



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.

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Author: Annelies Schoeters (Vias institute)

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1 Highlights

Road safety outcomes

- In 2020 a total of 499 people were killed in reported traffic accidents in Belgium.
- Belgium is 14th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate 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.

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 499 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 43 road fatalities per million inhabitants, which is just above the EU average (42) 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 performs better than the EU average with a rate of 0.67 fatalities per 10,000 registered vehicles in 2020.

Since 2010 the number of fatalities in Belgium has decreased by 41%, 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 47%) over the past ten years. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	850	499	-41%	29611	18834	-36%
Serious injuries	5,606	2,968	-47%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

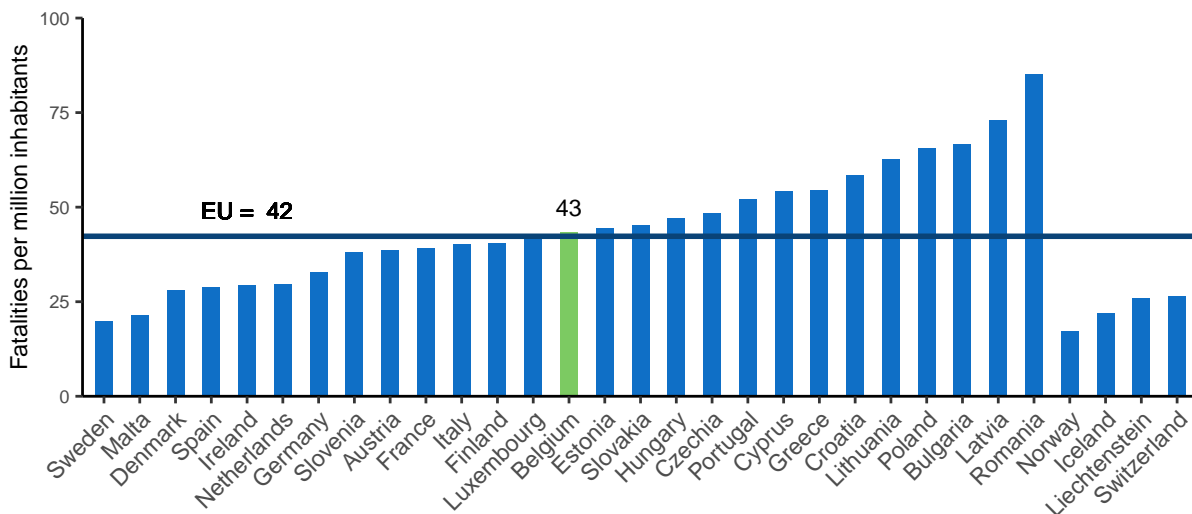


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

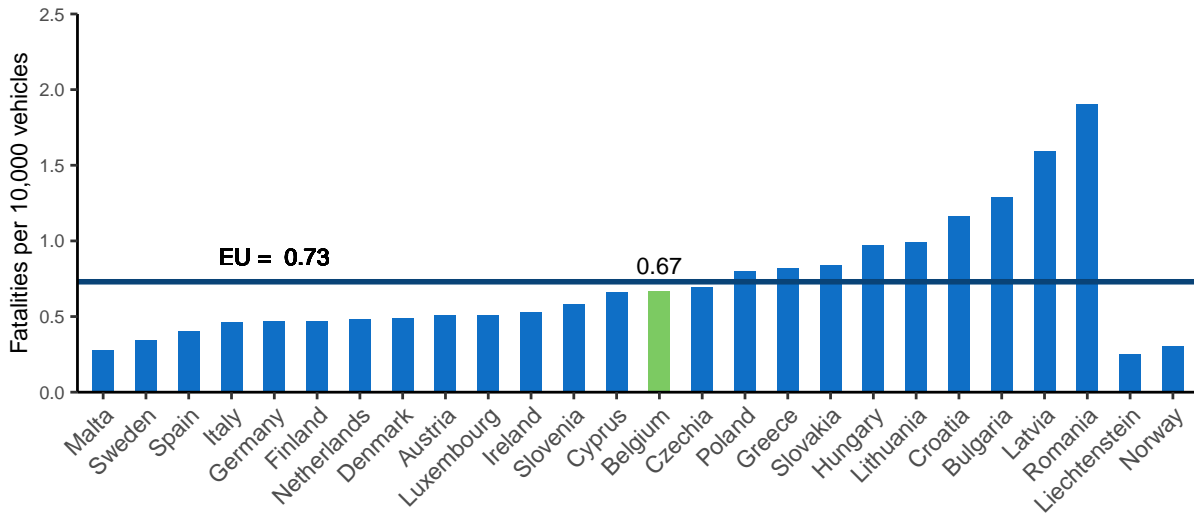


Figure 3. Number of road fatalities (2010-2020). Source: CARE

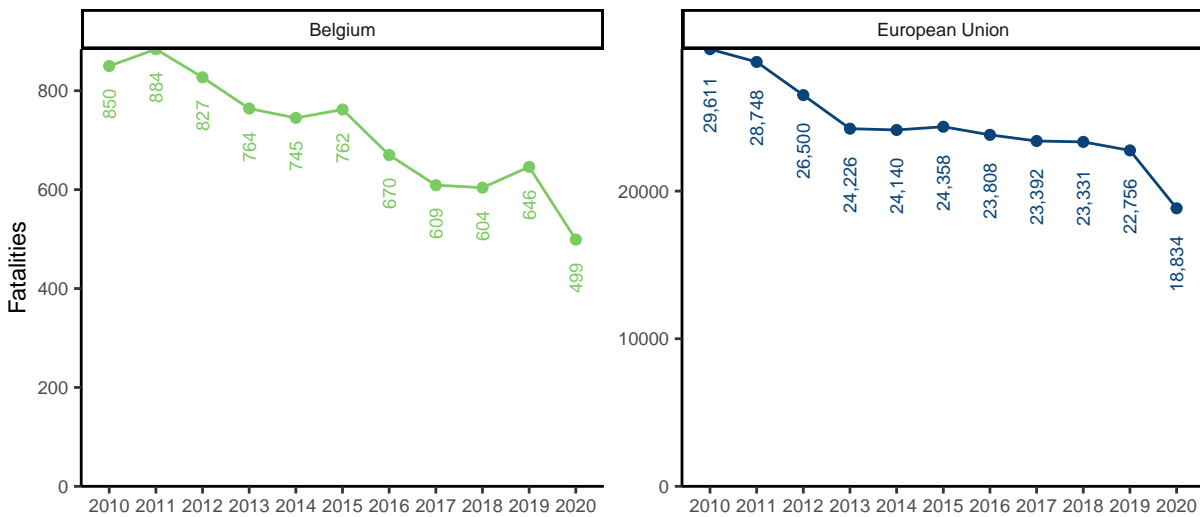
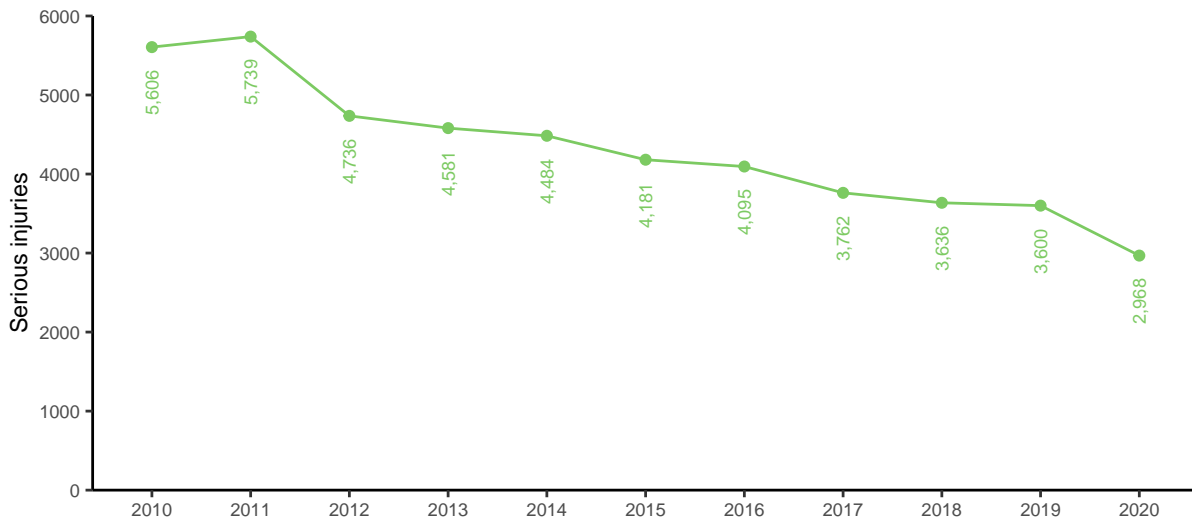
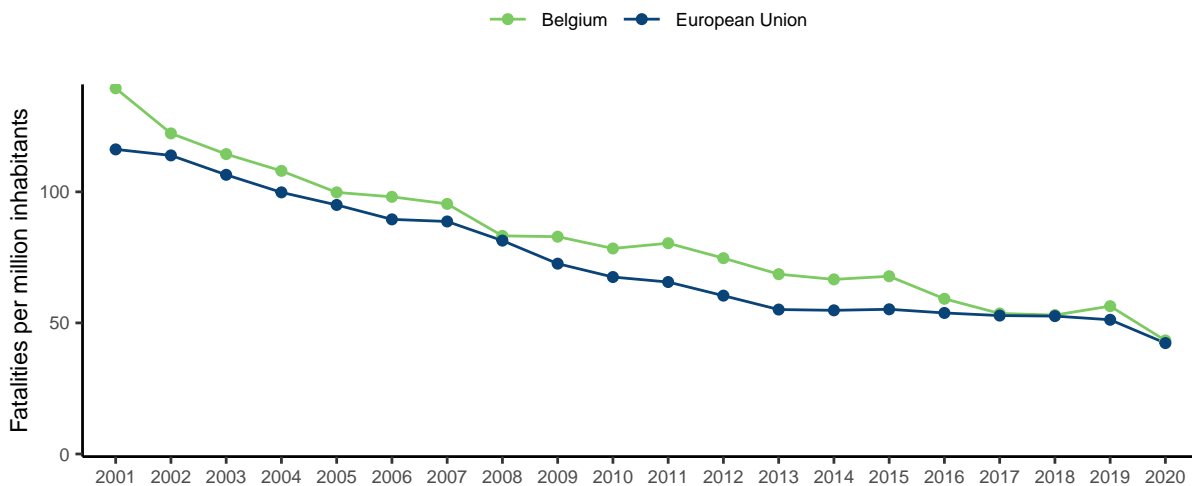


Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, car occupants accounted for almost half of road traffic fatalities in Belgium (44%). This is similar to the percentage observed in the European Union as a whole (43%). The share of cyclists (18%) is considerably higher than that in the European Union (10%). Pedestrians on the other hand account for only 13% of road fatalities, as opposed to 19% in the European Union.

Over time there has been a decrease in the number of fatalities in Belgium for all modes except cyclists and heavy goods vehicles. While the number of cyclist fatalities increased by 17% 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 39%. Moreover, cyclists are the only transport mode for which the number of serious injuries increased, while there was a significant decrease for all other modes. The most favourable trends in terms of transport mode were related to car occupants, with the number

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

of fatalities falling by more than one third and the number of serious injuries falling by more than half.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Belgium that were fatally injured, 48% were involved in a crash with a car. Another 20% of vulnerable road user fatalities were involved in a crash with a lorry or heavy goods vehicle. Both groups of fatalities decreased by about 20%, which is similar as in the European Union overall. 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 (-38%) than in the European Union (-24%).

