



European
Commission



Country Profile
Denmark



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1. Highlights

Road Safety Outcomes

- In 2024, 145 people were killed and 1,037 people were seriously injured in road crashes in Denmark.
- Denmark is 3rd out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Denmark shows a relatively high proportion of cyclist fatalities, especially inside urban areas. This is due to the high rate of bicycle use in Denmark, especially in the cities.
- Over the period 2014-2024, the total number fatalities decreased by 20%, which was slightly higher than the EU decrease.

Road Safety Performance Indicators

- The use rates of seat-belts among passenger car occupants are higher in Denmark compared to the average EU rates.
- Self-reported drink-driving is lower than the EU average.
- The age of the passenger car fleet is lower than the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed on rural roads in Denmark is lower than in most EU countries.
- BAC alcohol limits for novice drivers have been reduced in line with EU standards, while limits for professional drivers remain less strict than the EU average.
- Danish road infrastructure is characterized by high road density.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Denmark, 145 people were killed and 1,037 people were seriously injured in road crashes in 2024. Over the period 2014-2024, the number of fatalities in Denmark decreased by 20%, which is somewhat higher than the European Union (EU) decrease (17%). Furthermore, the number of serious injuries showed a significant decrease over the same period (33%).

In terms of mortality rates, 24 road fatalities per million inhabitants were recorded in 2024, which represents the third-lowest rate in the EU. Over the period 2014-2024, Denmark showed a downward trend in mortality rate, with slight annual increases having been recorded in 2016 and 2019.

Table 1. Number of fatalities and serious injuries, 2014 and 2024

	2014	2024	Trend	EU trend
Fatalities	182	145	-20%	-17%
Serious Injuries	1,556	1,037	-33%	-

