



European Road Safety Observatory

National Road Safety Profile - Belgium

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 1.0, September 13, 2021

Authors: Annelies Schoeters, Nathan De Vos & Freya Sloomans (Vias institute).

Referencing: Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2021) National Road Safety Profile Belgium. Brussels, European Commission, Directorate General for Transport.

Disclaimer

Whilst every effort has been made to ensure that the material presented in this document is relevant, accurate and up-to-date, the (sub)contractors cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this document are those of the author(s) and do not necessarily reflect the official opinion of the European Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained herein.

1 Highlights

Road safety outcomes

- In 2019 a total of 646 people were killed in reported traffic accidents in Belgium.
- Belgium is 16th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Belgium shows a relatively high proportion of cyclist fatalities and fatalities that occur on motorways.
- Over the past ten years there has been an increase in the number of fatalities among cyclists whereas the EU average remained constant. The number of fatalities aged 65 and older on the other hand, has decreased slightly while their number remained stable in the European Union.

Road safety performance indicators

- Belgium has one of the highest frequencies of self-reported drink-driving and one of the lowest frequencies of self-reported helmet wearing among cyclists.
- Self-reported talking on a handheld phone while driving is much lower than in most European countries.
- Belgian road infrastructure is characterized by high road density. Its quality is perceived as relatively low compared to other EU countries.
- Belgian passenger cars are significantly younger than the EU average.

Road safety policy and measures

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

2 Road Safety Outcomes

2.1 General risk in traffic

In Belgium, a total of 646 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 56 road fatalities per million inhabitants, which is just above the EU average (51) and above the rates of its neighbouring countries. Since 2001 the mortality rate in Belgium has declined at the same pace as the EU average. Taking into account the number of vehicles, Belgium is close to the EU average with a rate of 0.87 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities in Belgium has decreased by 24%, which is similar to the EU trend. While in the European Union the number of fatalities remained stable between 2013 and 2019, fatalities in Belgium show a considerable decrease between 2015 and 2017. The number of serious injuries in Belgium has dropped significantly (by 36%) over the past ten years.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	850	646	-24%	29611	22700	-23%
Serious injuries	5,606	3,600	-36%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

