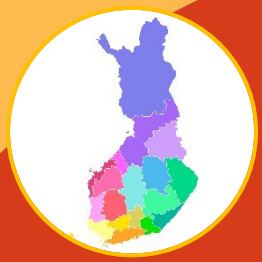
European Commission

Country Profile

# Finland



Mobility and Transport

This document is part of a series of 30 country profiles: one for each Member State of the EU 27 and three EFTA countries (Iceland, Norway, and Switzerland). The purpose of this series is to provide an overview of the road safety situation in a specific country.


| | |
|---|---|
| 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). |
| Version | February 8, 2024 |
| Author | Katerina Folla, Konstantinos Kaselouris (NTUA) |
| Internal Reviewer: | Ingrid van Schagen, Govert Schermers (SWOV) |
| Referencing: | Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows:<br><br>European Commission (2023), Country Profile Finland. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport. |

# Contents

# 1. Highlights

**Road Safety Outcomes**

- In 2021, 225 people were killed and 368 people were seriously injured in road crashes in Finland.
- Finland is 11th 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 Finland shows a relatively high proportion of car occupants and fatalities occurred on rural roads.
- Over the period 2012-2021, there has been a lower decrease in the number of fatalities compared to the EU average.

**Road Safety Performance Indicators**

- The use rates of seat-belts are higher in Finland compared to the EU on average.
- Self-reported drink-driving is much lower than the EU average.
- Finnish passenger car fleet' age is similar to the EU average.

**Road Safety Policy Measures & Country Characteristics**

- The maximum speed limits on rural roads and motorways are lower than in most EU countries.
- The drink driving legislation for professional drivers is less strict than in most EU countries.
- Road network in Finland is characterized by a lower road density.

# 2. Road Safety Outcomes

## 2.1 Road Safety Trends

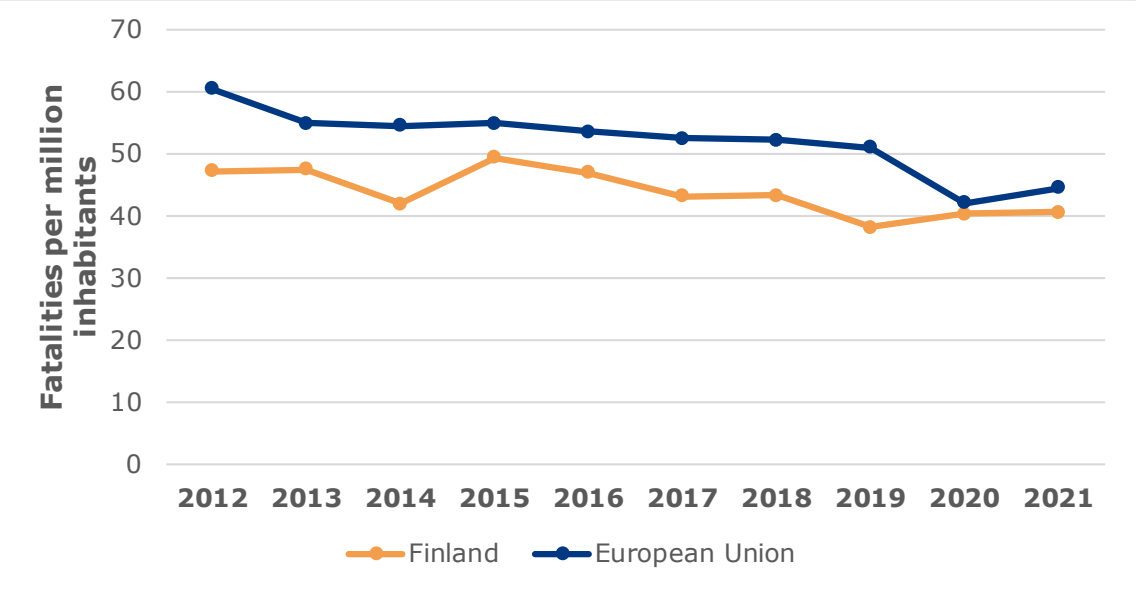
In Finland, 225 people were killed and 368 people were seriously injured in road crashes in 2021[a]. Over the period between 2012-2021, the number of fatalities in Finland decreased by 12%, which is much lower than the European Union (EU) decrease (25%). Data for serious injuries in CARE database are available since 2015. Over this period, the number of serious injuries showed a decrease of 23%.