Figure 1. Mortality rate development, 2014 – 2024

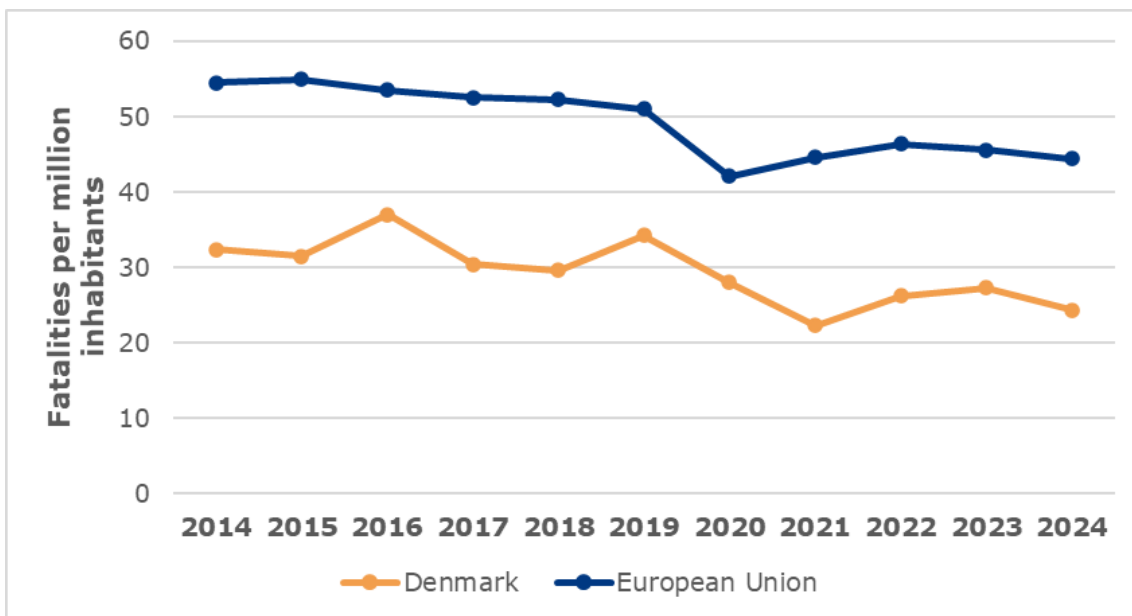
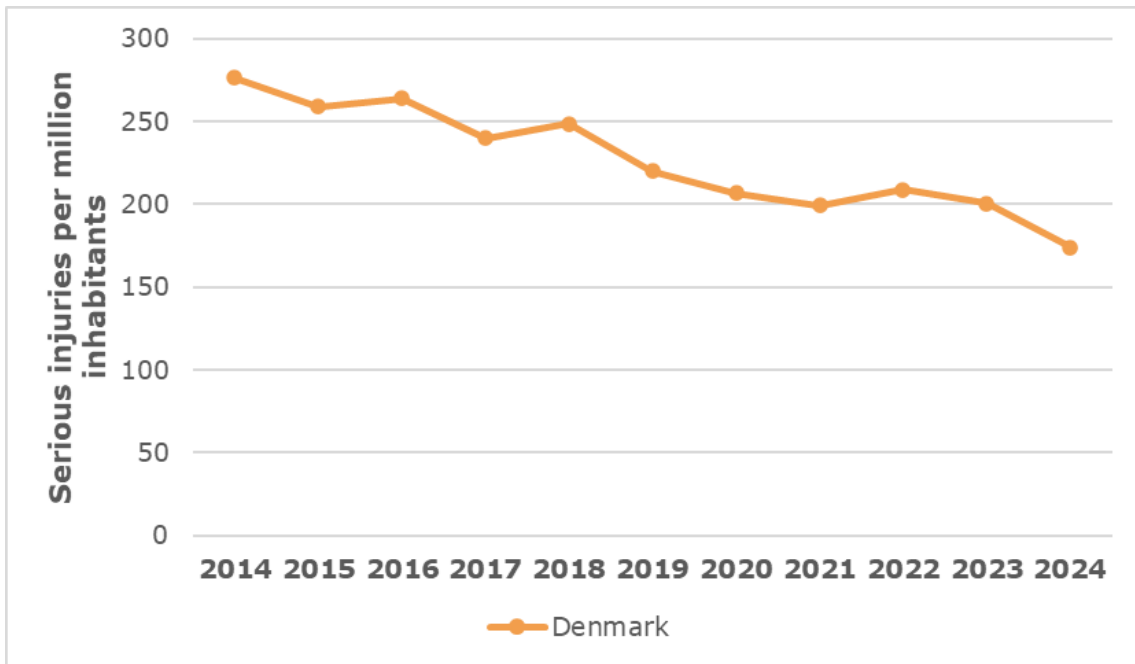
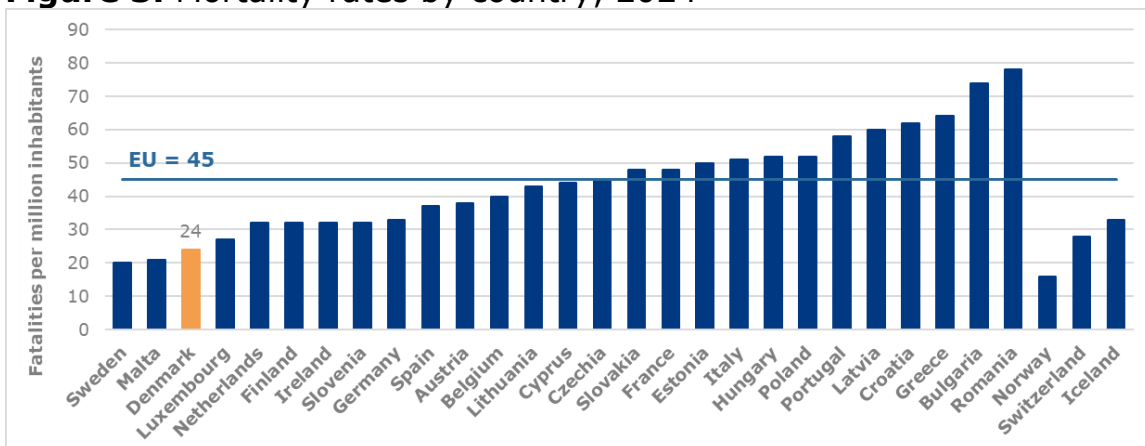


