



European
Commission



Country Profile
Portugal



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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1. Highlights

Road Safety Outcomes

- In 2021, 561 people were killed and 2,161 people were seriously injured in road crashes in Portugal.
- Portugal ranks 19th out of 27 EU countries in terms of numbers of fatalities per million inhabitants with a mortality rate of 54 compared to the EU average of 45.
- Compared to the EU average, the distribution of fatalities in Portugal shows that a relatively high proportion of fatalities are registered among powered two-wheelers. Also, a higher-than-average proportion of the fatalities occur on urban roads.

Road Safety Performance Indicators

- Portugal performs better than the EU on seat-belt use among the front car occupants, but the respective rate for rear passengers is at the same level with EU average.
- Self-reported drink-driving is slightly lower than the EU average.
- The average age of the passenger car fleet in Portugal is higher than the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed limit on motorways is 120 km/h, which is lower than in most EU countries.
- Portuguese road infrastructure is characterized by relatively low road network density.
- The percentage of motorways as a proportion of the total road network length in Portugal is much higher than the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Portugal^a, 561 people were killed and 2,161 people were seriously injured in road crashes in 2021^b. Over the period 2012-2021, the number of fatalities in Portugal decreased by 22%, slightly lower than the 25% reduction achieved by the EU as a whole. However, the number of serious injuries increased by 11% over the same period.

In terms of mortality rates, Portugal registered 54 road fatalities per million inhabitants, which is higher than the EU average (45). The mortality rates decreased between 2012-2016, then increased up to 2018 and again decreased till 2021.

It is noted that the reference territory of Portugal from 2018 onwards was enlarged, affecting the rates of change, which do not reveal the total impact of the reduction on victims. This concerns all tables and figures with a trend of fatalities or serious injuries in the section Road Safety Outcomes.

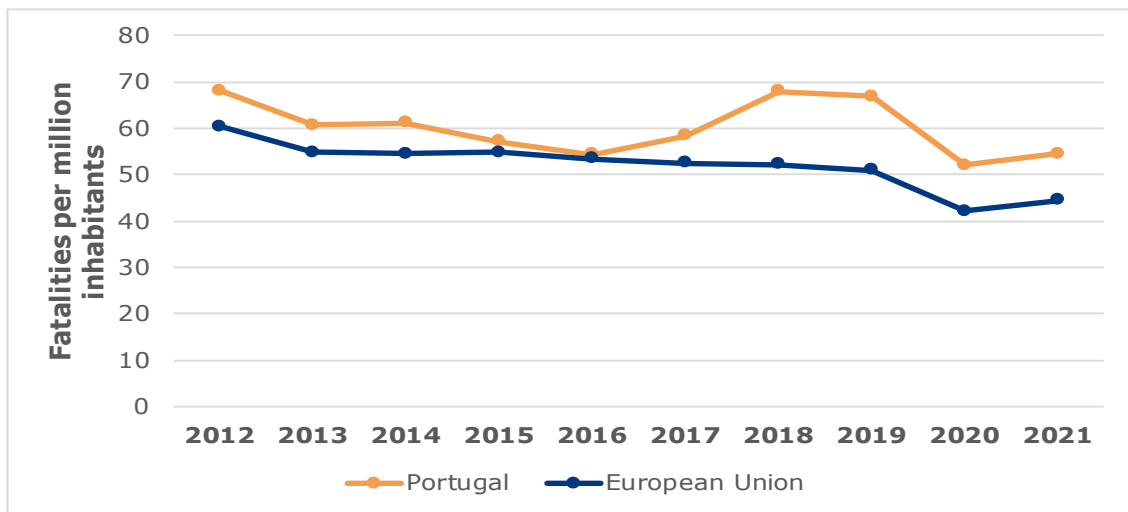
Table 1. Number of fatalities and serious injuries, 2012 and 2021

	2012	2021	Trend*	EU trend
Fatalities	718	561	-22%	-25%
Serious Injuries	1,941	2,161	-11%	-