In terms of mortality rates, 43 road fatalities per million inhabitants were recorded in 2021, which is just below the EU average (45). Over the period 2012-2021, the mortality rate showed a downward trend, with the exception of annual increases in 2015 and 2020.

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

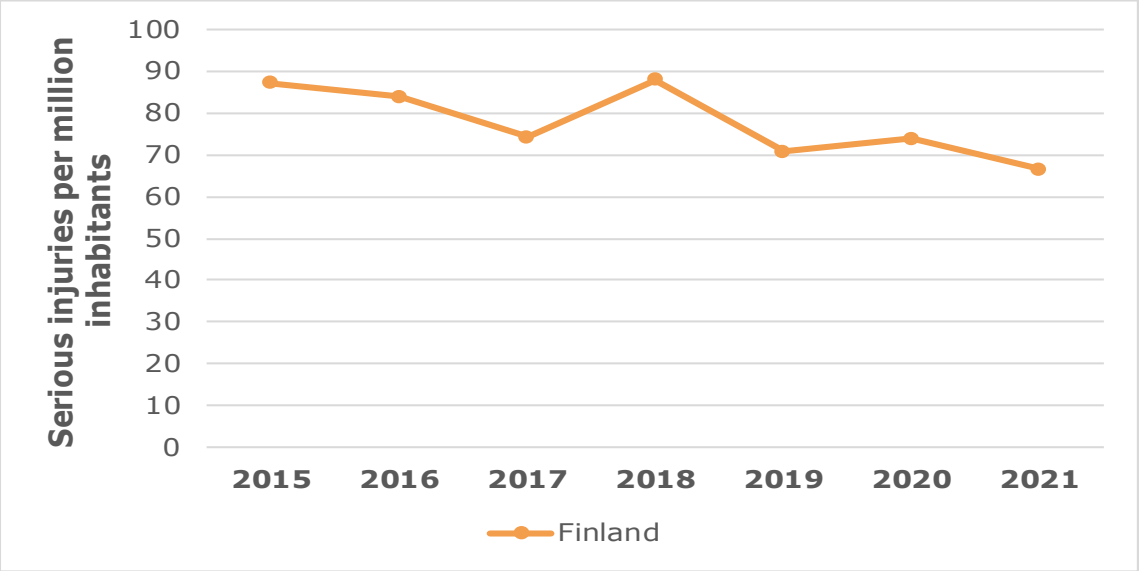
| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Fatalities | 255 | 225 | -12% | -25% |
| Serious Injuries | / | 368 | - | - |

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



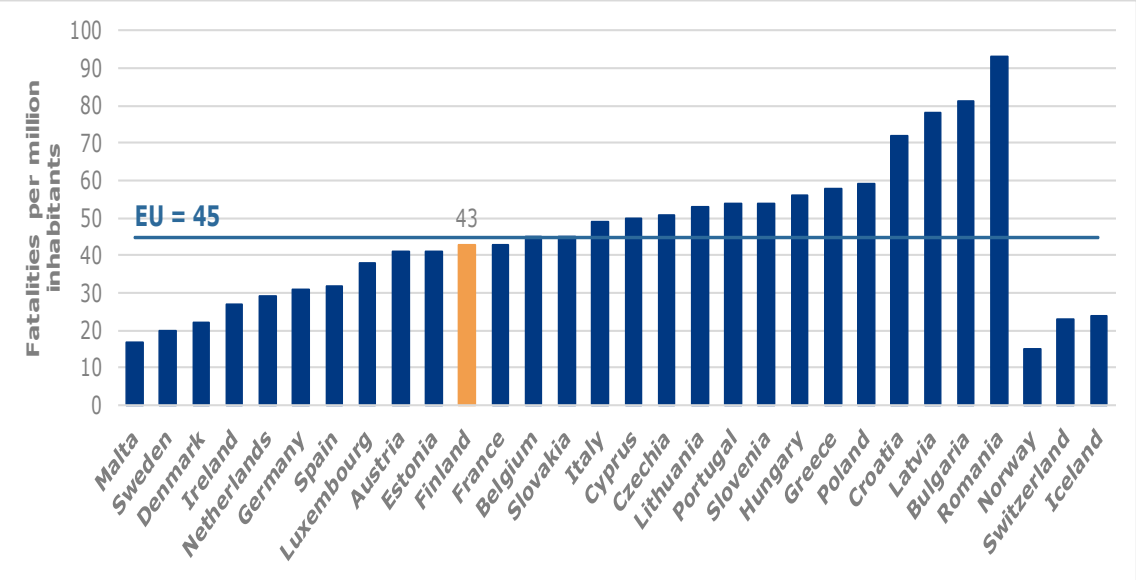

[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities. In Finland, however, there was not a strong decrease in traffic casualties due to covid.