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

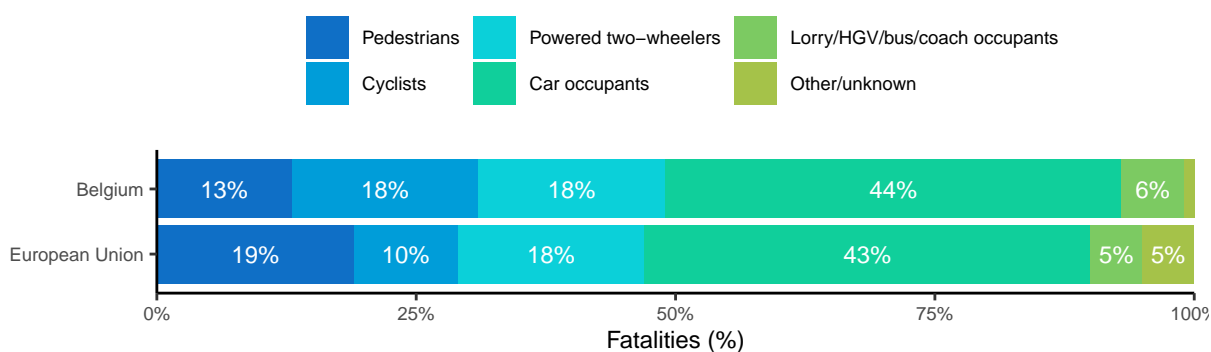


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	113	77	-32%	5,793	4,328	-25%
Cyclists	77	90	+17%	2,023	1,971	-3%
Powered two-wheelers	132	100	-24%	5,057	3,940	-22%
Car occupants	439	267	-39%	13,309	9,597	-28%
Lorries, under 3.5t	33	19	-42%	898	732	-18%
Heavy goods vehicles	16	16	+0%	590	378	-36%
Bus/coach occupants	2	1	/	102	88	-14%
Other/unknown	40	12	/	1,116	837	/
Total	854	583	-32%	28,286	21,640	-23%

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Pedestrians	604	433	-28%
Cyclists	922	974	+6%
Powered two-wheelers	1,047	676	-35%
Car occupants	2,397	1,105	-54%
Lorries, under 3.5t	189	104	-45%
Heavy goods vehicles	70	46	-34%
Bus/coach occupants	19	12	/
Other/unknown	112	52	/
Total	5,360	3,401	-37%

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 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	6	6	/	258	173	-33%
Crashes involving cars	116	92	-21%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	55	43	-22%	1,721	1,321	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

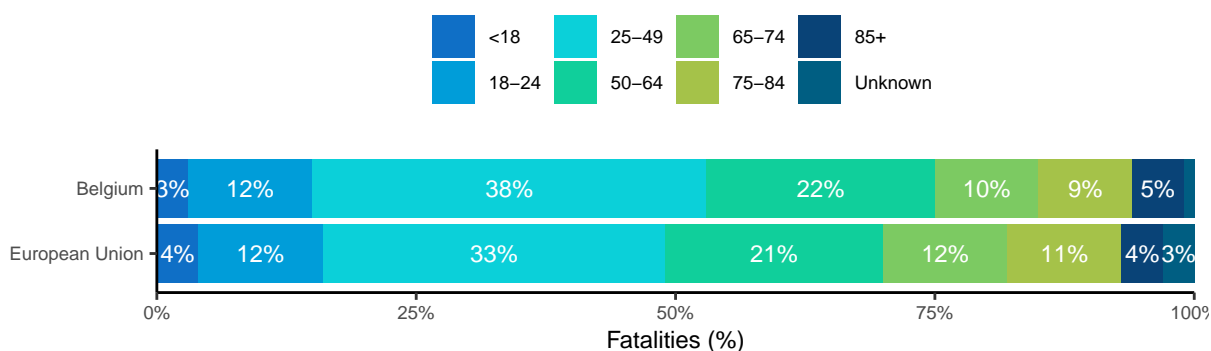
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	76	48	-37%	3,944	3,079	-22%
Cyclists	31	43	+39%	1,113	1,125	+1%
Powered two-wheelers	44	35	-20%	2,200	1,562	-29%
Car occupants	95	64	-33%	2,883	2,109	-27%
Lorries, under 3.5t	3	2	/	149	137	-8%
Heavy goods vehicles	1	1	/	82	36	-56%
Bus/coach occupants	1	1	/	24	36	+50%
Other/unknown	4	4	/	219	254	/
Total	256	197	-23%	10,803	8,406	-22%

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	10	18	/	299	400	+34%
Powered two-wheelers	43	40	-7%	1,746	1,429	-18%
Car occupants	221	125	-43%	5,905	4,187	-29%
Lorries, under 3.5t	18	6	/	365	271	-26%
Heavy goods vehicles	3	5	/	241	143	-41%
Bus/coach occupants	1	0	/	40	33	-18%
Other/unknown	25	6	/	327	309	/
Total	321	200	-38%	8,923	6,772	-24%

2.3 Age

The distribution of road fatalities across age groups in Belgium is similar to that for the European Union with a slight overrepresentation of the victims aged 25 to 49. Over the past ten years, the number of fatalities decreased for all age groups except for people aged 85 and older. Moreover, the age groups over the age of 50 show a less considerable decrease compared to the younger age groups. 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 (2020). Source: CARE**Table 7.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	49	20	-59%	1,503	918	-39%
18-24	149	71	-52%	4,398	2,589	-41%
25-49	334	210	-37%	10,457	7,311	-30%
50-64	136	122	-10%	5,273	4,605	-13%
65-74	75	63	-16%	2,730	2,627	-4%
75-84	77	59	-23%	2,775	2,414	-13%
85+	24	29	+21%	882	1,075	+22%
Unknown	10	9	/	738	360	/
Total	854	583	-32%	28,286	21,640	-23%

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	822	256	-69%
18-24	891	463	-48%
25-49	2,031	1,322	-35%
50-64	829	748	-10%
65-74	338	306	-9%
75-84	287	214	-25%
85+	64	69	+8%
Unknown	98	23	/
Total	5,360	3,401	-37%

