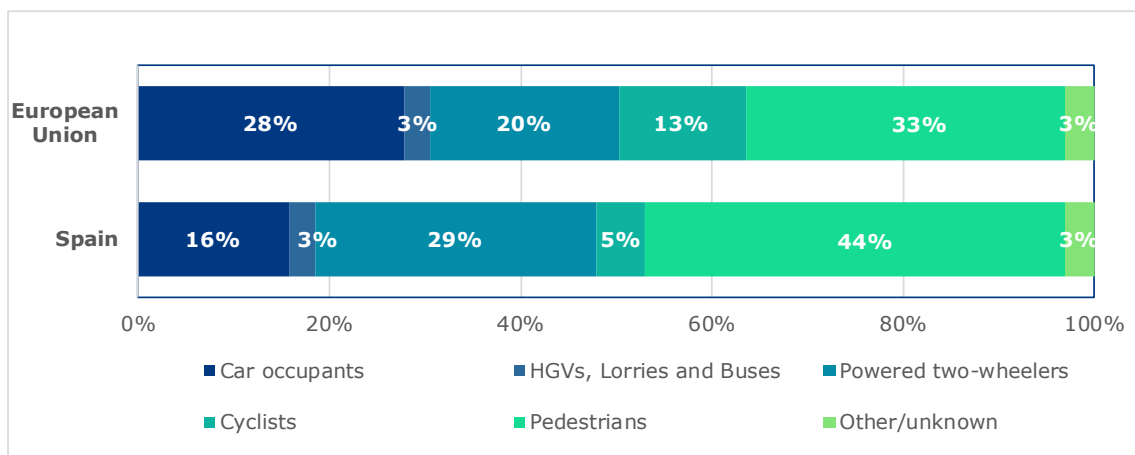


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	1,124	725	-36%
Rural	4,920	2,917	-41%
Urban	4,400	4,142	-6%
Unknown	0	0	-
Total	10,444	7,784	-25%

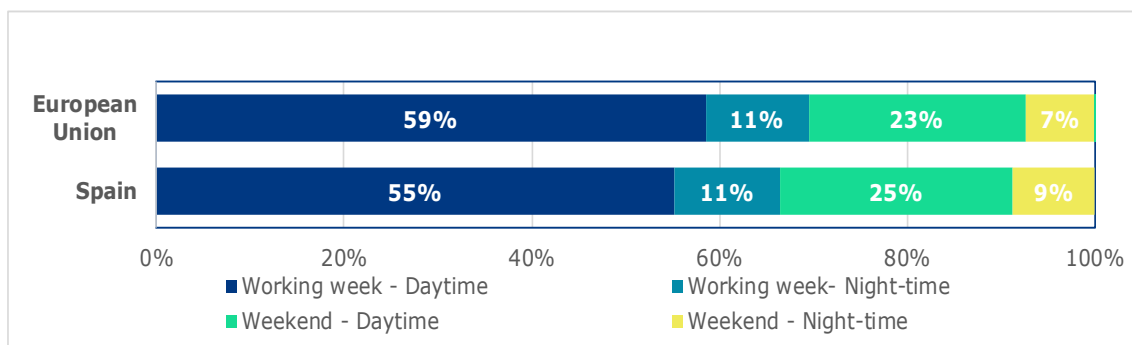
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays.

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

	2012	2021	Trend	EU trend
Working week - Daytime	1,042	847	-19%	-21%
Working week- Night-time	175	126	-28%	-30%
Weekend - Daytime	475	380	-20%	-25%
Weekend - Night-time	211	180	-15%	-39%
Unknown	0	0	-	-75%
Total	1,902	1,533	-19%	-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 in Spain are during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2021, Spain recorded an increase in crash fatalities during twilight. During daylight and under raining conditions, road crash fatalities decreased more than in the EU on average.

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

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	1,153	912	-21%	-17%
Twilight	92	112	+21%	-25%
Darkness	657	509	-23%	-33%
Weather Conditions				
Dry	1,656	1,157	-30%	-24%
Rain	158	86	-46%	-28%
Other/Unknown	88	290	+229%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Spain	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	50.8	-
Expressways	62.5	-
Rural Roads	42.6	-
Urban Roads (30km/h)	32.0	-
Urban Roads (50km/h)	65.0	-
Seat belt & CRS use rates (%)^{1,2}		
Front	95.9	93.3
Rear	92.8	75.5
Child restraint systems (roadside observations)	36.4	67.0
Child restraint systems (in-vehicle inspections)	90.7	-
Helmet use rates (%)¹		
PTW driver	99.4	97.0
PTW passenger	96.2	94.4
Cyclist (urban roads)	52.6	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	17.2	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving ^d	90.9	94.8

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

^d In the case of Spain, a broader definition of driver distraction was used: “% having in the hand or operating with the hand a mobile phone or other electronic device (GPS, tablets, monitors, etc.), whether mobile or on-board”.

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Spain	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	84.0	83.6
Average age of passenger car fleet (years) ²	13.1	11.8

Sources: ¹Baseline project, ²ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Spain ^e	EU
Speeding	-	105.4
Non-use of seat-belt	-	4.2
Illegal use of mobile phone	-	3.2
Driving above legal alcohol limits	-	1.7

Source: ETSC (2022)

^e The ticket figures do not refer to all of Spain, since the data for Catalonia, the Basque Country and the municipalities are not included. Therefore, ticket rates per population for 2020 cannot be calculated and compared with the EU average. The respective rates of tickets per 1,000 km of network for 2020 were: Speeding: 15,279, non-use of seat belt: 632, illegal use of mobile phone: 644 and driving above legal alcohol limits: 28,859.