**Figure 2.** Evolution of serious injuries per million inhabitants, 2015 – 2021



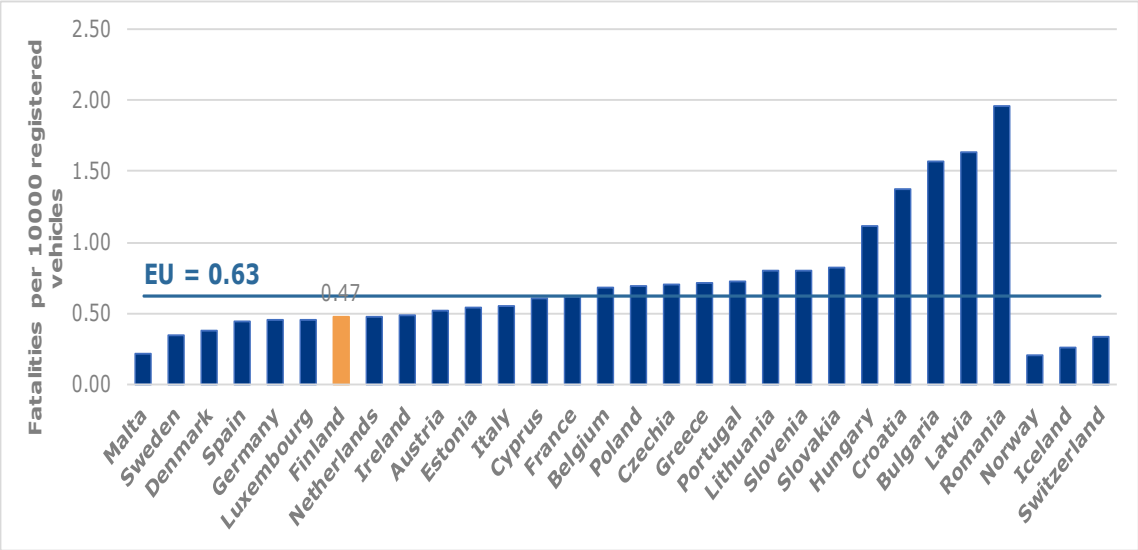

## 2.2 Risk Figures

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




Taking into account the number of vehicles, Finland performs better compared to the EU average. The rate of 0.47 fatalities per 10,000 registered vehicles in Finland is well below the EU average (0.63).

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




## 2.3 Transport Mode

In 2021[b], car occupants accounted for more than half of road traffic fatalities in Finland. This percentage is higher than that observed in the EU as a whole (45%). Pedestrians and powered two wheelers on the other hand accounted for only 25% of road fatalities, which is well below the respective EU proportion (37%).

Over the period 2012-2021, road fatalities in Finland were reduced for all transport modes except for cyclists and powered two wheelers.

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Finland in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, buses or coaches and lorries or heavy goods vehicles, 56% were involved in a crash with a car, and 40% were involved in a crash with a lorry or heavy goods vehicle. Over time Finland showed a lower decrease of fatalities in these types of crashes than the European Union.

Contrary to the European Union, the number of fatalities in single vehicle crashes in Finland was increased by 18%.

[b] Different shares of transport modes in the casualty numbers, as shown in this section, may also reflect differences in the size of the vehicle fleet and the usage of different modes rather than a difference in safety level.