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 (2020). Source: CARE

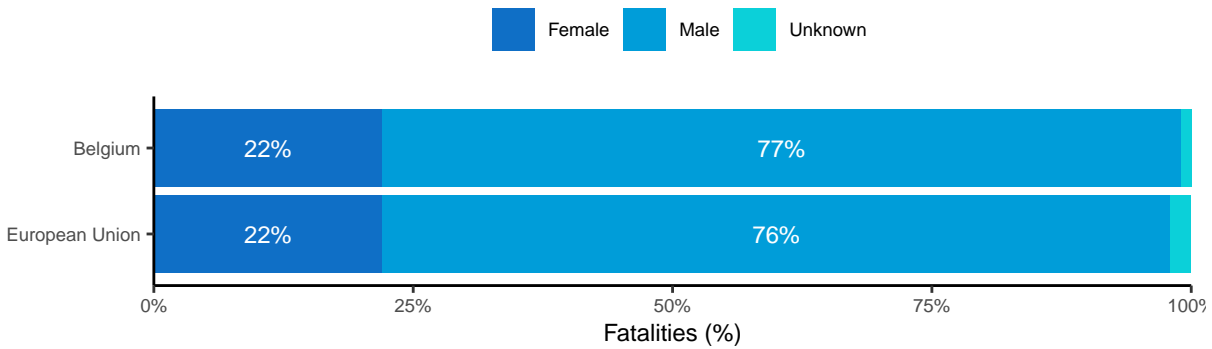


Table 9. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	194	132	-32%	6,655	4,960	-25%
Male	642	442	-31%	21,519	16,659	-23%
Unknown	18	9	/	1,310	254	/
Total	854	583	-32%	28,286	21,640	-23%

Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	1,600	1,134	-29%
Male	3,333	2,236	-33%
Unknown	428	31	/
Total	5,360	3,401	-37%

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 have decreased on all road types.

Figure 9. Number of road fatalities by road type (2020). Source: CARE

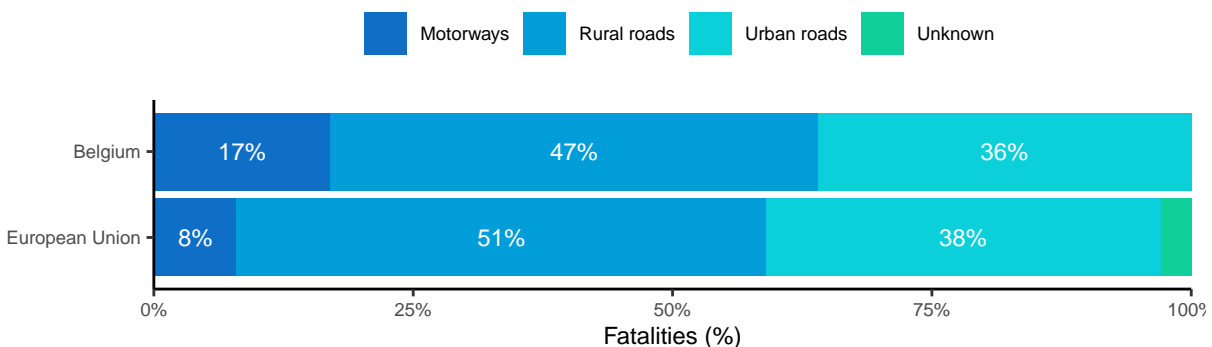


Table 11. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

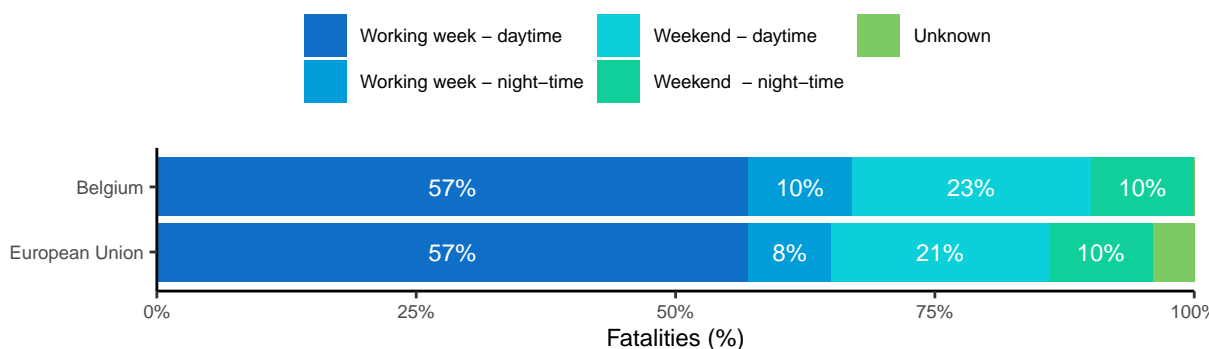
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	117	101	-14%	2,072	1,812	-13%
Rural	460	283	-38%	15,280	11,430	-25%
Urban	256	197	-23%	10,803	8,406	-22%
Unknown	21	2	/	908	543	/
Total	854	583	-32%	28,286	21,640	-23%

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	854	313	-63%
Rural	2,479	1,433	-42%
Urban	2,019	1,653	-18%
Unknown	9	2	/
Total	5,360	3,401	-37%

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 (2020). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	408	327	-20%	15,495	12,506	-19%
Working week - night-time	86	57	-34%	2,573	1,848	-28%
Weekend - daytime	169	125	-26%	6,383	4,974	-22%
Weekend - night-time	138	74	-46%	3,549	2,327	-34%
Unknown	53	1	/	4,226	562	/
Total	854	583	-32%	28,286	21,640	-23%

