



European  
Commission



Country Profile  
**Croatia**



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, 292 people were killed and 2,610 people were seriously injured in road crashes in Croatia.
- Croatia is 4<sup>th</sup> out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Croatia shows a relatively high proportion of fatalities occurring on urban roads, especially for passenger car occupants.
- Over the period 2012-2021, the number of fatalities in Croatia had the same decrease as EU average.

## Road Safety Performance Indicators

- The use rates of seat-belts in Croatia are considerably lower than the EU average.
- The passenger car fleet of Croatia is older than the average European.

## Road Safety Policy Measures & Country Characteristics

- The use of helmet for cyclists (up to 16 years old) and e-scooters is mandatory in contrast with the majority of the EU countries.
- Croatia has zero alcohol limits for novice and professional drivers.
- Croatian road infrastructure is characterized by low road density, except for the motorway network.

## 2. Road Safety Outcomes

### 2.1 Road Safety Trends

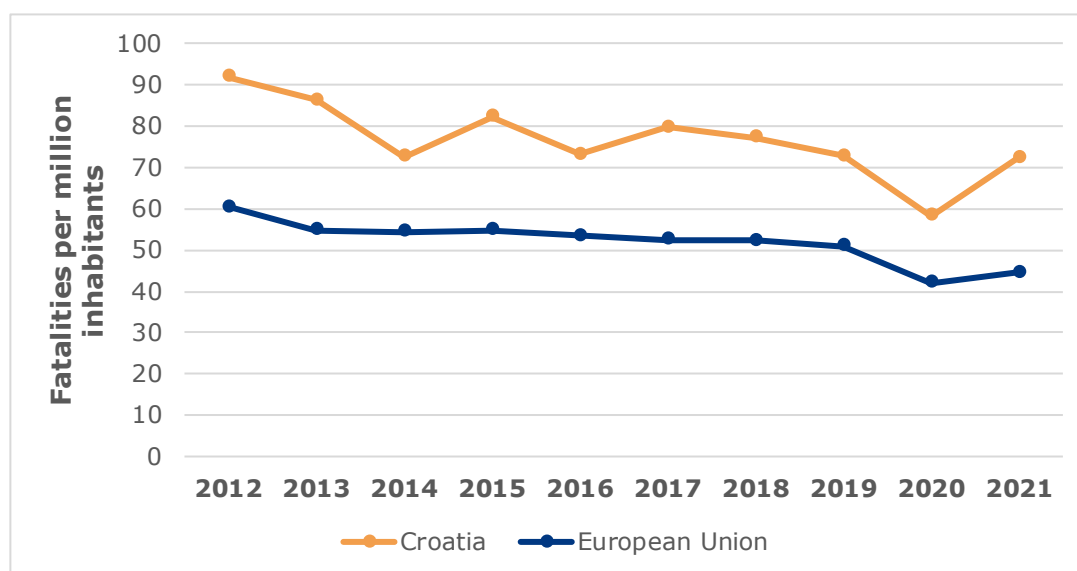
In Croatia, a total of 292 people were killed and 2,610 people were seriously injured in road crashes in 2021<sup>a</sup>. Over the period 2012-2021, the number of fatalities in Croatia decreased by 26%, which is similar to the European Union (EU) decrease (25%). The number of serious injuries also showed a decrease over the same period (14%).

In terms of mortality rates, 72 road fatalities per million inhabitants were recorded, which is well above the EU average (45). The trend of the fatality rates per population shows more fluctuations compared to the EU trend over the period 2012-2021.