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

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Bus/coach occupants | 1 | 0 | - | +26% |
| Car occupants | 147 | 127 | -14% | -28% |
| Cyclists | 19 | 24 | +26% | -12% |
| Heavy goods vehicles | 10 | 3 | - | -11% |
| Lorries, under 3.5t | 11 | 9 | -18% | -14% |
| Other/unknown | 10 | 6 | - | -13% |
| Pedestrians | 29 | 24 | -17% | -34% |
| Powered two-wheelers | 28 | 32 | +14% | -18% |
| Total | 255 | 225 | -12% | -25% |

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

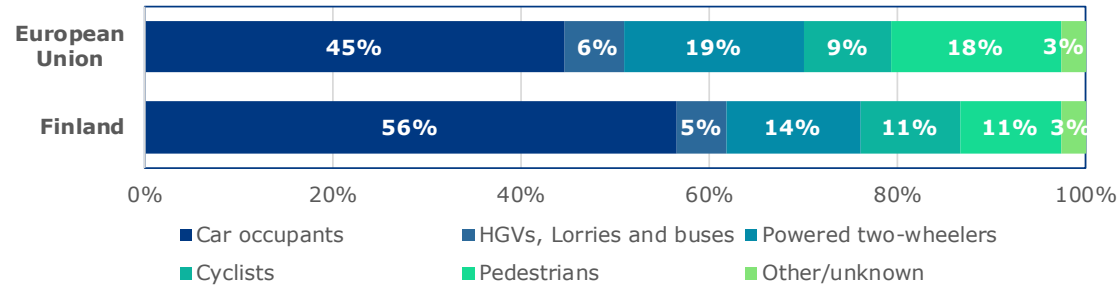



**Table 3:** Number of serious injuries by transport mode, 2012 and 2021

| | 2012 | 2021 | Trend |
|---|---|---|---|
| Bus/coach occupants | / | 0 | - |
| Car occupants | / | 170 | - |
| Cyclists | / | 38 | - |
| Heavy goods vehicles | / | 6 | - |
| Lorries, under 3.5t | / | 13 | - |
| Other/unknown | / | 18 | - |
| Pedestrians | / | 42 | - |
| Powered two-wheelers | / | 81 | - |
| Total | - | 368 | - |

**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 | 5 | 2 | - | -47% |
| Crashes involving cars | 30 | 28 | -7% | -29% |
| Crashes involving lorries or heavy goods vehicles | 21 | 20 | -5% | -15% |

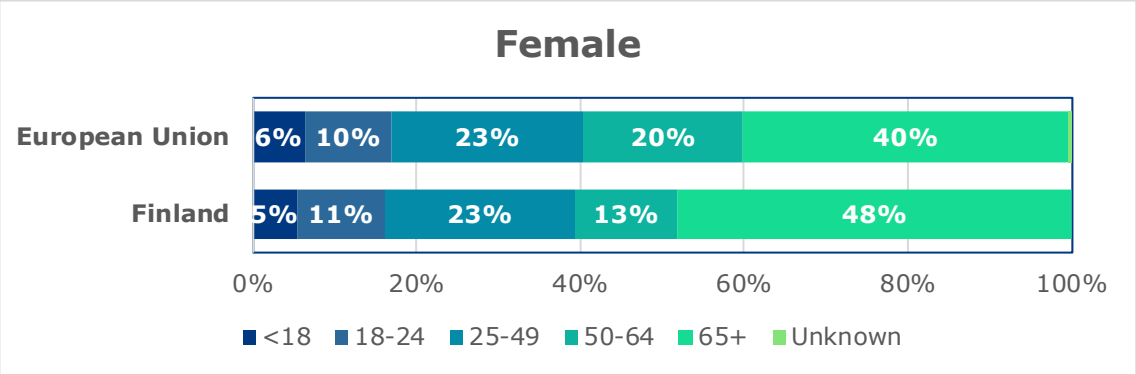
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Bus/coach occupants | 1 | 0 | - | +47% |
| Car occupants | 37 | 44 | +19% | -28% |
| Cyclists | 3 | 6 | - | +37% |
| Heavy goods vehicles | 4 | 2 | - | -44% |
| Lorries, under 3.5t | 0 | 5 | - | -12% |
| Other/unknown | 8 | 5 | - | -20% |
| Powered two-wheelers | 13 | 16 | +23% | -16% |
| Total | 66 | 78 | +18% | -23% |

## 2.4 Age and Gender

The distribution of road fatalities across age groups in Finland is similar to that of the EU, with a higher share of fatalities aged more than 65 years old. Over the period 2012-2021, the number of fatalities dropped for all age groups except for people aged above 65 years old.