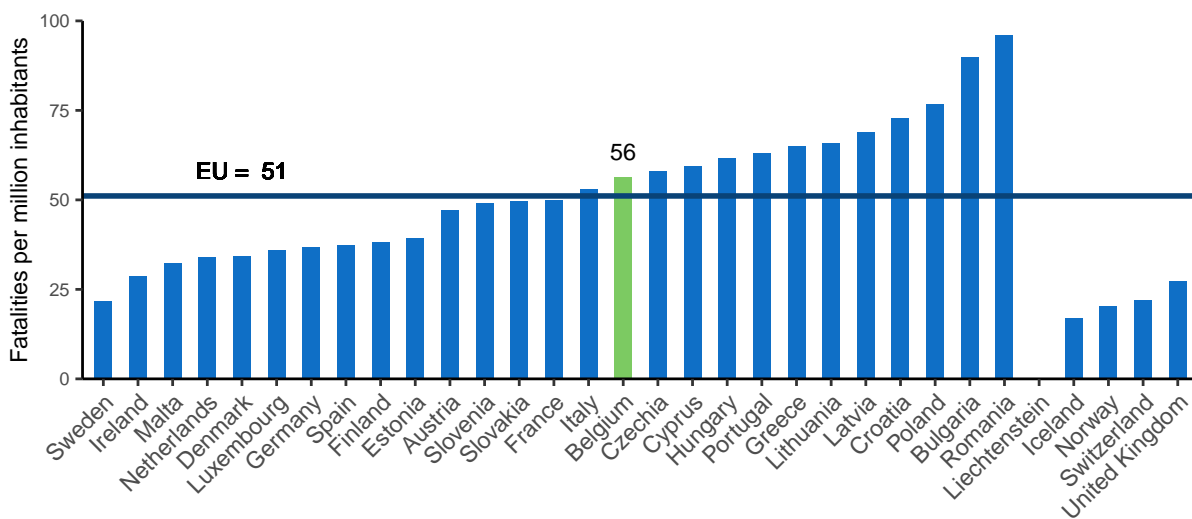


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

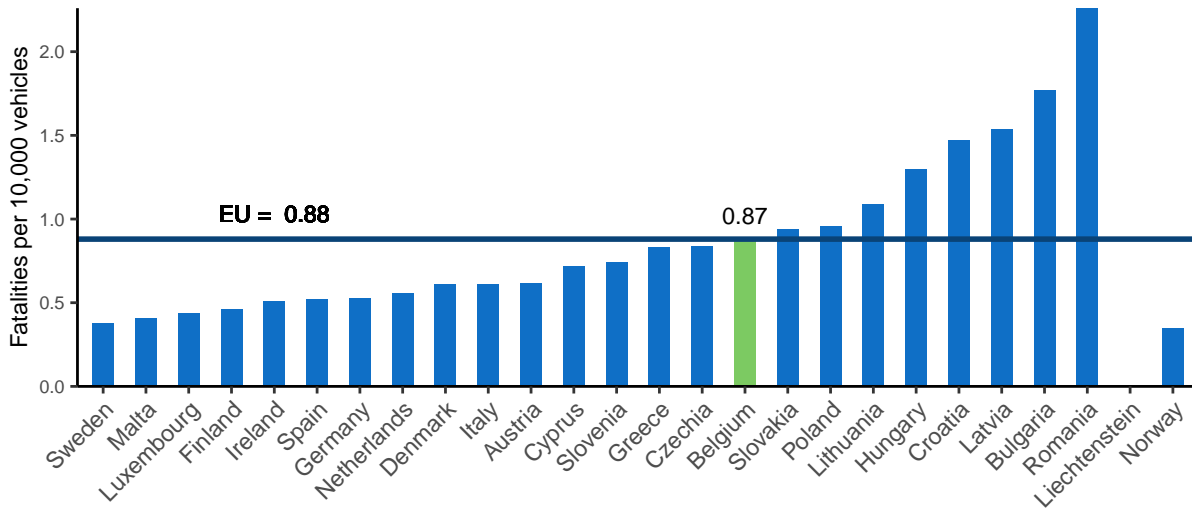


Figure 3. Number of road fatalities (2010-2019). Source: CARE

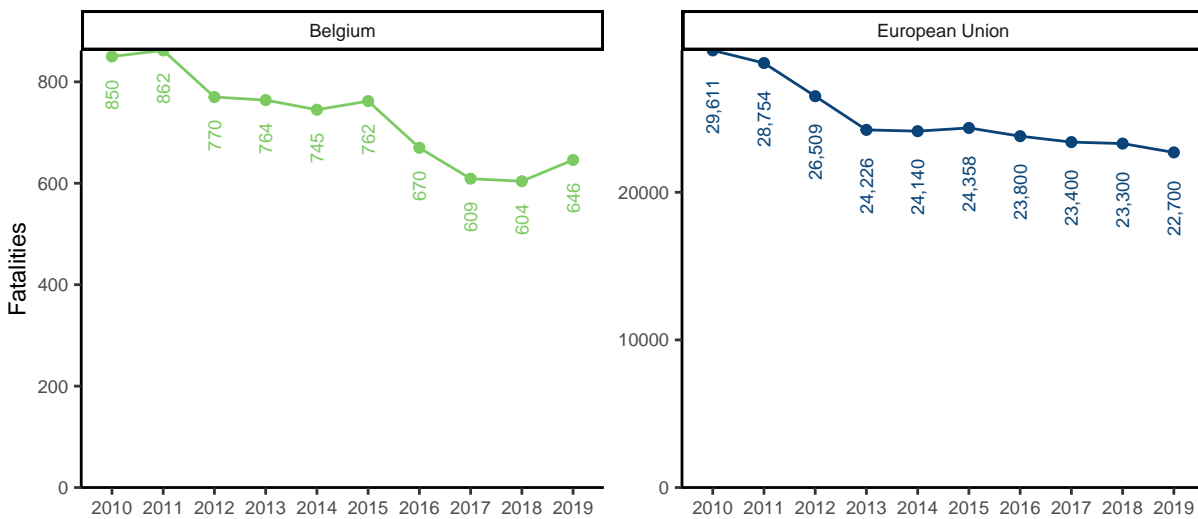
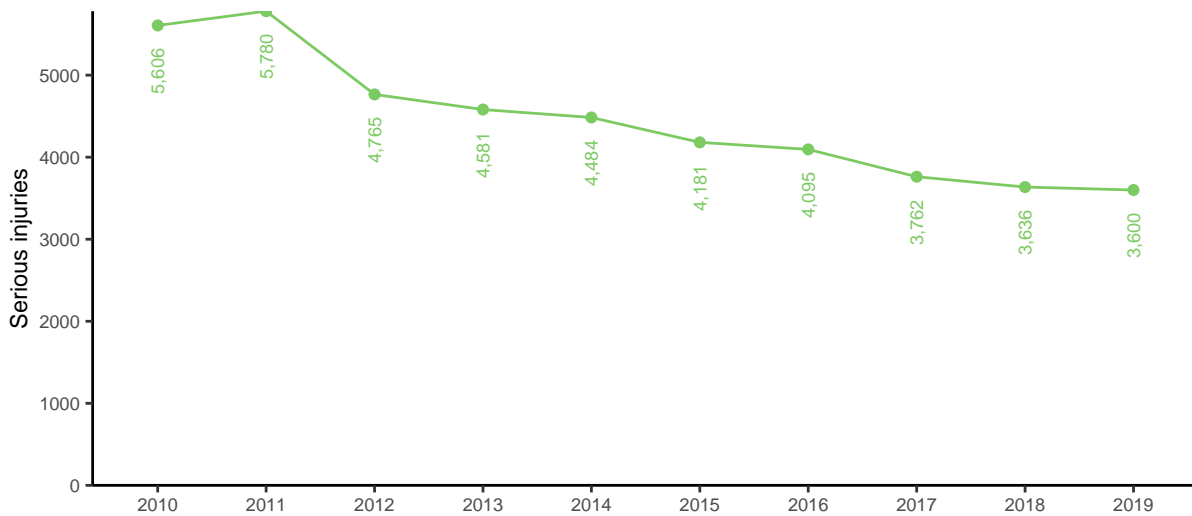
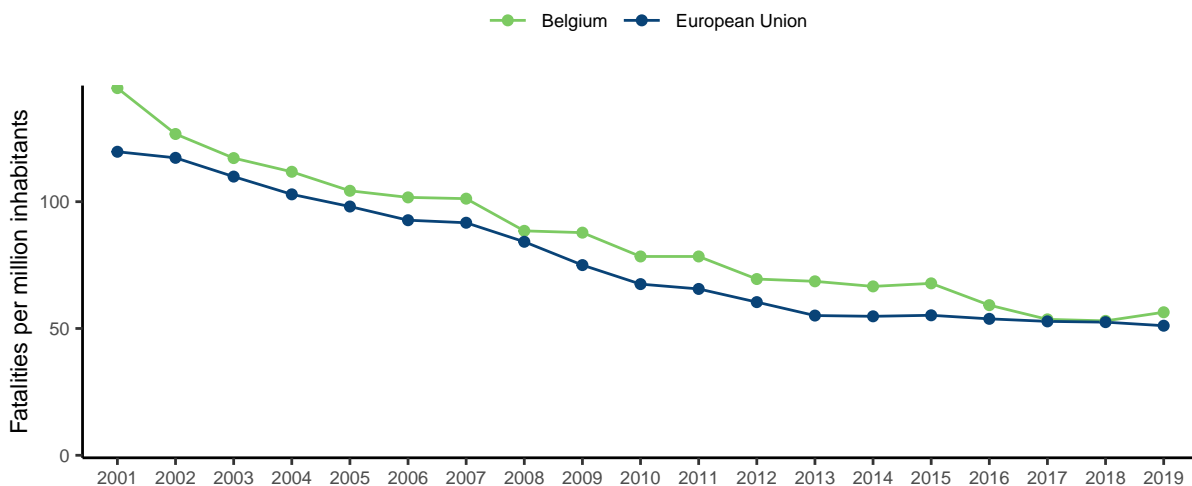


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, car occupants accounted for almost half of road traffic fatalities in Belgium. This percentage is only slightly higher than that observed in the European Union as a whole (44%). The percentage of cyclists (15%) is considerably higher than that in the European Union (9%). Pedestrians on the other hand account for only 14% of road fatalities, as opposed to 21% in the European Union.