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

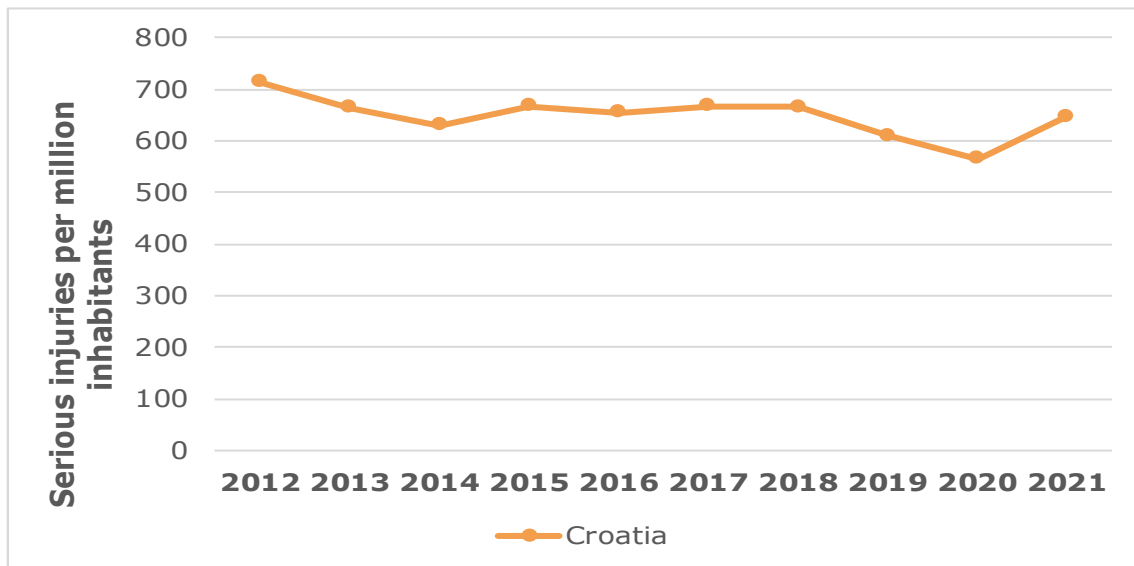
	2012	2021	Trend	EU trend
Fatalities	393	292	-26%	-25%
Serious Injuries	3,051	2,610	-14%	-

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



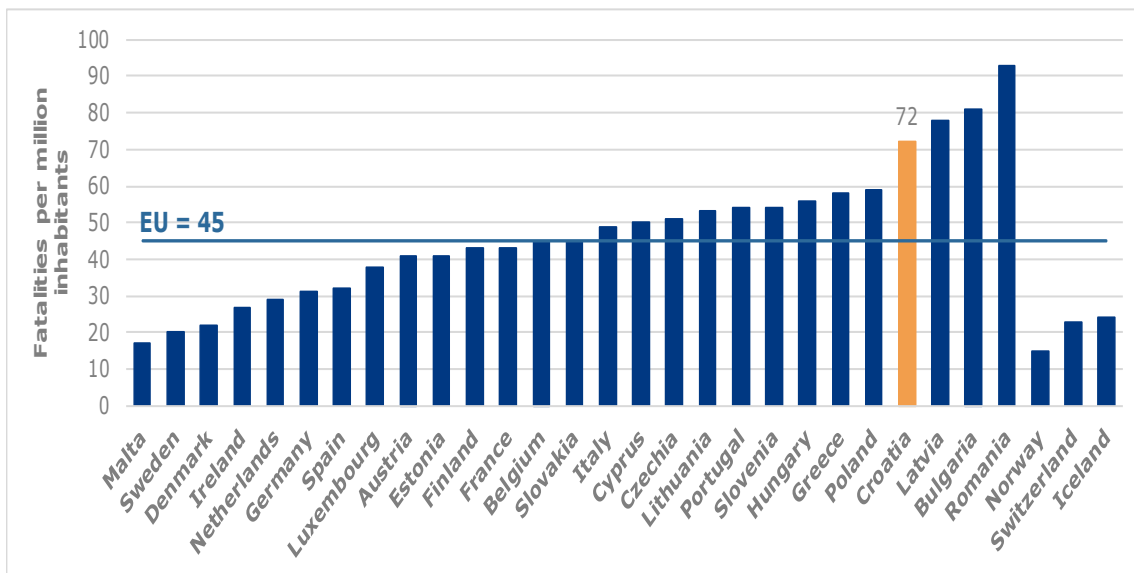
<sup>a</sup> It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