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



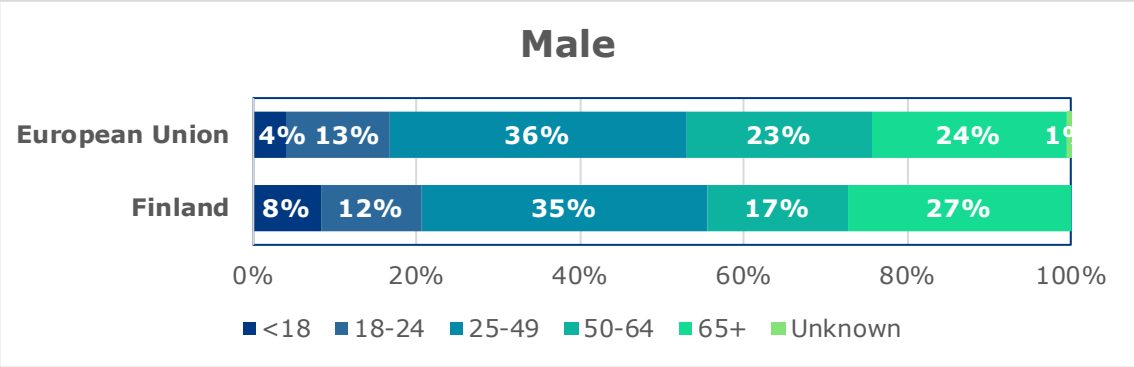



**Table 6:** Number of fatalities by age and gender, 2012 and 2021

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| **Female** | | | | |
| <18 | 8 | 3 | - | -44% |
| 18-24 | 9 | 6 | - | -40% |
| 25-49 | 13 | 13 | 0% | -37% |
| 50-64 | 8 | 7 | - | -23% |
| 65+ | 26 | 27 | +4% | -25% |
| Unknown | 0 | 0 | - | -22% |
| Total | 64 | 56 | -13% | -31% |
| **Male** | | | | |
| <18 | 13 | 14 | +8% | -27% |
| 18-24 | 32 | 21 | -34% | -37% |
| 25-49 | 71 | 59 | -17% | -30% |
| 50-64 | 43 | 29 | -33% | -13% |
| 65+ | 32 | 46 | +44% | -8% |
| Unknown | 0 | 0 | - | -9% |
| Total | 191 | 169 | -12% | -23% |

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

| | 2012 | 2021 | Trend |
|---|---|---|---|
| **Female** | | | |
| <18 | / | 21 | - |
| 18-24 | / | 8 | - |
| 25-49 | / | 23 | - |
| 50-64 | / | 22 | - |
| 65+ | / | 29 | - |
| Unknown | / | 0 | - |
| Total | / | 103 | - |

| | | | |
|---|---|---|---|
| **Male** | | | |
| <18 | / | 56 | - |
| 18-24 | / | 37 | - |
| 25-49 | / | 77 | - |
| 50-64 | / | 50 | - |
| 65+ | / | 45 | - |
| Unknown | / | 0 | - |
| Total | / | 265 | - |

## 2.5 Area and Road Type

The majority of road fatalities in Finland occurred on rural roads (71%). The percentage of fatalities that occurred on motorways in Finland (4%) is much lower than the EU average (9%). Over the period 2012-2021, the number of fatalities decreased on all road types in Finland. Inside urban areas, the percentage of cyclists is much higher than the respective EU percentage.

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

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Motorway | 13 | 8 | -38% | -6% |
| Rural | 186 | 160 | -14% | -28% |
| Urban | 56 | 57 | +2% | -24% |
| Unknown | 0 | 0 | - | -48% |
| Total | 255 | 225 | -12% | -25% |