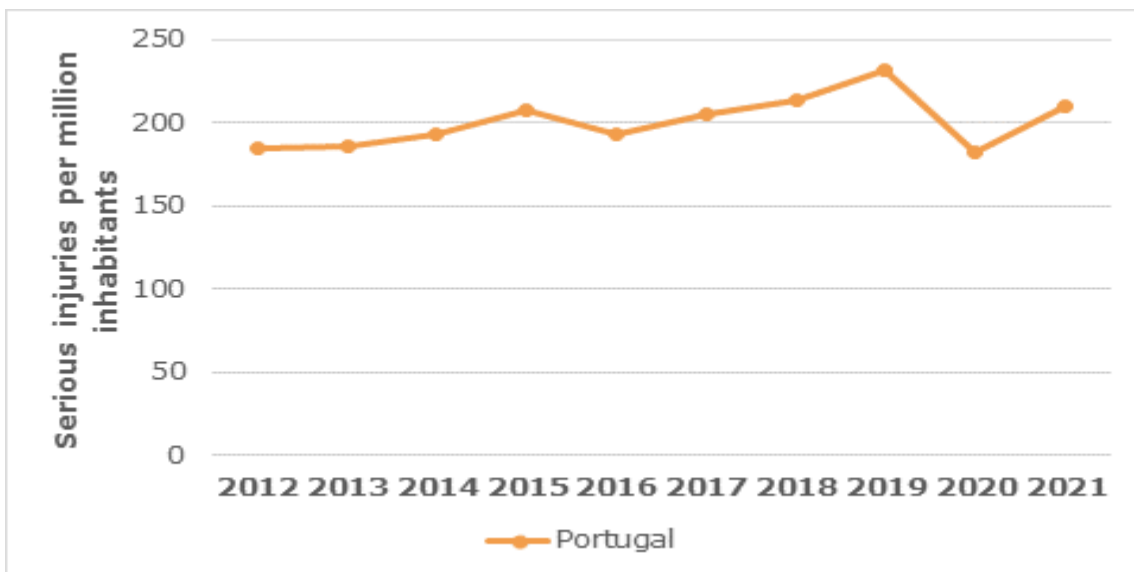
* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

^a 2012 data concern only Mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira).

^b 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 1. Mortality rate development, 2012 – 2021

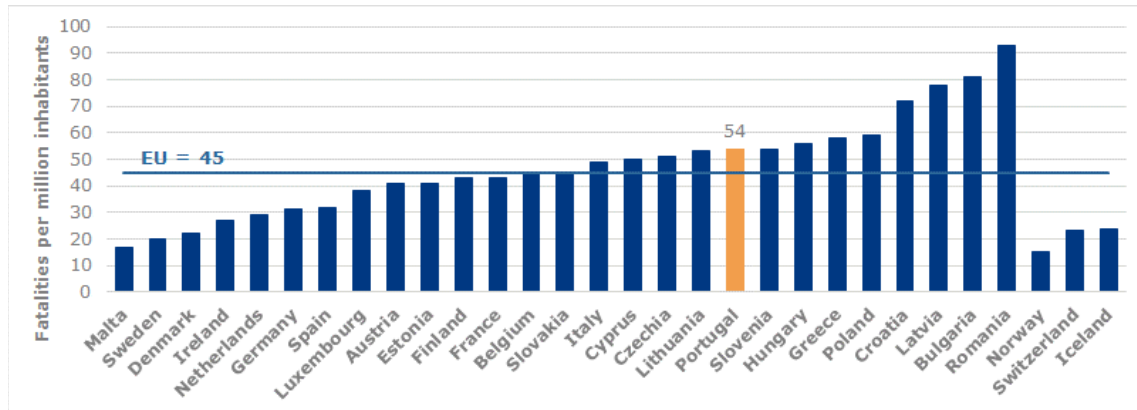
* The reference territory from 2018 onwards was enlarged, affecting the mortality trend.

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

* The reference territory from 2018 onwards was enlarged, affecting the trend of serious injuries.