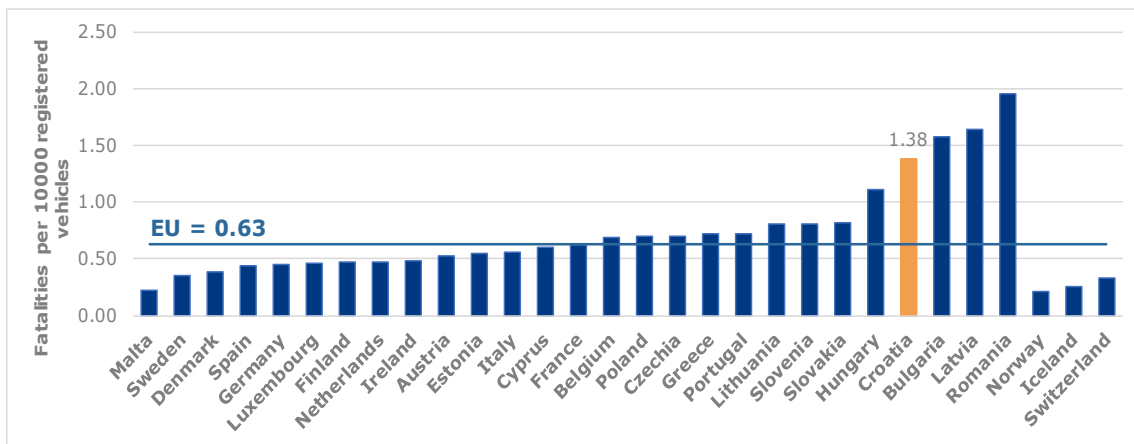


## 2.2 Risk Figures

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



Taking into account the number of vehicles, Croatia also performs worse compared to the EU average. The rate of 1.38 fatalities per 10,000 registered vehicles in Croatia is more than twice the EU average (0.63).

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

## 2.3 Transport Mode

In 2021<sup>b</sup>, the distribution of road fatalities by transport mode in Croatia is similar to the distribution in the EU as a whole, with a slightly higher ratio of powered two-wheeler fatalities (22% in Croatia compared to 19% in the EU).

Over the period 2012-2021, there has been a decrease in the road fatalities in Croatia for all transport modes except for cyclists. The highest decrease was recorded for pedestrian fatalities (49%). Concerning serious injuries, the highest decrease was recorded for powered two wheelers (26%) and bus occupants (21%). There was an increase for occupants of heavy goods vehicles HGVs (18%) and lorries (21%).

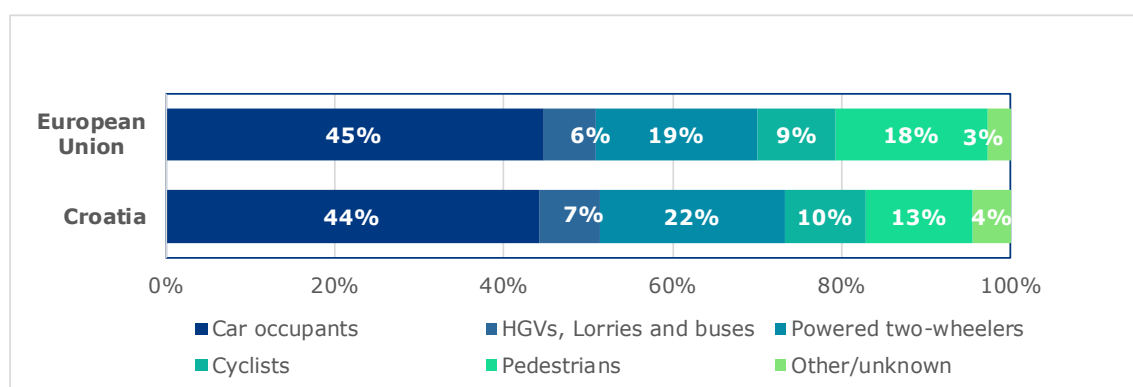
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Croatia in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 74% were involved in a crash with a car, and 24% were involved in a crash with a lorry or heavy goods vehicle. Over time Croatia showed a lower decrease in fatalities in these types of crashes than the European Union with crashes with a lorry or heavy goods vehicles even increasing.

Also, the number of fatalities in single vehicle crashes decreased substantially more than in the EU.

<sup>b</sup> 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	8	10	-	+26%
Car occupants	186	129	-31%	-28%
Cyclists	21	28	+33%	-12%
Heavy goods vehicles	2	1	-	-11%
Lorries, under 3.5t	15	10	-33%	-14%
Other/unknown	11	13	+18%	-13%
Pedestrians	72	37	-49%	-34%
Powered two-wheelers	78	64	-18%	-18%
Total	393	292	-26%	-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	34	27	-21%
Car occupants	1,272	1,084	-15%
Cyclists	337	304	-10%
Heavy goods vehicles	17	20	+18%
Lorries, under 3.5t	48	58	+21%
Other/unknown	53	102	+92%
Pedestrians	484	419	-13%
Powered two-wheelers	806	596	-26%
Total	3,051	2,610	-14%