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

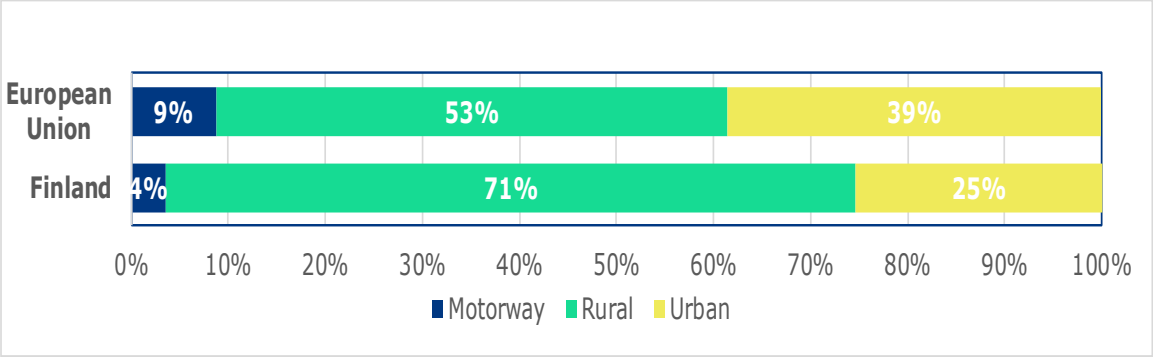
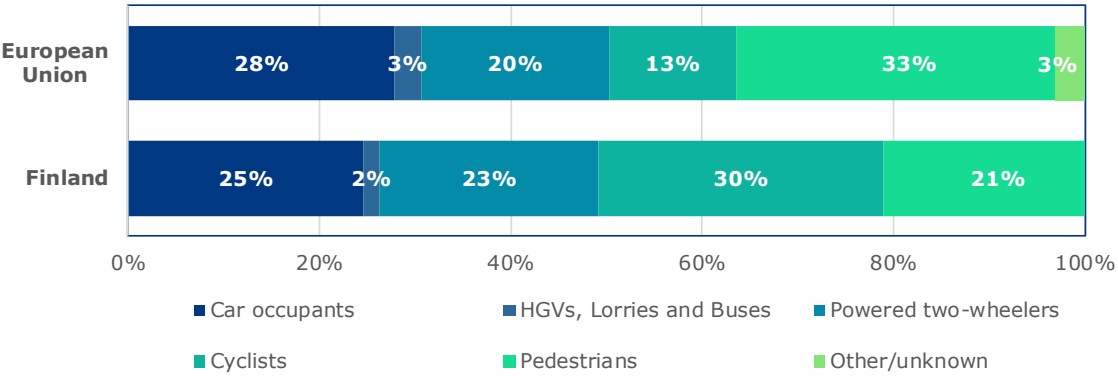


**Table 9:** Number of serious injuries by road type, 2012 and 2021

| | 2012 | 2021 | Trend |
|---|---|---|---|
| Motorway | / | 20 | - |
| Rural | / | 196 | - |
| Urban | / | 152 | - |
| Unknown | / | / | - |
| Total | / | 368 | - |

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



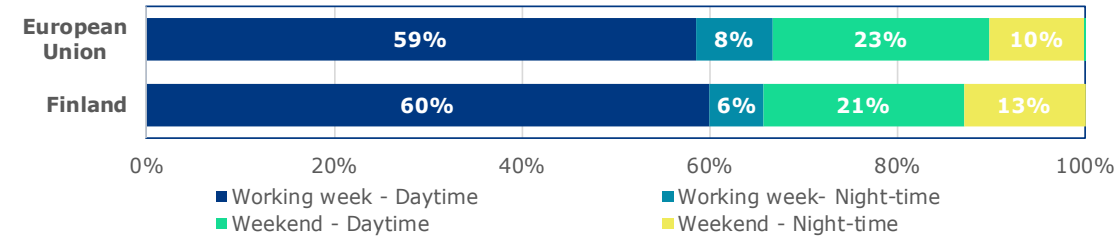

## 2.6 Time Period

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, Finland shows a downward trend regarding night-time fatalities during the working week and a stable trend during the weekend.

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

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Working week - Daytime | 162 | 135 | -17% | -21% |
| Working week- Night-time | 20 | 13 | -35% | -30% |
| Weekend - Daytime | 46 | 48 | 4% | -25% |
| Weekend - Night-time | 27 | 29 | 7% | -39% |
| Unknown | 0 | 0 | - | -75% |
| Total | 255 | 225 | -12% | -25% |

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




## 2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Finland and in the EU were recorded during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2021, Finland recorded an increase in crash fatalities during twilight.

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

| | 2012 | 2021 | Trend | EU trend |
|---|---|---|---|---|
| Lighting Conditions | | | | |
| Daylight | 173 | 150 | -13% | -17% |
| Twilight | 15 | 17 | +13% | -25% |
| Darkness | 67 | 58 | -13% | -33% |
| Weather Conditions | | | | |
| Dry | 205 | 162 | -21% | -24% |
| Rain | 24 | 20 | -17% | -28% |
| Other/Unknown | 26 | 43 | +65% | -25% |