Over time there has been a decrease in the number of fatalities in Belgium for all modes except cyclists. While the number of cyclist fatalities increased by 13% over the past ten years, their number remained broadly stable in the European Union. This increase was even higher in urban areas in Belgium, with the number of fatally injured cyclists increasing by 23%. Moreover, cyclists are the only transport mode for which the number of serious injuries remained constant and did not decrease significantly. The most favourable trends in terms of transport

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

mode were related to car occupants, with the number of fatalities falling by more than one third and the number of serious injuries falling by 46%.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Belgium that were fatally injured, 38% were involved in a crash with a car. This number has decreased by only 9% over the past ten years, which is less than in the European Union overall. Another 20% of vulnerable road user fatalities were involved in a crash with a lorry or heavy goods vehicle, this number decreased significantly (by 27%). The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Belgium shows a bigger decrease than in the European Union.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

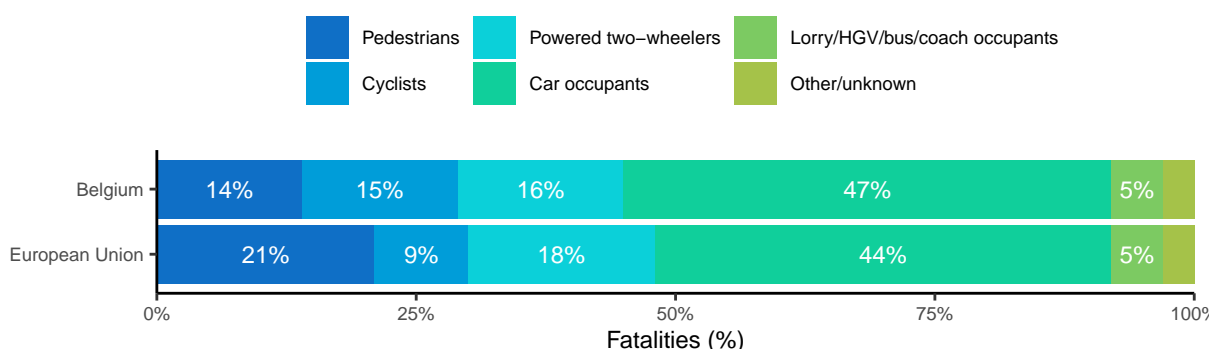


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	113	87	-23%	5,793	4,767	-18%
Cyclists	77	87	+13%	2,023	1,991	-2%
Powered two-wheelers	133	103	-23%	5,058	4,132	-18%
Car occupants	439	289	-34%	13,309	10,445	-22%
Lorries, under 3.5t	33	25	-24%	898	780	-13%
Heavy goods vehicles	16	15	-6%	590	408	-31%
Bus/coach occupants	3	1	/	102	98	-4%
Other/unknown	43	12	/	1,119	691	/
Total	827	620	-25%	28,291	23,133	-18%

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	604	498	-18%
Cyclists	922	917	-1%
Powered two-wheelers	1,054	742	-30%
Car occupants	2,397	1,284	-46%
Lorries, under 3.5t	189	114	-40%
Heavy goods vehicles	70	48	-31%
Bus/coach occupants	22	13	/
Other/unknown	126	50	/
Total	5,384	3,666	-32%

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	6	6	/	258	201	-22%
Crashes involving cars	116	106	-9%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	55	40	-27%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

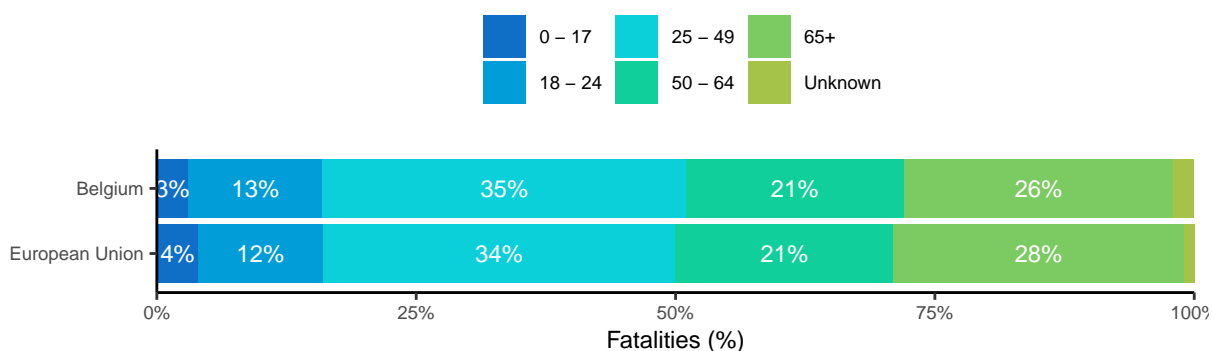
Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	76	54	-29%	3,944	3,303	-16%
Cyclists	31	38	+23%	1,113	1,134	+2%
Powered two-wheelers	44	35	-20%	2,200	1,595	-28%
Car occupants	95	71	-25%	2,883	2,164	-25%
Lorries, under 3.5t	3	1	/	149	132	-11%
Heavy goods vehicles	1	1	/	82	31	-62%
Bus/coach occupants	1	1	/	24	27	+12%
Other/unknown	6	4	/	222	260	/
Total	258	205	-21%	10,730	8,837	-18%

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	10	18	/	299	381	+27%
Powered two-wheelers	43	38	-12%	1,746	1,443	-17%
Car occupants	221	132	-40%	5,905	4,471	-24%
Lorries, under 3.5t	18	9	/	365	288	-21%
Heavy goods vehicles	3	4	/	241	147	-39%
Bus/coach occupants	1	0	/	40	35	-12%
Other/unknown	25	5	/	327	341	/
Total	321	206	-36%	8,923	7,106	-20%

2.3 Age

The distribution of road fatalities across age groups in Belgium is similar to that for the European Union. Over the past ten years, the number of fatalities decreased for all age groups. Fatalities for people of 50 years and older dropped by about 10% which is less substantial than the decrease that is observed for younger age categories. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

Figure 7. Number of road fatalities by age group (2019). Source: CARE**Table 7.** Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