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

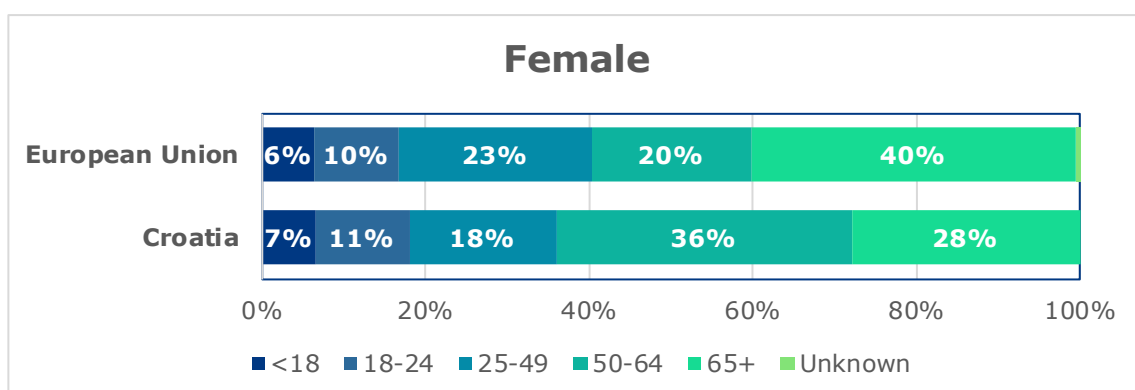
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	3	2	-	-47%
Crashes involving cars	106	76	-28%	-29%
Crashes involving lorries or heavy goods vehicles	17	25	+47%	-15%

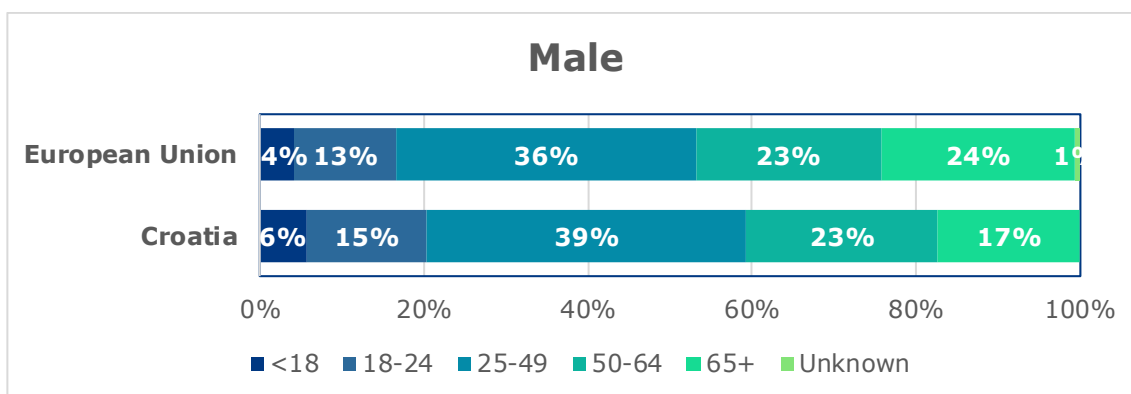
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	8	0	-	+47%
Car occupants	92	27	-71%	-28%
Cyclists	3	0	-	+37%
Heavy goods vehicles	2	0	-	-44%
Lorries, under 3.5t	9	2	-	-12%
Other/unknown	9	1	-	-20%
Powered two-wheelers	34	14	-59%	-16%
Total	157	44	-72%	-23%

## 2.4 Age and Gender

The distribution of road fatalities across age groups in Croatia differs from that of the EU, with a significantly higher share of female fatalities aged between 50 and 64 years old and a much lower share of female fatalities aged more than 65 years older. Concerning male fatalities, a slightly higher ratio of people aged 25-49 years old, and a lower ratio of people aged more than 65 years old compared to the EU average was recorded. In total, male fatalities decreased more than the EU average and female fatalities less than the EU average.