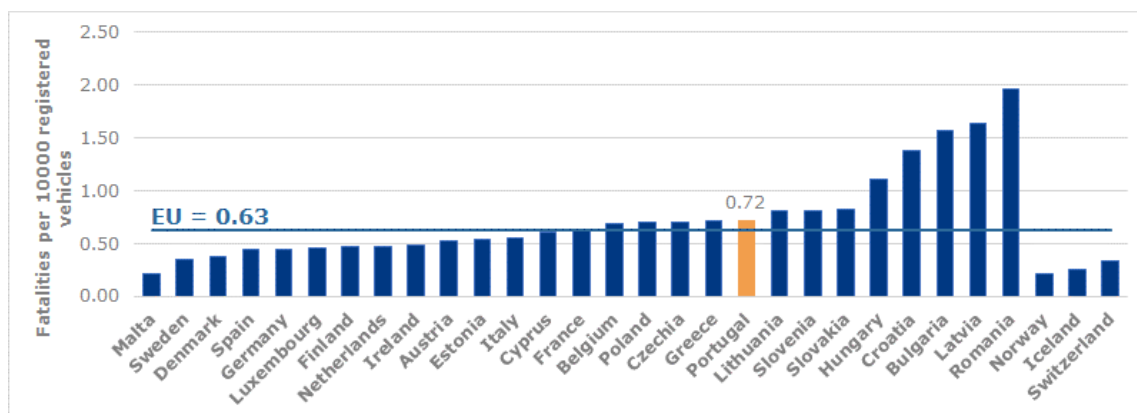
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Portugal still performs worse compared to the EU average. The rate of 0.72 fatalities per 10,000 registered vehicles in Portugal is above the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2021^c, powered two-wheeler users accounted for 25% of road traffic fatalities in Portugal. This percentage is higher than that observed in the EU as a whole (19%). Car occupants on the other hand accounted for 36% of road fatalities, which is well below the EU proportion (45%).

Over the period 2012-2021, there has been a decrease in road fatalities in Portugal for all transport modes except for cyclists. The highest

^c 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.

decrease was recorded for HGV occupants and pedestrians (69% and 37% respectively). Concerning serious injuries, a high increase was recorded for cyclists (84%) and powered two-wheelers (60%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Portugal in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 64% were involved in crashes with passenger cars, and 29% were involved in crashes with lorries or heavy goods vehicles. Over time Portugal showed a more substantial decrease of fatalities in the crashes involving cars than the EU.

Also, the number of fatalities resulting from single vehicle crashes showed a similar decrease to that of the EU.

Table 2: Number of fatalities by transport mode, 2012 and 2021

	2012	2021	Trend*	EU trend
Bus/coach occupants	2	0	-	+26%
Car occupants	255	203	-20%	-28%
Cyclists	32	34	+6%	-12%
Heavy goods vehicles	16	5	-69%	-11%
Lorries, under 3.5t	48	41	-15%	-14%
Other/unknown	45	36	-20%	-13%
Pedestrians	159	100	-37%	-34%
Powered two-wheelers	161	142	-12%	-18%
Total	718	561	-22%	-25%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

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

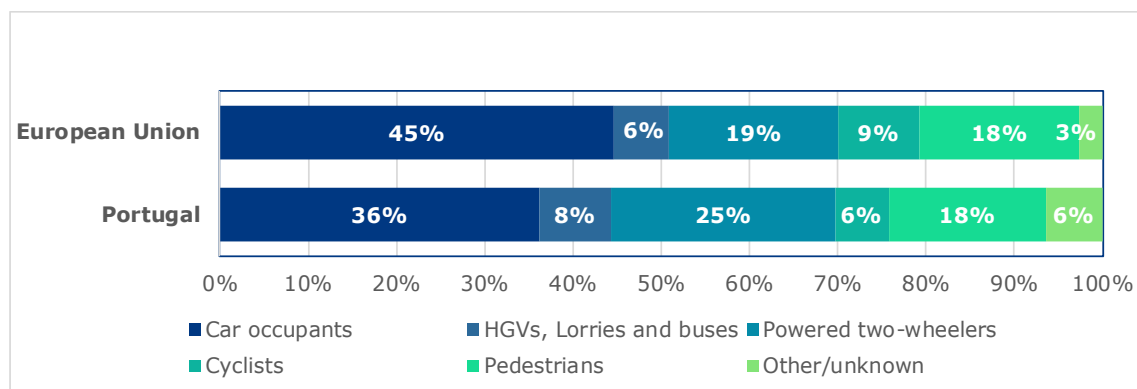


Table 3: Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend*
Bus/coach occupants	9	1	-
Car occupants	729	735	+1%
Cyclists	80	147	+84%
Heavy goods vehicles	19	21	+11%
Lorries, under 3.5t	165	163	-1%
Other/unknown	93	70	-25%
Pedestrians	397	306	-23%
Powered two-wheelers	449	718	+60%
Total	1,941	2,161	+11%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