# 3. Safety Performance Indicators

## 3.1 Road User Behaviour

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

| | Finland | EU |
|---|---|---|
| **Speeding**[c] % of passenger cars travelling within speed limits[1] | | |
| Motorways | 45.0 | - |
| Rural Roads | 43.0 | - |
| Urban Roads | 42.0 | - |
| **Seat belt & CRS use rates (%)**[1,2] | | |
| Front | 96.0 | 93.3 |
| Rear | 89.0 | 75.5 |
| Child restraint systems | / | 67.0 |
| **Helmet use rates (%)**[1] | | |
| PTW driver | / | 97.0 |
| PTW passenger | / | 94.4 |
| Cyclist | / | 37.8 |
| **DUI of Alcohol**[3] (self-reported) | | |
| % car drivers have driven at least once in the last 30 days over the legal limit | 6.1 | 11.8 |
| **Driver Distraction**[1] | | |
| % of drivers not using hand-held mobile device/phone while driving | 98.3 | 94.8 |

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

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

## 3.2 Vehicle Safety

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

| | Finland | EU |
|---|---|---|
| % of new passenger cars rated with 4 EuroNCAP stars and above[1] | 89.5 | 83.6 |
| Average age of passenger car fleet (years)[2] | 12.5 | 11.8 |

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

## 3.3 Enforcement

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

| Tickets per 1,000 population | Finland | EU |
|---|---|---|
| Speeding | 55.8 | 139.7 |
| Non-use of seat-belt | 1.0 | 5.7 |
| Illegal use of mobile phone | 1.0 | 4.4 |
| Driving above legal alcohol limits | 1.7 | 1.9 |

Source: ETSC (2022)

# 4. Road Safety Policy and Measures

## 4.1 National Road Safety Strategy

**Table 15**: National road safety strategy and targets

| | Finland |
|---|---|
| Timeframe | 2022-2026 |
| Lead Authority | Ministry of transport and communication |
| **Targets** | |
| Fatalities | -50% |
| Serious injuries | -50% |
| Baseline Year | 2020 |
| SPIs | No targets yet |
| **Link** | https://julkaisut.valtioneuvosto.fi/bitstream/handle/10024/163951/LVM_2022_3.pdf?sequence=1&isAllowed=y |

Source: national sources

## 4.2 Traffic Laws and Regulations

National road safety legislation in Finland is different in several aspects from that in most EU countries. The maximum speed limits on rural roads (80km/h) and motorways (120 km/h) are lower than in most other EU countries. The drink driving legislation for professional drivers is less strict than in other countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Finland.

**Table 16**: National road safety legislation

| | Finland | Most common in EU |
|---|---|---|
| **Speed limits for passenger cars (km/h)** | | |
| Urban roads | 50 | 50: 26/27 |
| Rural roads | 80 | 90: 17/27 |
| Motorways | 120 | 130: 14/27 |
| **Allowed BAC levels (g/l)** | | |
| General population | 0.5 | 0.5: 19/27 |
| Novice drivers | 0.5 | 0.2: 12/27, 0.0: 9/27 |
| Professional drivers | 0.5 | 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 |

| | Finland | 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 | Allowed in CRS | Allowed in CRS: 22/27 |
| Children on motorcycles | Not restricted | 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 (recommended) | 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 (km/h) | 25 | 25: 18/27 |
| Helmet required | No | Not required: 12/27 |
| Allowed on road lanes | No (It depends on the device) | Yes: 18/27 |
| Allowed on pavements | Yes | 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

| | Finland | Most common in EU |
|---|---|---|
| **Novice Drivers** | | |
| Accompanied driving | - | 17 years: 13/27, No: 7/27 |
| Probation period for novice drivers (years) | - | 2 years: 7/27, 3 years: 5/27 |
| **Renewal procedure** | | |
| Renewal procedure (compulsory) | Yes | Yes: 26/27 |
| Renewal interval | until 70 years old: every 15 years above 65 years old: every 5 years | Every 10years: 13/27, Every 15years: 9/27 |
| Medical requirements | Yes | Yes: 22/27 |

Source: national sources

## 4.4 Road Infrastructure

**Table 18**: Policies and regulations related to road infrastructure

| | Finland | 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 Finland is much lower than the EU average. In addition, GDP per capita is higher than that observed in the EU.