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



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

	2012	2021	Trend	EU trend
<b>Female</b>				
<18	5	4	-	-44%
18-24	7	7	-	-40%
25-49	13	11	-15%	-37%
50-64	22	22	0%	-23%
65+	22	17	-23%	-25%
Unknown	0	0	-	-22%
Total	69	61	-12%	-31%
<b>Male</b>				
<18	13	13	0%	-27%
18-24	41	34	-17%	-37%
25-49	137	90	-34%	-30%
50-64	76	54	-29%	-13%
65+	57	40	-30%	-8%
Unknown	0	0	-	-9%
Total	324	231	-29%	-23%

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

	2012	2021	Trend
<b>Female</b>			
<18	112	62	-45%
18-24	131	107	-18%
25-49	290	224	-23%
50-64	225	198	-12%
65+	193	202	+5%
Unknown	0	0	-
Total	951	793	-17%

<b>Male</b>			
<18	172	155	-10%
18-24	310	310	0%
25-49	980	682	-30%
50-64	425	392	-8%
65+	213	278	+31%
Unknown	0	0	-
<b>Total</b>	<b>2,100</b>	<b>1,817</b>	<b>-13%</b>

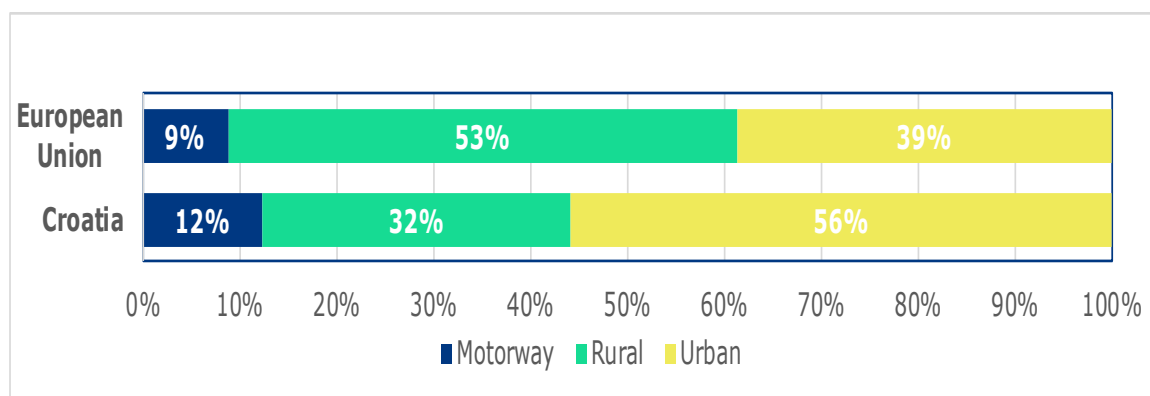
## 2.5 Area and Road Type

Contrary to the EU average, the majority of road fatalities in Croatia occurred on urban roads (56%). The percentage of fatalities that occurred on motorways in Croatia (12%) is higher than the EU average (9%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Croatia, except for serious injuries on motorways. The percentage of car occupant fatalities inside urban areas is much higher than the EU average.

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

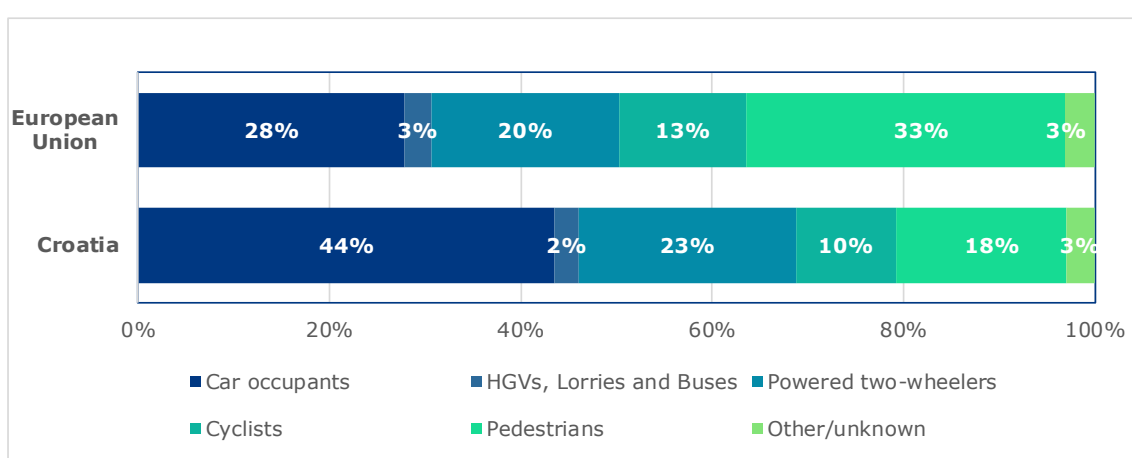
	<b>2012</b>	<b>2021</b>	<b>Trend</b>	<b>EU trend</b>
Motorway	42	36	-14%	-6%
Rural	121	93	-23%	-28%
Urban	230	163	-29%	-24%
Unknown	0	0	-	-48%
<b>Total</b>	<b>393</b>	<b>292</b>	<b>-26%</b>	<b>-25%</b>