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	7	2	-	-47%
Crashes involving cars	176	121	-31%	-29%
Crashes involving lorries or heavy goods vehicles	73	66	-10%	-15%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

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

	2012	2021	Trend*	EU trend
Bus/coach occupants	2	0	-	+47%
Car occupants	146	110	-25%	-28%
Cyclists	4	3	-	+37%
Heavy goods vehicles	13	4	-69%	-44%
Lorries, under 3.5t	33	23	-30%	-12%
Other/unknown	35	27	-23%	-20%
Powered two-wheelers	68	65	-4%	-16%
Total	301	232	-24%	-23%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

2.4 Age and Gender

The distribution of road fatalities across age groups in Portugal is similar to that of the EU, with a higher share of female fatalities aged 65 or older. Over the 2012-2021 period, the number of fatalities dropped for

all age groups. However, the number of seriously injured females decreased over the same period, while serious injuries for males increased.

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

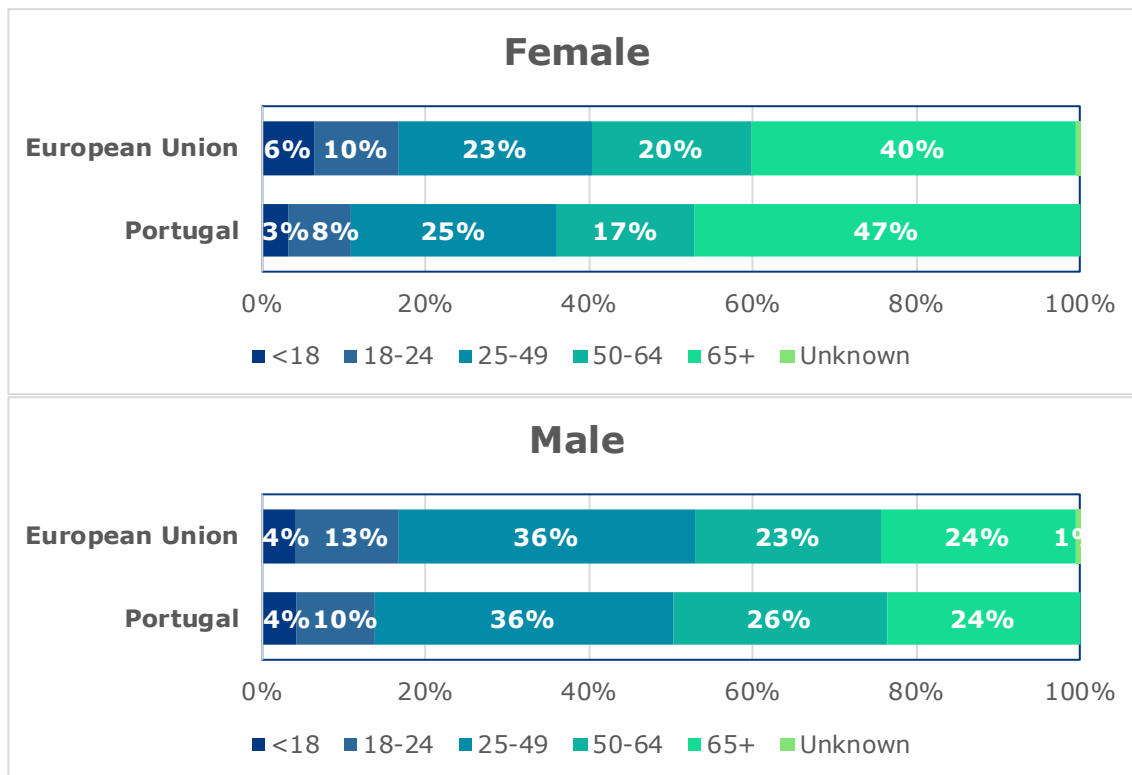


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend*	EU trend
Female				
<18	4	4	-	-44%
18-24	9	9	-	-40%
25-49	40	30	-25%	-37%
50-64	30	20	-33%	-23%
65+	69	56	-19%	-25%
Unknown	0	0	-	-22%
Total	152	119	-22%	-31%
Male				
<18	20	19	-5%	-27%
18-24	56	42	-25%	-37%
25-49	233	161	-31%	-30%
50-64	125	116	-7%	-13%
65+	125	104	-17%	-8%
Unknown	5	0	-	-9%
Total	564	442	-22%	-23%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