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 15: National road safety strategy and targets

Spain	
Timeframe	2021-2030
Lead Authority	Directorate-General for Traffic (DGT)
Targets	
Fatalities	-50%, different targets in urban and non-urban areas per road user type
Serious injuries	-50%, different targets in urban and non-urban areas per road user type
Baseline Year	2019
SPIs	Yes, for the 8 KPIs
Link	https://seguridadvial2030.dgt.es/export/sites/sv2030/.galleries/descargas/Road_Safety_Strategy_2030_Summary_EN.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Spain reflects the situation in the majority of EU countries with a few exceptions. The maximum speed on motorways is 120 km/h, which is lower than in most countries (130 km/h). In May 2021, Spain became the first country in the world to implement 30 km/h as the speed limit on streets with only one lane in each direction.

Table 16: National road safety legislation

	Spain	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	30	50: 26/27
Rural roads	90	90: 17/27
Motorways	120	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.3 (0.0 for under 18s)	0.2: 12/27, 0.0: 9/27
Professional drivers	0.3	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

	Spain	Most common in EU
Child restraint systems		
CRS required	Up to 135cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Prohibited under 135cm ^f	Allowed in CRS: 22/27
Children on motorcycles	Prohibited under 12 years (under 7 years only if the driver is a parent/legal guardian)	Prohibited under certain age/height: 18/27
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	Up to 16 years	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	Not restricted at national level	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	Mandatory according to law and pending regulatory development	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	No	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	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

	Spain	Most common in EU
Novice Drivers		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	1year/ 2 years ⁹	2 years: 7/27, 3 years: 5/27

^f Exceptions: That the vehicle does not have rear seats, that all the rear seats are occupied by other minors with their respective restraint system, that restraint systems cannot be installed in said seats.

⁹ The sign indicating that the driver is a novice driver is carried in the vehicle during the first year, however, novice drivers have restrictions regarding the alcohol level or the number of points for the first two years.

Renewal Procedure

Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	10 years until age 65, 5 years over age 65	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

	Spain	Most common in EU
Audits or star rating required for new road infrastructure	Yes	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 in Spain is similar to the EU average, and its population is mainly settled in urban areas. Its GDP per capita is below that of the European Union.

Table 19: Country Characteristics, 2021

	Spain	EU
Demographics²		
Population (inhabitants)	47,398,695	447,000,548
Population density (inh./km ²)	94.2	109.0
% children (0-17)	17.4	18.2
% adults (18-64)	62.8	61.6
% elderly (65+)	19.8	20.3
% of urban population	81.1	75.2
Economic Data²		
GDP per capita (euro)	25,500	32,560
Infrastructure¹		
Country Area (km ²)	505,983	4,225,134
Road network length (km)	666,738	4,473,380
Road density (km/km ²)	1.3	1.1
% of motorways	2.38	1.67
% GDP spent to road infrastructure ³	0.3	0.4
Vehicle Fleet¹		
Vehicles per population	0.76	0.73
% of passenger cars	69.2	77.3
% of motorcycles	15.9	11.4
% of HGVs	14.7	11.1
% of buses	0.2	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	85.7	85.2
- Bus/coach/Metro/Tram	9.2	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	92.7	74.6
- Rail	4.1	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	79.3	739.8
Share of road transport emissions in total transport emissions (%)	68.2	76.3

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

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	<ul style="list-style-type: none"> - Directorate General for Traffic (DGT), Ministry of Interior - High Road Safety Council, including: <ul style="list-style-type: none"> - Ministries and national authorities - Autonomous communities (Regional governments) - Local entities - Public and private actors
Monitoring of the road safety development	<ul style="list-style-type: none"> - Directorate General for Traffic (DGT), Ministry of Interior
Improvements in road infrastructure	<ul style="list-style-type: none"> - Ministry of Transport, Mobility and Urban Agenda - Directorate General for Traffic (DGT), Ministry of Interior - Autonomous communities (Regional governments) - Local entities
Improvement in vehicles	<ul style="list-style-type: none"> - Ministry of Industry, Trade and Tourism Improvement in vehicles - Directorate General for Traffic (DGT), Ministry of Interior
Improvement in road user education	<ul style="list-style-type: none"> - Ministry of Education - Autonomous communities (Regional governments) - Directorate General for Traffic (DGT), Ministry of Interior - Local entities
Publicity campaigns	<ul style="list-style-type: none"> - Directorate General for Traffic (DGT), Ministry of Interior - Ministry of Health - Local entities - Public and private actors
Enforcement of traffic laws	<ul style="list-style-type: none"> - Directorate General for Traffic (DGT), Ministry of Interior - Ministry of Justice - Ministry of Transport, Mobility and Urban Agenda - Ministry of Industry, Trade and Tourism - Autonomous communities (Regional governments) - Local entities - Police (ATGC-Traffic Civil Guard, autonomous communities and local polices)
Other relevant actors	<ul style="list-style-type: none"> - Ministry of Labor and Social Economy - Public and private actor

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Spain	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	22.9	17.0	15/18
- drive faster than the speed limit inside urban areas	48.4	55.7	6/18
- transport children under 150cm without using CRS	19.2	17.2	13/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	25.9	16.8	1/18
- respecting speed limits	41.5	34.4	5/18
- using of hand-held mobile phone while driving	21.1	15.0	3/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	79.9	76.6	4/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	57.6	38.3	1/18
- requiring all cyclists to wear a helmet	85.3	60.1	1/18

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)