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 (2020). Source: CARE

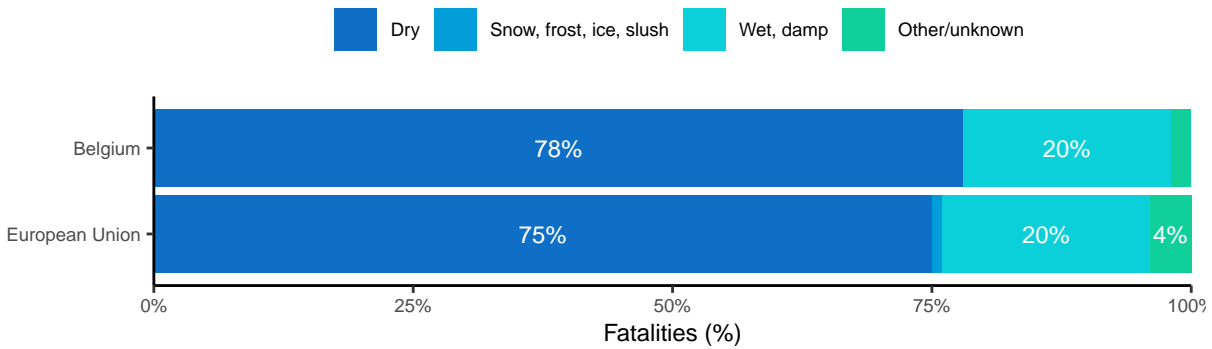


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	589	452	-23%	21,101	16,582	-21%
Snow, frost, ice, slush	17	3	/	988	362	-63%
Wet, damp	178	113	-37%	5,638	4,328	-23%
Other/unknown	110	16	/	2,486	580	/
Total	854	583	-32%	28,286	21,640	-23%

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE

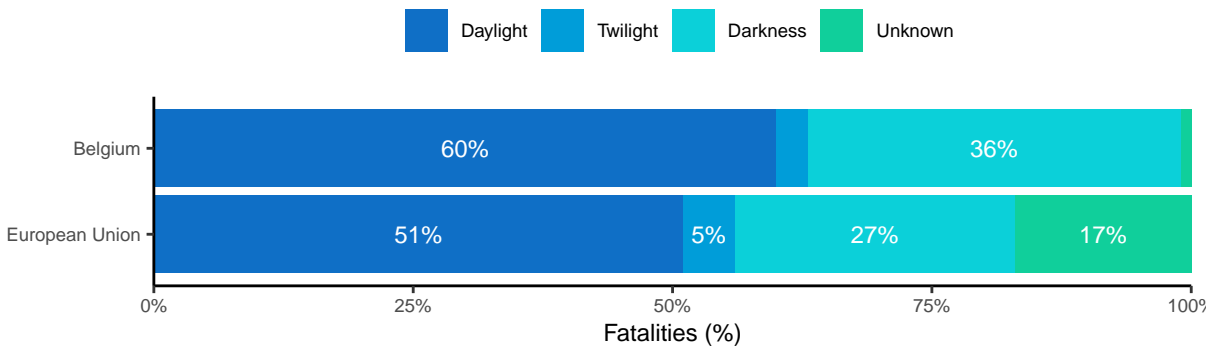


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	330	208	-37%	8,922	6,275	-30%
Daylight	442	347	-21%	13,717	11,235	-18%
Twilight	40	22	-45%	1,499	1,156	-23%
Unknown	82	7	/	5,326	3,729	/
Total	854	583	-32%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

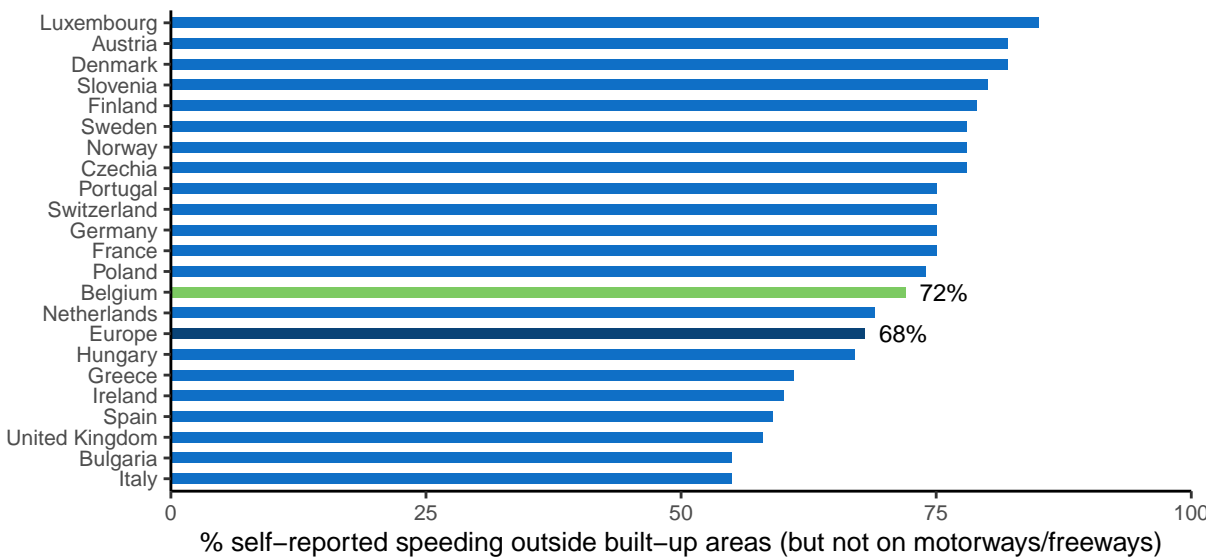
Most of the road safety performance indicators regarding behaviour in traffic that are currently available are based on self-reported behaviour. While Belgium performs better than the European average in relation to distracted driving, it has one of the worst scores in Europe for drink-driving and the use of a helmet among cyclists.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link³. For Belgium the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

*Speeding: % of vehicles travelling within the speed limit; Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly; Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet; Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC); *Distraction: % of drivers not using a handheld mobile device.*