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

	2012	2021	Trend*
Female			
<18	72	47	-35%
18-24	68	73	+7%
25-49	172	167	-3%
50-64	102	106	+4%
65+	132	106	-20%
Unknown	0	0	-
Total	546	499	-9%
Male			
<18	100	111	+11%
18-24	229	240	+5%
25-49	621	758	+22%
50-64	228	327	+43%
65+	216	226	+5%
Unknown	0	0	-
Total	1,394	1,662	+19%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

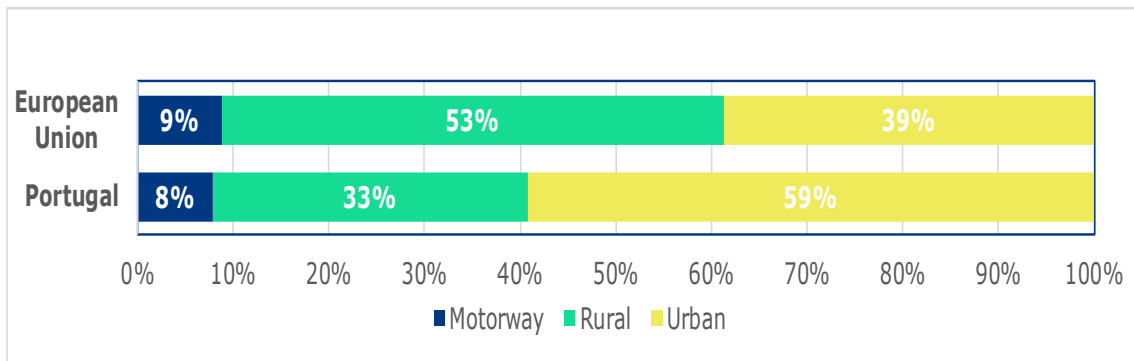
2.5 Area and Road Type

The majority of road fatalities in Portugal occurred on urban roads (59%), which is much higher than the EU average. Over the period 2012-2021, the number of fatalities decreased on all road types in Portugal, while serious injuries increased.

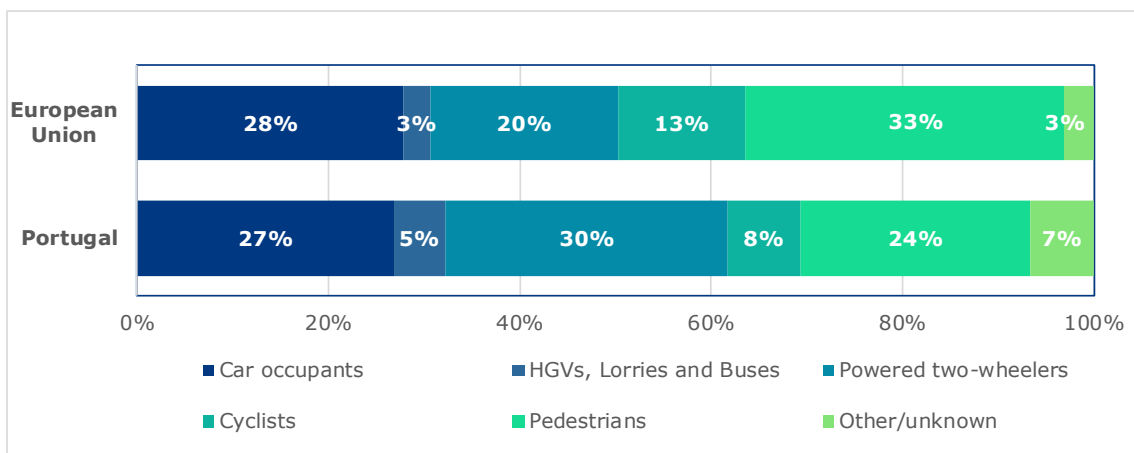
Table 8: Number of fatalities by road type, 2012 and 2021