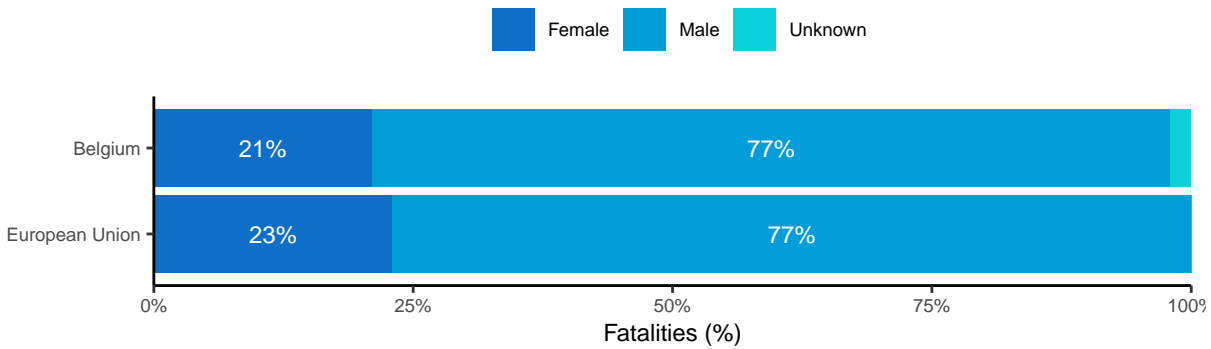
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	31	13	/	744	499	-33%
15 - 17	18	11	/	761	493	-35%
18 - 24	149	76	-49%	4,399	2,755	-37%
25 - 49	335	225	-33%	10,458	7,915	-24%
50 - 64	137	123	-10%	5,273	4,891	-7%
65+	179	162	-9%	6,392	6,559	+3%
Unknown	10	9	/	738	148	/
Total	827	620	-25%	28,291	23,133	-18%

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	596	156	-74%
15 - 17	228	127	-44%
18 - 24	895	527	-41%
25 - 49	2,036	1,437	-29%
50 - 64	834	773	-7%
65+	692	618	-11%
Unknown	103	27	/
Total	5,384	3,666	-32%

2.4 Gender

The high proportion of males among total road fatalities in Belgium (77%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2019). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	195	145	-26%	6,656	5,453	-18%
Male	645	465	-28%	21,523	17,764	-17%
Unknown	18	9	/	1,310	42	/
Total	827	620	-25%	28,291	23,133	-18%

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	1,605	1,245	-22%
Male	3,346	2,387	-29%
Unknown	432	34	/
Total	5,384	3,666	-32%

2.5 Area

The proportion of fatalities on motorways in Belgium is much higher than in the European Union as a whole, mainly because of the relatively high density of motorways. Over the past ten years, the number of fatalities and the number of serious injuries has decreased on all road types.

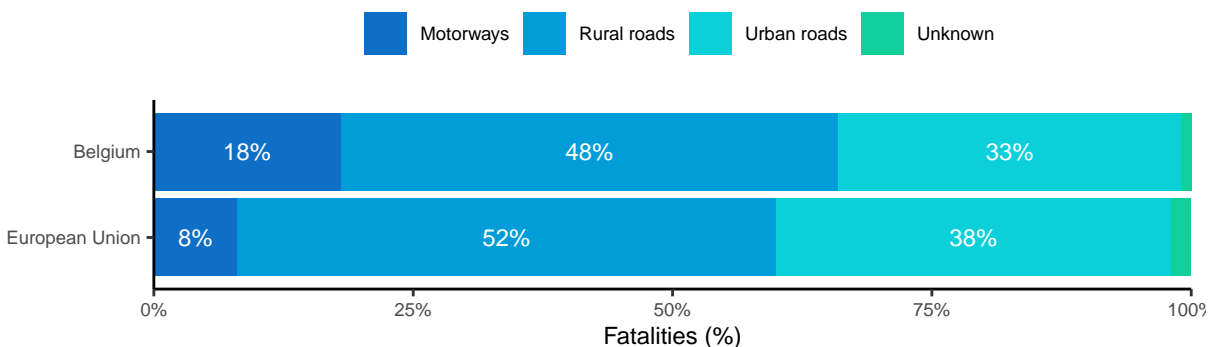
Figure 9. Number of road fatalities by road type (2019). Source: CARE

Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

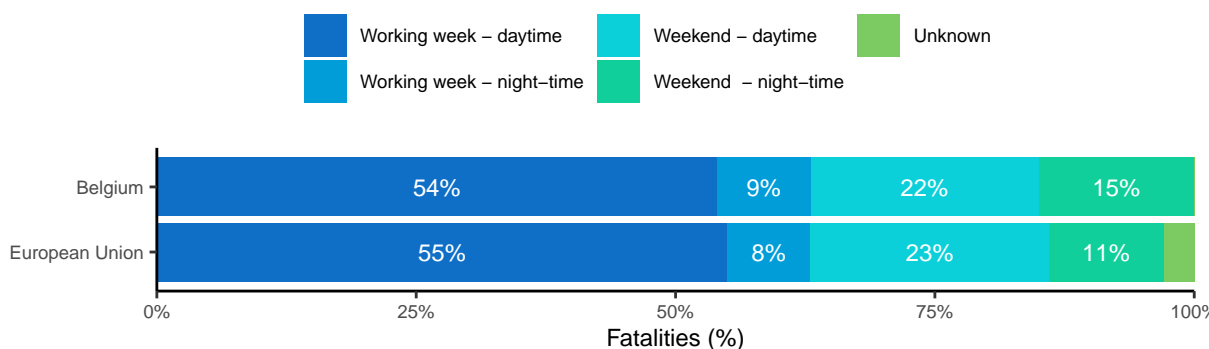
Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	120	105	-12%	2,038	1,969	-3%
Rural	460	308	-33%	15,205	12,200	-20%
Urban	258	205	-21%	10,730	8,837	-18%
Unknown	21	2	/	770	321	/
Total	827	620	-25%	28,291	23,133	-18%

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	863	372	-57%
Rural	2,481	1,555	-37%
Urban	2,031	1,736	-15%
Unknown	9	3	/
Total	5,384	3,666	-32%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Belgium shows a more favourable downward trend regarding night-time fatalities (both during the week and at weekends), which is in line with the EU average.

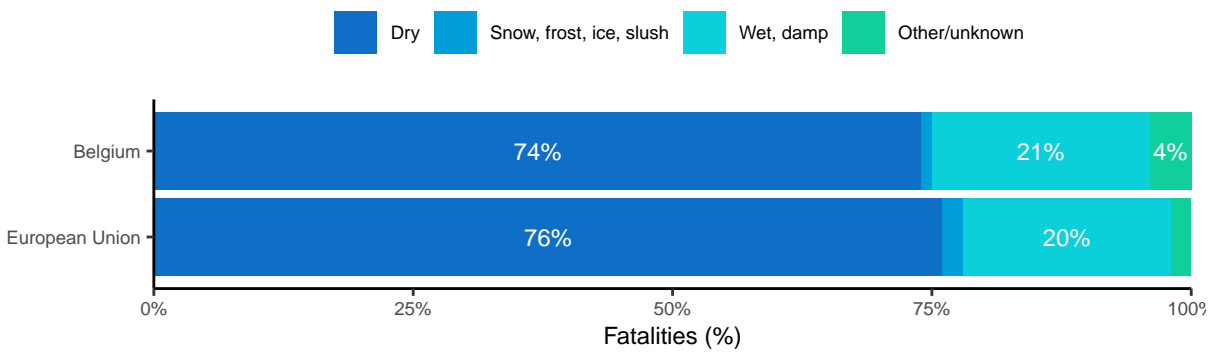
Figure 10. Number of road fatalities by period of time (2019). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	408	353	-13%	15,404	13,265	-14%
Working week - night-time	86	57	-34%	2,566	1,980	-23%
Weekend - daytime	169	121	-28%	6,353	5,383	-15%
Weekend - night-time	138	88	-36%	3,540	2,593	-27%
Unknown	53	1	/	4,071	662	/
Total	827	620	-25%	28,291	23,133	-18%