3.1.1 Speeding

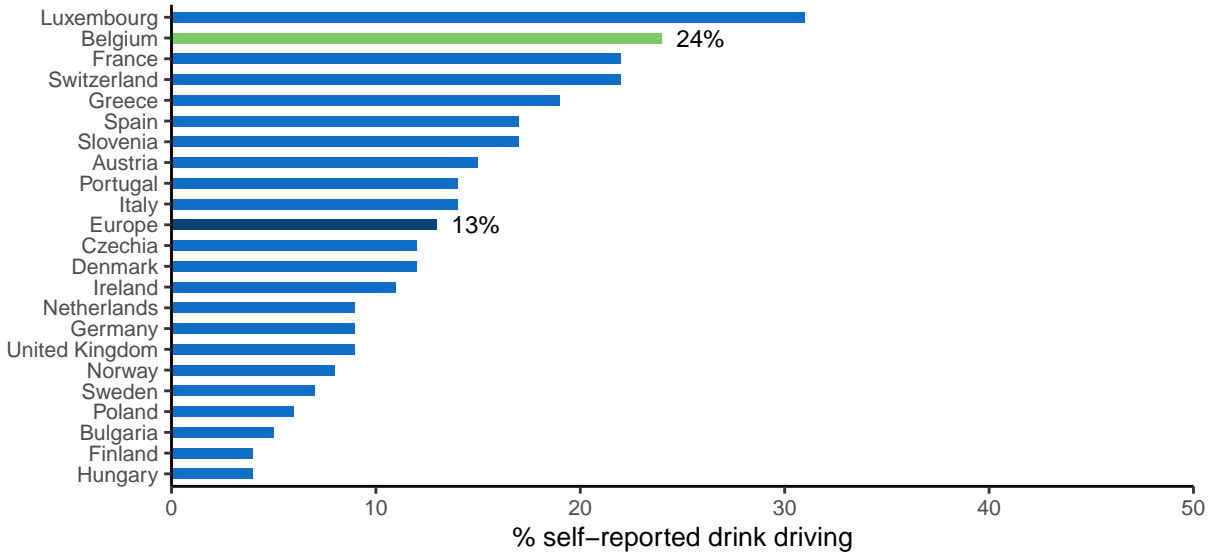
Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



³<https://baseline.vias.be/>

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

Figure 15. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

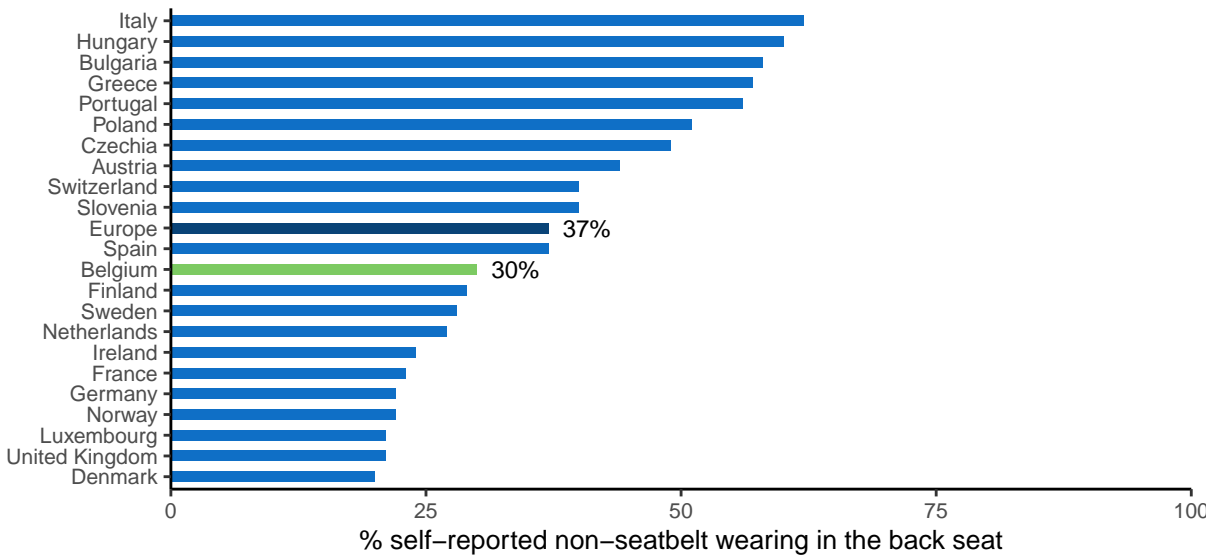
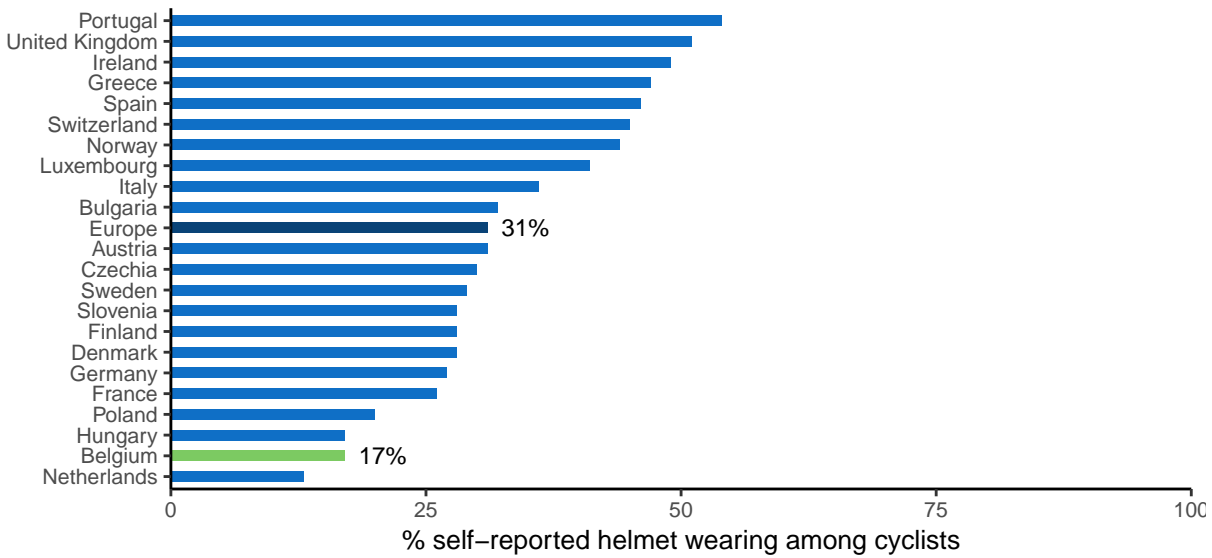
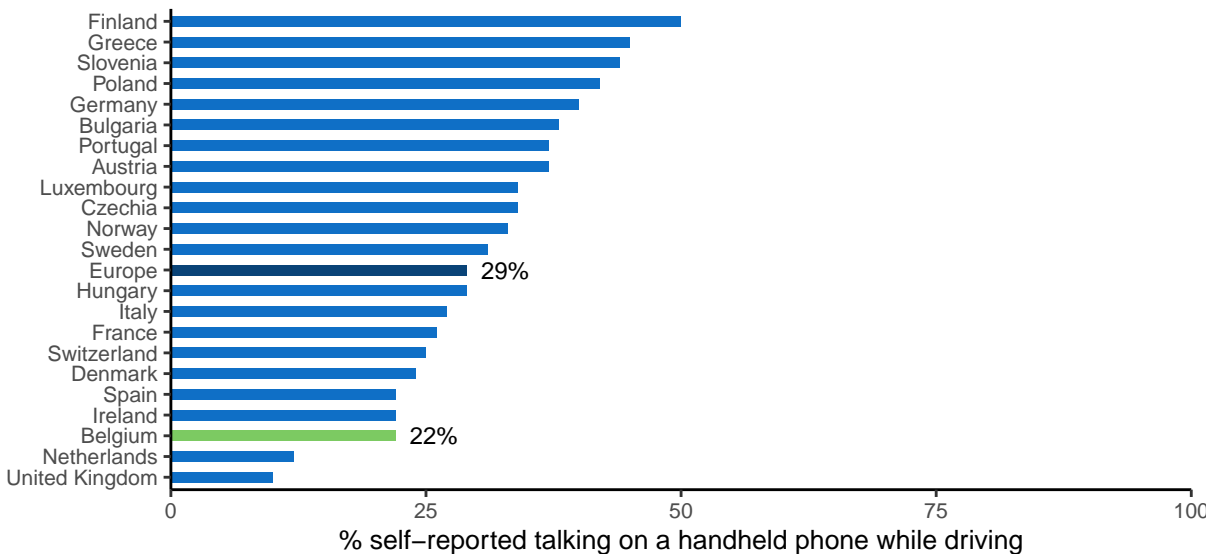