**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	124	157	+27%
Rural	693	543	-22%
Urban	2,234	1,910	-15%
Unknown	0	0	-
Total	3,051	2,610	-14%

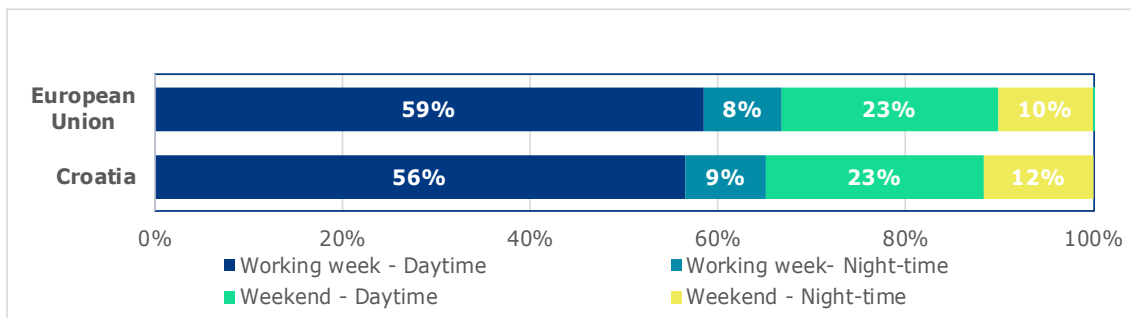
**Figure 8.** Distribution of road fatalities inside urban areas by type of transport mode, 2021

## 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, Croatia showed the largest decrease of night-time fatalities during the weekend, 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	186	165	-11%	-21%
Working week- Night-time	39	25	-36%	-30%
Weekend - Daytime	90	68	-24%	-25%
Weekend - Night-time	78	34	-56%	-39%
Unknown	0	0	-	-75%
Total	393	292	-26%	-25%

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

## 2.7 Lighting and Weather Conditions

The majority of fatalities both in Croatia and in the EU are during daylight and with dry weather conditions. During darkness and under dry weather conditions, road crash fatalities decreased more than in the EU on average.

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

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	195	184	-6%	-17%
Twilight	15	13	-13%	-25%
Darkness	183	95	-48%	-33%
Weather Conditions				
Dry	360	252	-30%	-24%
Rain	28	28	0%	-28%
Other/Unknown	5	12	-	-25%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

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

	Croatia	EU
<b>Speeding<sup>c</sup></b>		
% of passenger cars travelling within speed limits <sup>1</sup>		
Motorways	/	-
Rural Roads	/	-
Urban Roads	/	-
<b>Seat belt &amp; CRS use rates (%)<sup>1,2</sup></b>		
Front	81.0	93.3
Rear	36.0	75.5
Child restraint systems	/	67.0
<b>Helmet use rates (%)<sup>1</sup></b>		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist	/	37.8
<b>DUI of Alcohol<sup>3</sup></b> (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
<b>Driver Distraction<sup>1</sup></b>		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

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

<sup>c</sup> 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

	Croatia	EU
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>1</sup>	/	83.6
Average age of passenger car fleet (years) <sup>2</sup>	14.8	11.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ACEA (2022)

## 3.3 Enforcement

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

Tickets per 1,000 population	Croatia	EU
Speeding	73.1	139.7
Non-use of seat-belt	17.9	5.7
Illegal use of mobile phone	11.1	4.4
Driving above legal alcohol limits	7.6	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

Croatia	
Timeframe	2021-2030
Lead Authority	Ministry of Interior, Police department for road safety (drafted by FPZ)
<b>Targets</b>	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	-
<b>Link</b>	<a href="https://mup.gov.hr/UserDocsImages//2022/06//NPSCP%2021-30_engl.pdf">https://mup.gov.hr/UserDocsImages//2022/06//NPSCP%2021-30_engl.pdf</a>

Source: national sources

### 4.2 Traffic Laws and Regulations

National road safety legislation in Croatia reflects the situation in the majority of EU countries. Different from most EU countries, the use of helmet for both cyclists (up to 16 years old) and e-scooters is mandatory.