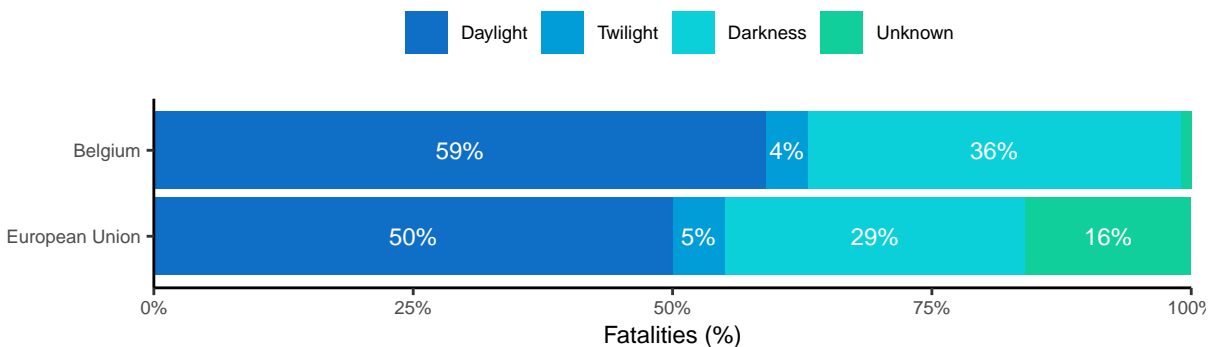
2.7 Road conditions

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

²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE**Table 14.** Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	579	467	-19%	21,091	17,711	-16%
Snow, frost, ice, slush	17	5	/	988	442	-55%
Wet, damp	176	133	-24%	5,636	4,663	-17%
Other/unknown	81	15	/	2,458	446	/
Total	827	620	-25%	28,291	23,133	-18%

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	326	225	-31%	8,918	6,782	-24%
Daylight	431	359	-17%	13,706	11,932	-13%
Twilight	40	28	-30%	1,498	1,228	-18%
Unknown	58	7	/	5,301	3,908	/
Total	827	620	-25%	28,291	23,133	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

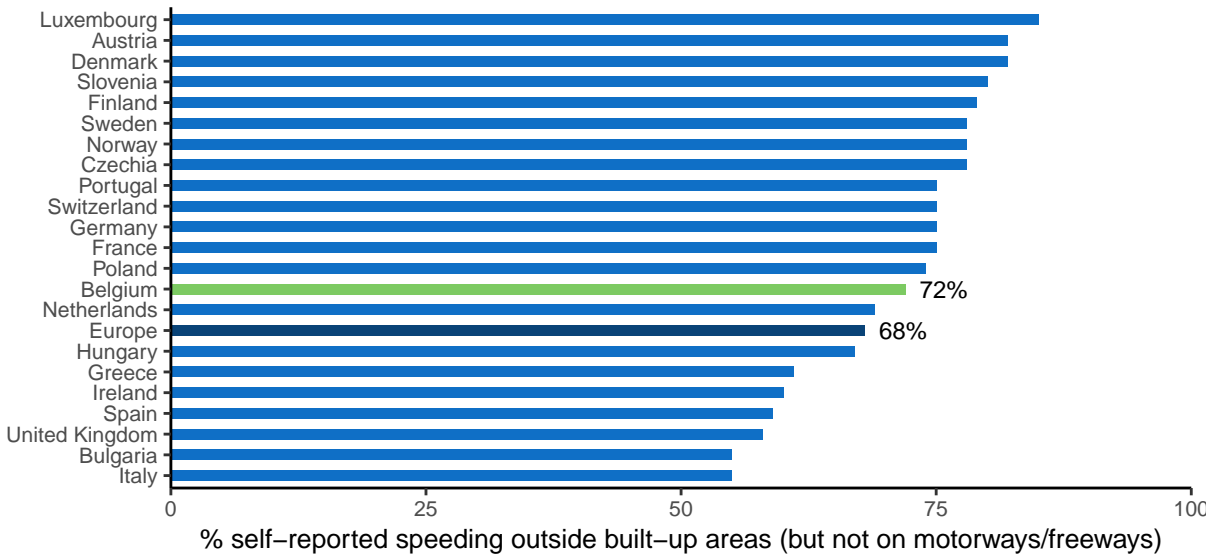
Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. The self-reported seatbelt wearing rate in the back seat in Belgium is just below the European average and the observed seatbelt wearing rate in the back is only 86%. While Belgium performs better than the European average in relation to distracted driving, it has one of the worst scores in Europe for drink-driving and the use of a helmet among cyclists.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2015)