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

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 4.4 (on a value scale from 1 to 7) is given, which is rather low compared to other EU countries.

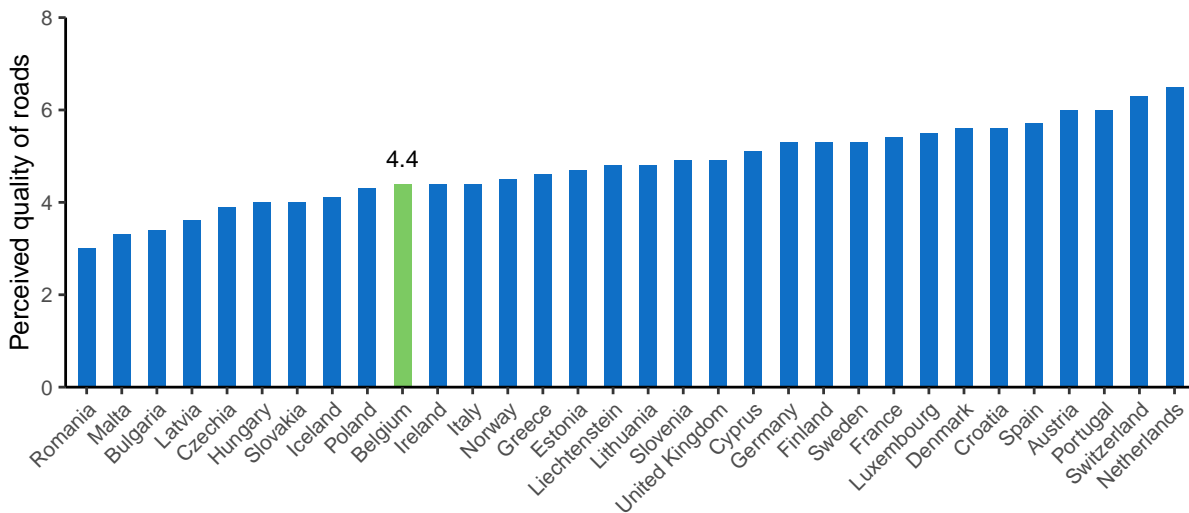
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2010)

	Belgium	European Union
Motorways	57 km road/1000 km ²	16 km road/1000 km ²
Total	5061 km road/1000 km ²	859 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 (2019)



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 32% passenger cars over 10 years.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link⁴.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Belgium	European Union
All vehicles (except trailers and motorcycles)	60	64
Total utility vehicles	9	9
Lorries	8	7
Road tractors	0	1
Trailers and semi-trailers	3	4
Motorcycles	4	6
Passenger cars	51	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

⁴<https://baseline.vias.be/>

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Belgium	European Union
Percentage of total number of passenger cars		
Less than 2 years	17%	11%
From 2 to 5 years	24%	15%
From 5 to 10 years	28%	20%
From 10 to 20 years	25%	41%
Over 20 years	7%	12%

3.4 Post-crash care

In the framework of the EU Baseline-project a new road safety performance indicator related to post-crash care is estimated. The KPI is defined as the time elapsed between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services. The values should be available from early 2023 via this link⁵.

⁵<https://baseline.vias.be/>

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).