**Table 19**: Country Characteristics, 2021

| | Finland | EU |
|---|---|---|
| **Demographics**[2] | | |
| Population (inhabitants) | 5,533,793 | 447,000,548 |
| Population density (inh./km$^2$) | 18.2 | 109.0 |
| % children (0-17) | 18.8 | 18.2 |
| % adults (18-64) | 58.5 | 61.6 |
| % elderly (65+) | 22.7 | 20.3 |
| % of urban population | 85.7 | 75.2 |
| **Economic Data**[2] | | |
| GDP per capita (euro) | 45,280 | 32,560 |
| **Infrastructure**[1] | | |
| Country Area (km$^2$) | 338,411 | 4,225,134 |
| Road network length (km) | 77,906 | 4,473,380 |
| Road density (km/km$^2$) | 0.20 | 1.1 |
| % of motorways | 1.21 | 1.67 |
| % GDP spent to road infrastructure[3] | 0.5 | 0.4 |
| **Vehicle Fleet**[1] | | |
| Vehicles per population | 0.91 | 0.73 |
| % of passenger cars | 73.1 | 77.3 |
| % of motorcycles | 12.9 | 11.4 |
| % of HGVs | 13.7 | 11.1 |
| % of buses | 0.4 | 0.2 |
| **Exposure**[1] | | |
| Modal split of passenger transport on land (passenger-km in %): | | |
| - Passenger cars | 87.1 | 85.2 |
| - Bus/coach/Metro/Tram | 8.9 | 8.7 |
| Modal split of freight transport on land (tonne-km in %): | | |
| - Road | 72.7 | 74.6 |
| - Rail | 26.9 | 16.4 |
| **Environment**[1] | | |
| CO2 emissions from road transport (million tonnes) | 9.4 | 739.8 |
| Share of road transport emissions in total transport emissions (%) | 81.0 | 76.3 |

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

## 5.2 Structure of Road Safety Management

**Table 20**: Road Safety Management Structure

| Key Functions | Key Actors |
|---|---|
| **Formulation of national road safety strategy** | - Ministry of Transport and Communications<br>- Traffic Planning Departments (Provincial State Offices): set road safety goals for each province<br>- The State Provincial Offices: coordination of road<br>- safety work of municipalities (via the Provincial Traffic Safety Committees) |
| **Monitoring of the road safety development** | - Finnish Transport and Communications Agency Traficom<br>- Statistic Finland<br>- Police<br>- Liikenneturva (Finnish Road Safety Council)<br>- The Finnish Crash Data Institute (OTI)<br>- Finnish Transport Infrastructure Agency |
| **Improvements in road infrastructure** | - Finnish Transport Infrastructure Agency<br>- Municipalities: local roads |
| **Improvement in vehicles** | - Finnish Transport and Communications Agency Traficom: 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 drivers examinations |
| **Improvement in road user education** | - Finnish Transport and Communications Agency Traficom<br>- Liikenneturva (Finnish Road Safety Council) |
| **Publicity campaigns** | - Police<br>- Liikenneturva (Finnish Road Safety Council)<br>- Ministry of Education<br>- Ministry of Social Affairs and Health<br>- Finnish Institute for Health and Welfare (THL) |
| **Enforcement of traffic laws** | - Police |
| **Other relevant actors** | - Automobile Club of Finland<br>- Research: Technical Research Centre of Finland, University of Helsinki<br>- University of Tampere - Transport Research Centre Verne<br>- The Finnish Crash Data Institute (OTI) |

Source: national sources

## 5.3 Self-declared behaviour & Attitudes

**Table 21**: Self-declared behaviour and attitudes, 2019

| | Finland | EU Average | Ranking among EU countries |
|---|---|---|---|
| **Risk Taking**<br>*% at least once in the past 30 days* | | | |
| - drive after drinking alcohol | 9.7 | 17.0 | 5/18 |
| - drive faster than the speed limit inside urban areas | 76.1 | 55.7 | 18/18 |
| - transport children under 150cm without using CRS | 19.0 | 17.2 | 11/18 |
| **Enforcement Perception**<br>*% of likely of being checked for* | | | |
| - drink-driving | 9.6 | 16.8 | 17/18 |
| - respecting speed limits | 30.9 | 34.4 | 13/18 |
| - using of hand-held mobile phone while driving | 5.9 | 15.0 | 18/18 |
| **Support for policy measures**<br>*% of support to a legal obligation to* | | | |
| - zero tolerance for all novice drivers | 71.9 | 76.6 | 17/18 |
| - limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares) | 28.7 | 38.3 | 13/18 |
| - requiring all cyclists to wear a helmet | 50.4 | 60.1 | 13/18 |

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 19 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 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)


Publications Office