**Table 16:** National road safety legislation

	Croatia	Most common in EU
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.5	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
<b>Child restraint systems</b>		
CRS required	Up to 135cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Prohibited under 150cm	Allowed in CRS: 22/27



	Croatia	Most common in EU
Children on motorcycles	Prohibited under 12 years old	Prohibited under certain age/height: 18/27
<b>Helmet requirement</b>		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	Yes	Not mandatory: 19/27
Age restriction	Up to 16 years	Not restricted: 16/27
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	No	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	Yes	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	Yes (if no dedicated paths or lanes)	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

	Croatia	Most common in EU
<b>Novice Drivers</b>		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
<b>Renewal procedure</b>		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10 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

	Croatia	Most common in EU
Audits or star rating required for new road infrastructure	Partial	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 and GDP per capita in Croatia are below the EU average.

**Table 19:** Country Characteristics, 2021

	Croatia	EU
<b>Demographics<sup>2</sup></b>		
Population (inhabitants)	4,036,355	447,000,548
Population density (inh./km <sup>2</sup> )	72.4	109.0
% children (0-17)	17.1	18.2
% adults (18-64)	61.4	61.6
% elderly (65+)	21.4	20.3
% of urban population	55.6	75.2
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	14,730	32,560
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	56,594	4,225,134
Road network length (km)	26,412	4,473,380
Road density (km/km <sup>2</sup> )	0.50	1.10
% of motorways	4.98	1.67
% GDP spent to road infrastructure <sup>3</sup>	0.9	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.54	0.73
% of passenger cars	82.5	77.3
% of motorcycles	7.4	11.4
% of HGVs	9.8	11.1
% of buses	0.2	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	87.5	85.2
- Bus/coach/Metro/Tram	10.4	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	62.1	74.6
- Rail	21.2	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	6.0	739.8
Share of road transport emissions in total transport emissions (%)	91.0	76.3

Sources: <sup>1</sup>EC (2023b), <sup>2</sup>Eurostat, <sup>3</sup>OECD (2023)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	<ul style="list-style-type: none"> <li>- Ministry of the Interior</li> <li>- Ministry of Sea, Transport and Infrastructure</li> <li>- Ministry of Justice</li> <li>- Ministry of Science and Education</li> <li>- Ministry of Health</li> <li>- Croatian Insurance Bureau</li> <li>- Faculty of Transport and Tra-c Science</li> <li>- Croatian Auto Club (HAK)</li> <li>- Centre for Croatian vehicles</li> <li>- Croatian motorways</li> <li>- Croatian Roads</li> </ul>
<b>Monitoring of the road safety development</b>	<ul style="list-style-type: none"> <li>- Ministry of the Interior</li> </ul>
<b>Improvements in road infrastructure</b>	<ul style="list-style-type: none"> <li>- Croatian motorways</li> <li>- Croatian Roads d.o.o</li> <li>- Ministry of Sea, Transport and Infrastructure</li> <li>- Local administration</li> </ul>
<b>Improvement in vehicles</b>	<ul style="list-style-type: none"> <li>- Croatian Auto Club (HAK)</li> <li>- State Office for Metrology</li> <li>- Centre for Croatian vehicles</li> </ul>
<b>Improvement in road user education</b>	<ul style="list-style-type: none"> <li>- Ministry of the Interior</li> <li>- Ministry of Sea, Transport and Infrastructure</li> <li>- Professional Driving Schools</li> <li>- Ministry of Science and Education</li> <li>- Croatian Auto Club (HAK)</li> </ul>
<b>Publicity campaigns</b>	<ul style="list-style-type: none"> <li>- Ministry of the Interior</li> <li>- NGO's</li> <li>- Croatian Radio television</li> <li>- Others</li> </ul>
<b>Enforcement of traffic laws</b>	<ul style="list-style-type: none"> <li>- Police</li> <li>- Ministry of the Interior</li> <li>- Court system</li> </ul>
<b>Other relevant actors</b>	/

Source: National sources

## 5.3 Self-declared behaviour & Attitudes

For Croatia there are no data available on self-declared behaviour and attitudes.

## 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](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](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](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/](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)