Table 19. National road safety legislation. Source: WHO (2018)

	Belgium	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	120 km/h	No limit: 1; 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: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 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: 12; Up to 140 cm: 1; Up to 135 cm: 12; 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: 19; No: 8
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 20. 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)

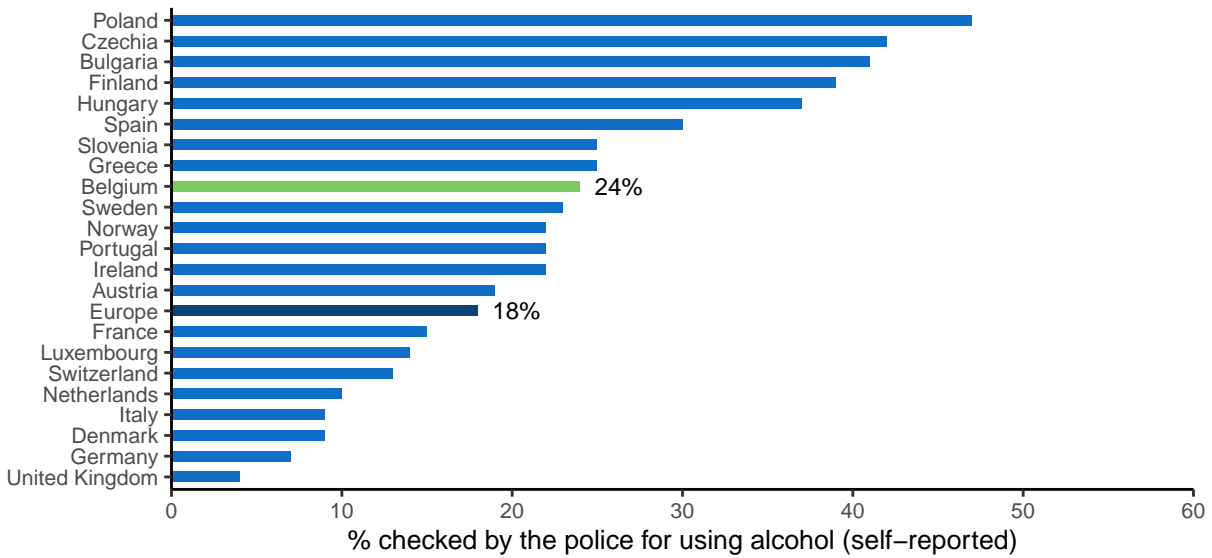
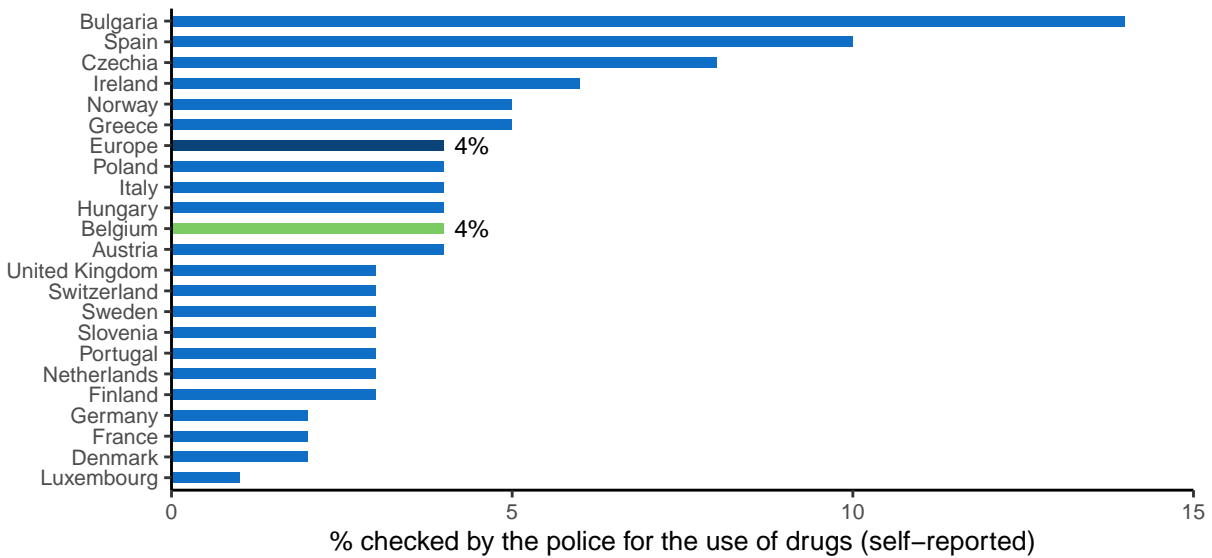


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 21. 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: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Subnational	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. 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 23. Country characteristics. Source: EUROSTAT and IRTAD

	Belgium	European Union
Population-related data (2021)		
Population (2021)	11566041	447218763
Population density (inhabitants/km ²)	377	106
% Children (0-14)	17%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	19%	21%
Urbanization (2021)		
% living in cities	30%	39%
% living in suburbs and towns	55%	35%
% living in rural areas	15%	26%
Economic data		
GDP per capita (EUR, 2021)	43766.5	32438.4
Unemployment rate (2021)	6%	7%
% GDP dedicated to road spending (2019)	0.2%	0.6%

5.2 Structure of road safety management

Table 24. 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) - AWW (Agentschap Wegen en Verkeer)
	Direction générale opérationnelle Routes et Bâtiments (DGO1) (Wallonia) - SPW (Service Public de Wallonie)
	Bruxelles Mobilité (Brussels)
	Towns and communes
Improvement in vehicles	UNECE
	European Commission, DG Market, Industry, entrepreneurship and SMEs and DG MOVE
	Federal Public Service for Mobility and Transport
	Vehicle Manufacturers
	Group of companies undertaking car inspections
Improvement in road user education	Group of companies undertaking car inspections and driving license at federal level
	Ministers for Education and the associated regional public authorities/departments
	Regional Ministers and the associated public authorities
	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

Table 25. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2025	https://mobilit.belgium.be/fr/resource/plan_federal_securedite_routiere_2021_2025

5.3 Attitudes

Table 26. 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%	8/22
I will do my best to respect speed limits in the next 30 days	72%	71%	12/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	2/22
I will do my best not to drive after drinking alcohol in the next 30 days	72%	76%	20/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	5%	3%	4/22
I often check my messages on the mobile phone while driving	4%	4%	3/22
I will do my best not to use my mobile phone while driving in the next 30 days	76%	74%	8/22

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: 4th of October, 2022. 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: 11th of October 2022

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 https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

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 (2020). 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 2020 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.