	2012	2021	Trend*	EU trend
Motorway	58	44	-24%	-6%
Rural	263	185	-30%	-28%
Urban	397	332	-16%	-24%
Unknown	0	0	-	-48%
Total	718	561	-22%	-25%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

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	115	141	+23%
Rural	575	605	+5%
Urban	1,251	1,415	+13%
Unknown	0	0	-
Total	1,941	2,161	+11%

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

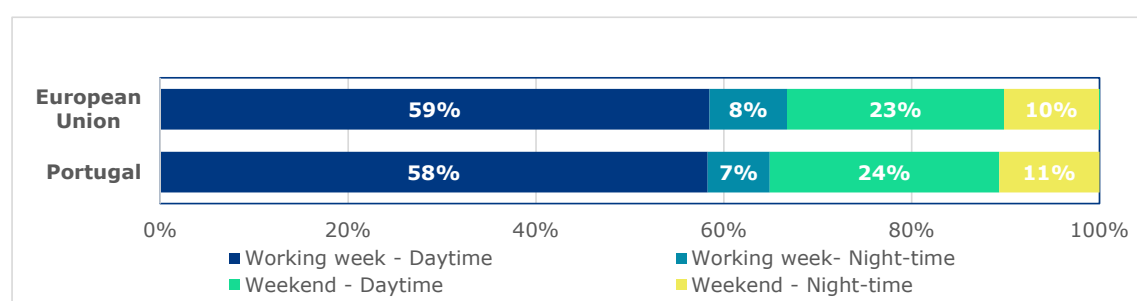
2.6 Time Period

The distribution of fatalities by day of the week and time of the day is very similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2021, Portugal showed a more favourable downward trend regarding night-time 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	376	327	-13%	-21%
Working week- Night-time	65	37	-43%	-30%
Weekend - Daytime	180	137	-24%	-25%
Weekend - Night-time	97	60	-38%	-39%
Unknown	0	0	-	-75%
Total	718	561	-22%	-25%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

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

2.7 Lighting and Weather Conditions

The distribution of fatalities by lighting and weather conditions shows that the majority of fatalities both in Portugal and in the EU occur during daylight and under dry weather conditions. In Portugal, road crash fatalities during twilight and darkness decreased more than was the case in the EU as a whole.

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

	2012	2021	Trend*	EU trend
Lighting Conditions				
Daylight	394	366	-7%	-17%
Twilight	36	22	-39%	-25%
Darkness	288	173	-40%	-33%
Weather Conditions				
Dry	620	491	-21%	-24%
Rain	92	67	-27%	-28%
Other/Unknown	6	3	-	-25%

* 2012 data concern only mainland Portugal, while 2021 data consider total Portugal (with both NUTS I, Açores and Madeira)

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Portugal	EU
Speeding^d		
% of passenger cars travelling within speed limits ¹		
Motorways	44.0	-
Rural Roads	36.0	-
Urban Roads	73.0	-
Seat belt & CRS use rates (%)^{1,2}		
Front	98.0	93.3
Rear	78.3	75.5
Child restraint systems	90.7	67.0
Helmet use rates (%)¹		
PTW driver	99.8	97.0
PTW passenger	99.5	94.4
Cyclist	47.7	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	12.7	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving	96.7	94.8

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

^d 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

	Portugal	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	69.7	83.6
Average age of passenger car fleet (years) ²	13.2	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	Portugal	EU
Speeding	70.4	139.7
Non-use of seat-belt	2.2	5.7
Illegal use of mobile phone	2.8	4.4
Driving above legal alcohol limits	1.8	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

Portugal	
Timeframe	2021-2030
Lead Authority	National road safety authority with scientific support from the National Laboratory for Civil Engineering (LNEC) and Prof. Fred Wegman from Delft University
Targets	
Fatalities	-50% ^e
Serious injuries	-50% ^e
Baseline Year	2019 ^e
SPIs	Yes, for 16 SPIs ^e
Link	https://visaozero2030.pt/en/

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Portugal generally reflects the situation in the majority of EU countries with one exception. The maximum speed on motorways is 120 km/h, which is lower than in most EU countries (130 km/h).