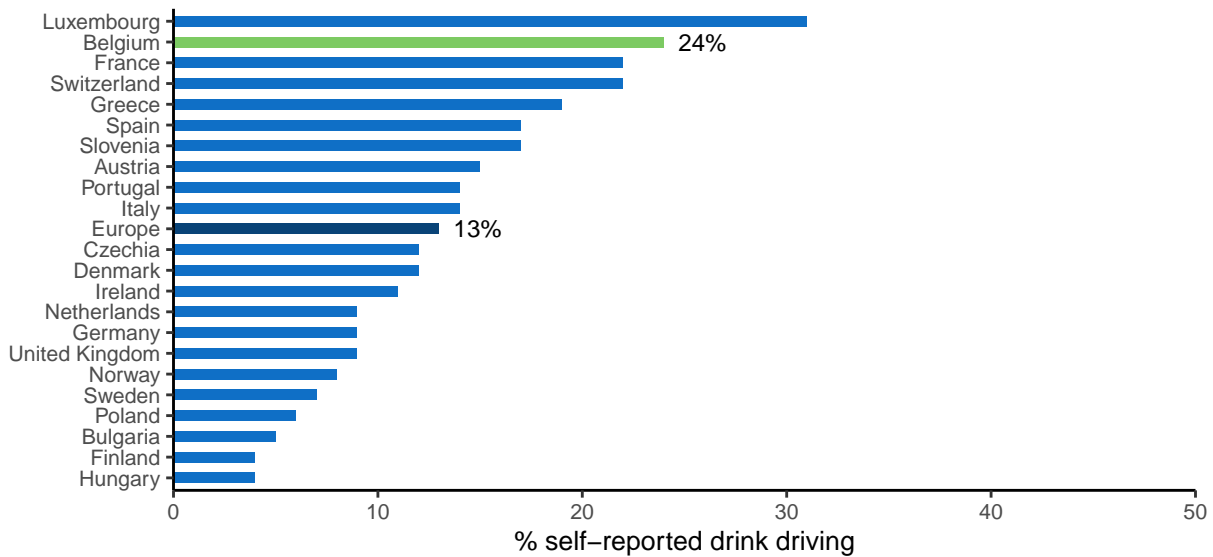
	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h)	48	36%
Rural roads (70km/h)	72	41%
Rural roads (90km/h) two lanes	88	29%
Rural roads (90km/h) four lanes	97	57%
Motorways (120km/h)	123	53%

Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Table 17. Observed seatbelt wearing rate. Source: IRTAD (2017)

	Seatbelt wearing rate
Car drivers on urban roads	95%
Car drivers on rural roads	96%
Car drivers on motorways	96%
Car drivers	95%
Front seat passengers	96%
Rear seat passengers	86%

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

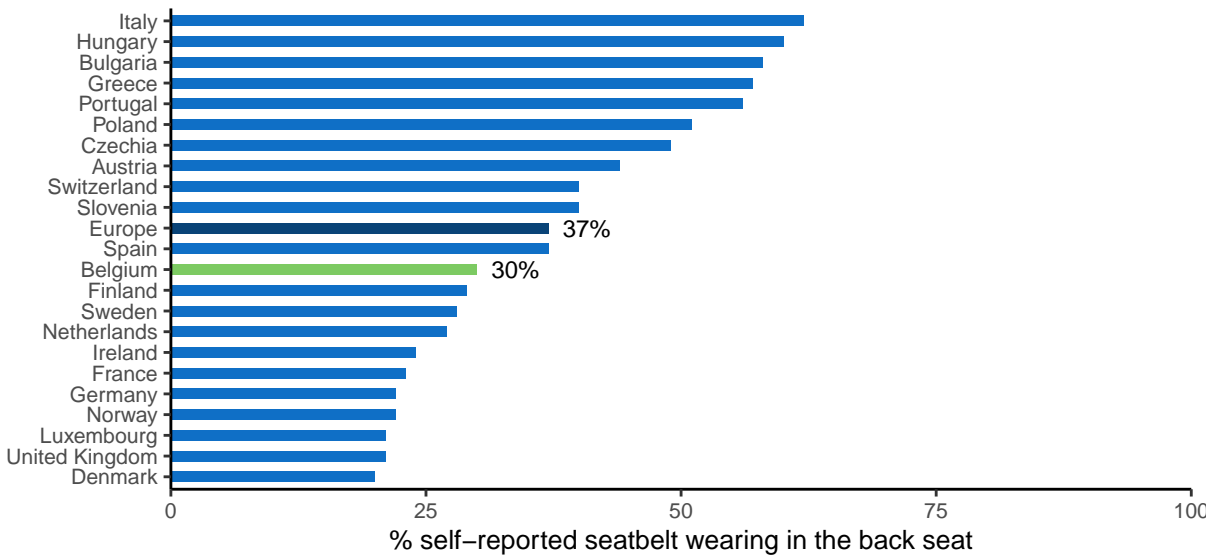
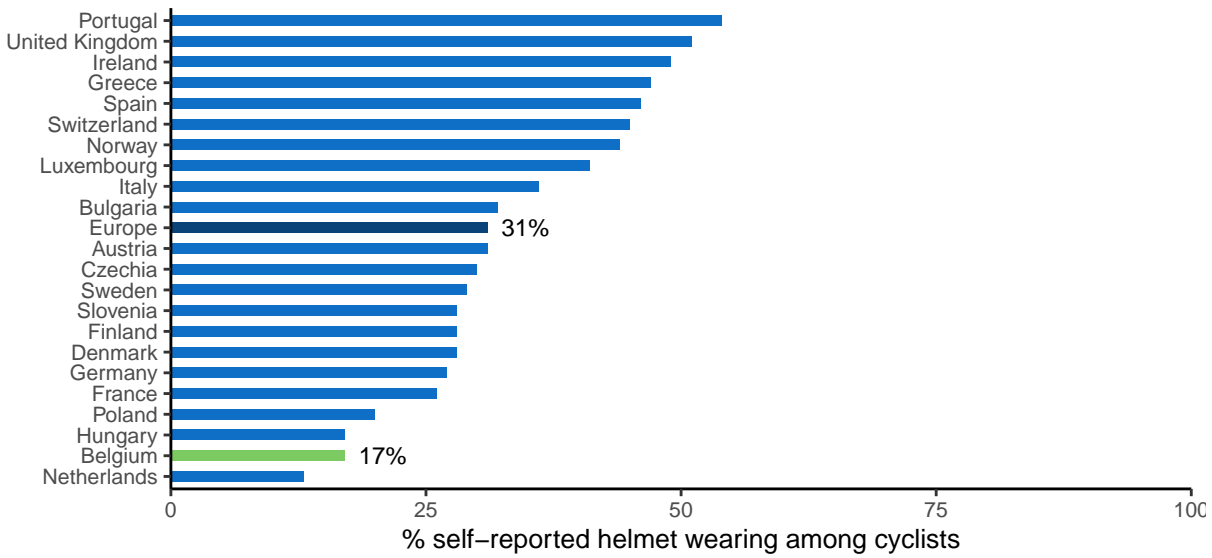
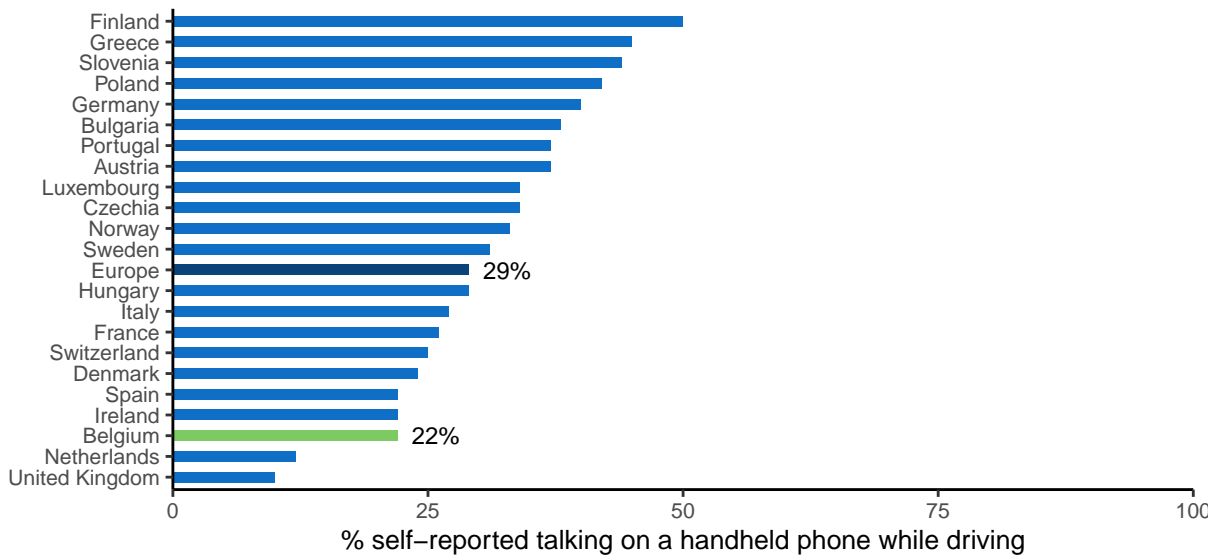