Table 16: National road safety legislation

	Portugal	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	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	0.2	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		

^e Under approval

	Portugal	Most common in EU
CRS required	Under 12 years and less than 135 cm. Prohibited under 12 years and less than 135 cm except:	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	i) <3 years: rear-facing CRS and no airbag; ii) ≥3 years: no rear seat belts.	Allowed in CRS: 22/27
Children on motorcycles	Prohibited under 7 years	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	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	No	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	-	25: 18/27
Helmet required	-	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

	Portugal	Most common in EU
Novice Drivers		
Accompanied driving	-	17 years: 13/27, No: 7/27
Probation period for novice drivers	3 years	2 years: 7/27, 3 years: 5/27
Renewal Procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Renewal license depends on the vehicle category and the age of the driver	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

	Portugal	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	No	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) and ANSR

5. Structure and Culture

5.1 Country Characteristics

Population density in Portugal is a bit higher than the EU average. Its GDP per capita is below that of the European Union.

Table 19: Country Characteristics, 2021

	Portugal	EU
Demographics²		
Population (inhabitants)	10,298,252	447,000,548
Population density (inh./km ²)	113.2	109.0
% children (0-17)	16.5	18.2
% adults (18-64)	61.0	61.6
% elderly (65+)	22.4	20.3
% of urban population	67.0	75.2
Economic Data²		
GDP per capita (euro)	20,870	32,560
Infrastructure¹		
Country Area (km ²)	92,227	4,225,134
Road network length (km)	14,325	4,473,380
Road density (km/km ²)	0.2	1.1
% of motorways	21.40	1.67
% GDP spent to road infrastructure ³	-	0.4
Vehicle Fleet¹		
Vehicles per population	0.75	0.73
% of passenger cars	72.5	77.3
% of motorcycles	9.4	11.4
% of HGVs	18.0	11.1
% of buses	0.2	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	90.8	85.2
- Bus/coach/Metro/Tram	6.3	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	87.6	74.6
- Rail	10.5	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	15.2	739.8
Share of road transport emissions in total transport emissions (%)	76.3	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"> - Autoridade Nacional de Segurança Rodoviária (ANSR) - Conselho Executivo de Especialistas (Executive Council of Experts) - Conselho Não Executivo de Especialistas (Non-Executive Council of Experts) - Conselho Consultivo Nacional (National Consultation Council) - Conselho Consultivo Internacional (International Consultation Council)
Monitoring of the road safety development	<ul style="list-style-type: none"> - Autoridade Nacional de Segurança Rodoviária (ANSR)
Improvements in road infrastructure	<ul style="list-style-type: none"> - IMT - Instituto da Mobilidade e dos Transportes - AMT – Autoridade da Mobilidade e dos Transportes Infrastructures of Portugal (under the Ministry of Infrastructures) - Municipalities - Other road managers
Improvement in vehicles	<ul style="list-style-type: none"> - IMT - Instituto da Mobilidade e dos Transportes
Improvement in road user education	<ul style="list-style-type: none"> - Ministry of Education - ANSR - IPDJ – Instituto Português do Desporto e Juventude - PRP – Prevenção Rodoviária Portuguesa - IMT - Instituto da Mobilidade e dos Transportes
Publicity campaigns	<ul style="list-style-type: none"> - ANSR
Enforcement of traffic laws	<ul style="list-style-type: none"> - ANSR - Guarda Nacional Republicana - Polícia de Segurança Pública
Other relevant actors – Health sector	<ul style="list-style-type: none"> - SICAD - Serviço de Intervenção nos Comportamentos Aditivos e Dependências - Direção Geral da Saúde - Instituto Nacional de Medicina Legal e Ciências Forenses

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Portugal	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	27.6	17.0	17/18
- drive faster than the speed limit inside urban areas	65.2	55.7	16/18
- transport children under 150 cm without using CRS	10.8	17.2	2/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	18.1	16.8	8/18
- respecting speed limits	43.5	34.4	3/18
- using of hand-held mobile phone while driving	18.7	15.0	5/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	73.4	76.6	15/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	34.8	38.3	10/18
- requiring all cyclists to wear a helmet	83.3	60.1	2/18

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)