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

In Belgium both the overall road network and the motorway network show extremely high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Belgium, a score of 4.5 (on a value scale from 1 to 7) is given, which is rather low compared to other EU countries.

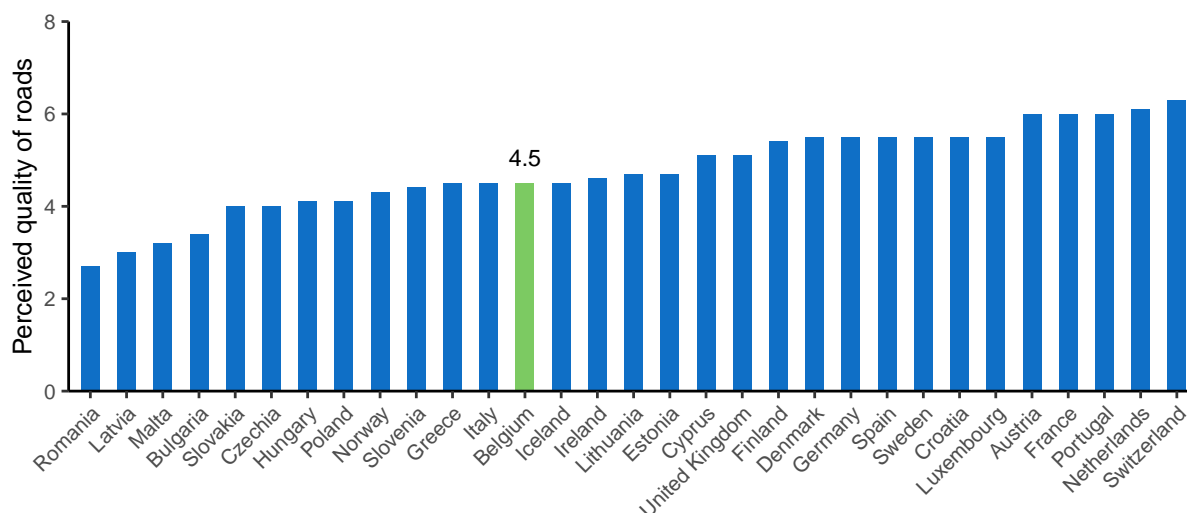
3.2.1 Road density

Table 18. Road density. Source: EUROSTAT (2017)

	Belgium	European Union
Motorways	57 km road/1000 km ²	15 km road/1000 km ²
Total	5061 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Belgian vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Belgian passenger cars appear to be significantly younger than the EU average, with only 29% passenger cars over 10 years.

Table 19. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Belgium	European Union
All vehicles (except trailers and motorcycles)	60	63
Total utility vehicles	9	9
Lorries	8	7
Road tractors	0	1
Trailers and semi-trailers	3	4
Motorcycles	4	6
Passenger cars	51	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

Table 20. Age of registered passenger cars. Source: EUROSTAT (2019)

	Belgium	European Union
Percentage of total number of passenger cars		
Less than 2 years	23%	12%
From 2 to 5 years	21%	15%
From 5 to 10 years	27%	21%
From 10 to 20 years	23%	42%
Over 20 years	6%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Belgium reflects the situation in the majority of EU countries with a few exceptions. The speed limit on motorways is 120 km/h which is lower than in most EU countries (130 km/h). Furthermore, helmet fastening is not required in Belgium.

Table 21. National road safety legislation. Source: WHO (2018)

	Belgium	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	120 km/h	140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 18 yrs / 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 3 /8 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Belgium scores well above average for enforcement of motorcycle helmet legislation. The scores for enforcement of drink-driving legislation and particularly child restraint system legislation on the other hand, are below the European average.

Table 22. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Belgium	European average
Speed legislation	7	6.8
Drink-driving legislation	6	7
Seatbelt legislation	7	7
Child restraint system legislation	5	7
Motorcycle helmet legislation	9	8

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

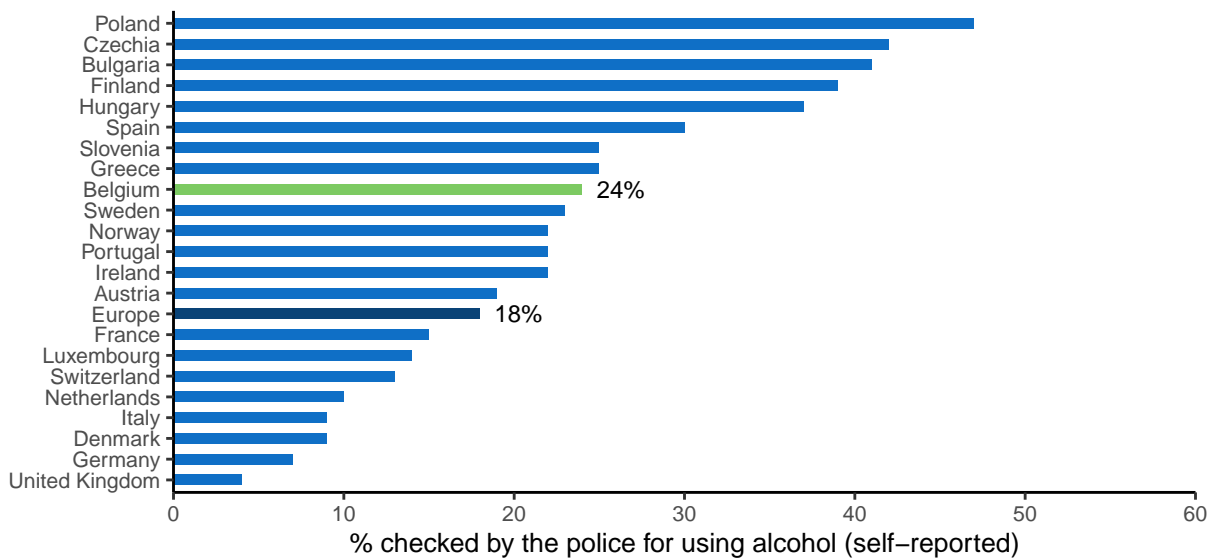
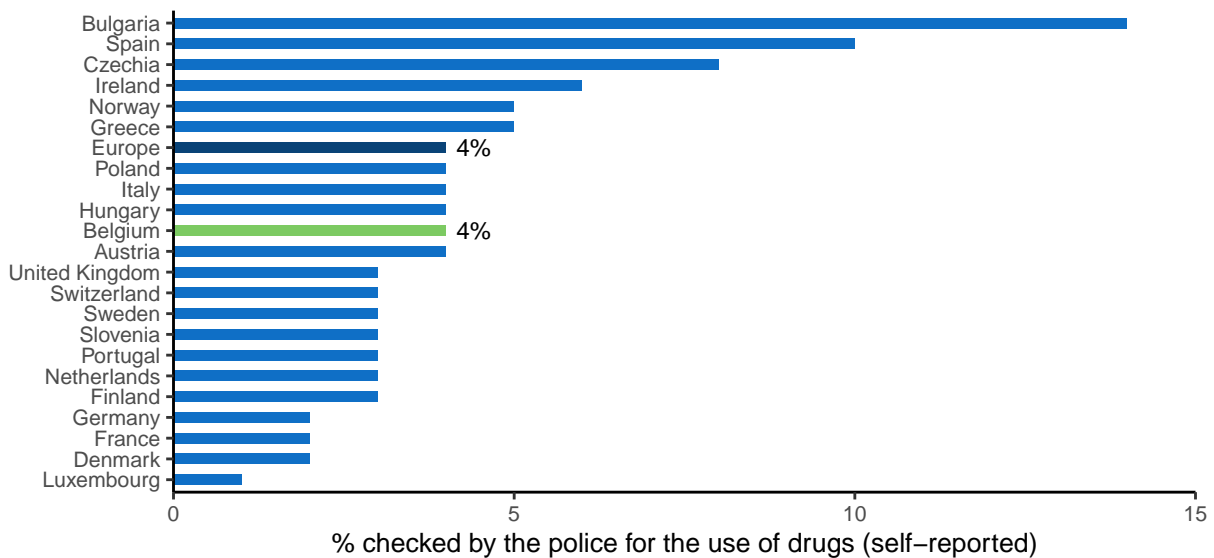


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 23. Infrastructure-related policy. Source: WHO (2018)

	Belgium	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Subnational	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 24. Policy related to post-crash care. Source: WHO (2018)

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

5 Structure and culture

5.1 Country characteristics

Population density in Belgium is above the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is above that of the European Union, but the percentage of GDP dedicated to road spending is lower than the EU average (0.2%).

Table 25. Country characteristics. Source: EUROSTAT and IRTAD

	Belgium	European Union
Population-related data (2020)		
Population (2020)	11522440	447319916
Population density (inhabitants/km ²)	376	106
% Children (0-14)	17%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	19%	21%
Urbanization (2019)		
% living in cities	30%	38%
% living in suburbs and towns	55%	34%
% living in rural areas	16%	28%
Economic data		
GDP per capita (EUR, 2020)	39156.4	29768.3
Unemployment rate (2020)	6%	7%
% GDP dedicated to road spending (2017)	0.2%	0.6%

5.2 Structure of road safety management

Table 26. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Federal Ministers responsible for Mobility, Interior Affairs and Justice, and the associated federal public authorities
	Federal Commission for Road Safety (advisory body)
	Police
	Regional Ministers and the associated public authorities and advisory bodies: Conseil supérieur Wallon de Sécurité Routière (CWSR); Bruxelles Mobilité (BM); Vlaams Forum Verkeersveiligheid; Departement Mobiliteit en Openbare Werken
Improvements in road infrastructure	Department of Mobility and Public Works (Flanders)
	Direction générale opérationnelle Routes et Bâtiments (DGO1) (Wallonia)
	Bruxelles Mobilité (Brussels)
	Towns and communes
Improvement in vehicles	UNECE
	European Commission, DG MARKET and DG MOVE
	Federal Public Service for Mobility and Transport
	Vehicle Manufacturers
Improvement in road user education	GOCA (group of companies undertaking car inspections and driving license at federal level)
	Ministers for Education and the associated regional public authorities/departments
	Vlaamse Stichting Verkeerskunde (VSV), Bruxelles Mobilité (BM)
	Driving schools
Publicity campaigns	Regional Authorities: Vlaamse Stichting Verkeerskunde (VSV), Agence wallonne pour la Sécurité Routière (AWSR), Bruxelles Mobilité BM)
	Vias institute
	NGOs, associations, entreprises, etc.
Enforcement of traffic laws	Federal Police
	Local Police
	Regional authorities for certain regionalised matters
	Federal Ministry of Justice and courts
Other relevant actors	Vias institute
	VSV (Vlaamse Stichting Verkeerskunde), AWSR (Agence wallonne pour la sécurité routière)
	NGOs

5.3 Attitudes

Table 27. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Belgium	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	13%	12%	15/22
I will do my best to respect speed limits in the next 30 days	72%	71%	11/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	21/22
I will do my best not to drive after drinking alcohol in the next 30 days	72%	76%	3/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	5%	3%	19/22
I often check my messages on the mobile phone while driving	4%	4%	20/22
I will do my best not to use my mobile phone while driving in the next 30 days	76%	74%	15/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.