Figure 2. Evolution of serious injuries per million inhabitants, 2014 – 2024

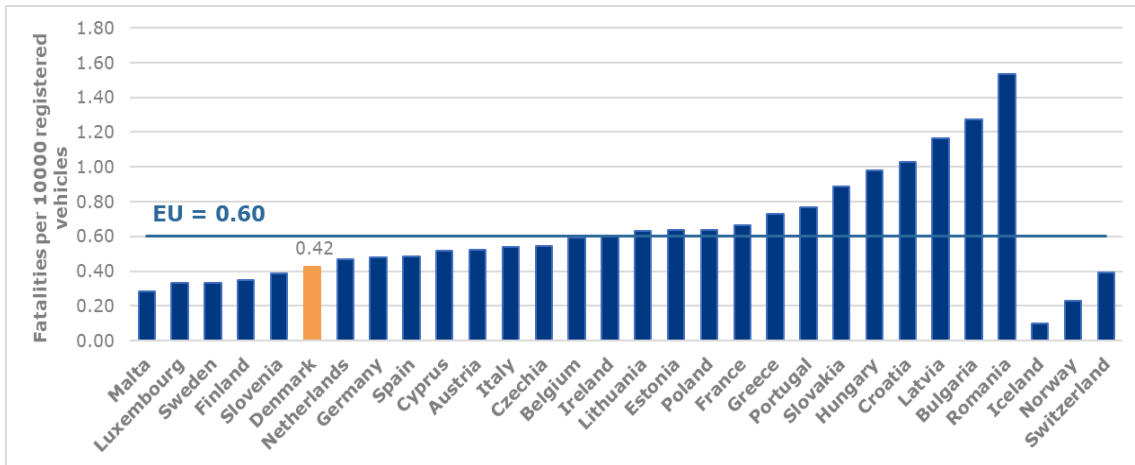


2.2 Risk Figures

Figure 3. Mortality rates by country, 2024



Taking into account the number of vehicles, the fatality rate per 10,000 registered vehicles in Denmark is 0.42, which is much lower than the EU average (0.60).

Figure 4. Fatalities per thousand registered vehicles, 2024

2.3 Transport Mode

In 2024^a, car occupants accounted for 48% of road traffic fatalities in Denmark, which is higher than that observed in the EU as a whole (44%). Cyclists accounted for 15% of road fatalities, which is well above the respective EU proportion (9%). It is noted that Denmark has one of the highest rates of bicycle use in the EU, especially in the cities.

Over the period 2014-2024, there has been a decrease in the numbers of fatalities and serious injuries in Denmark for all transport modes, except for pedestrian fatalities. The highest decreases were recorded for PTW and cyclist fatalities (39% and 27% respectively). The number of pedestrian fatalities increased by 32%. Concerning serious injuries, the highest decreases were recorded for lorries under 3.5t (63%) and powered two-wheelers (40%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Denmark in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 69% were involved in a crash with a car, and 29% were involved in a crash with a lorry or heavy goods vehicle.

Also, the number of fatalities in single vehicle crashes has decreased more than in the European Union.

Table 2: Number of fatalities by transport mode, 2014 and 2024

^a 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.

	2014	2024	Trend	EU trend
Bus/coach occupants	0	1	-	-37%
Car occupants	89	69	-22%	-20%
Cyclists	30	22	-27%	-11%
Heavy goods vehicles	1	1	-	-21%
Lorries, under 3.5t	9	4	-	-14%
Other/unknown	0	0	-	-21%
Pedestrians	22	29	+32%	-31%
Powered two-wheelers	31	19	-39%	-3%
Total	182	145	-20%	-18%

Figure 5. Distribution of road fatalities by transport mode, 2024

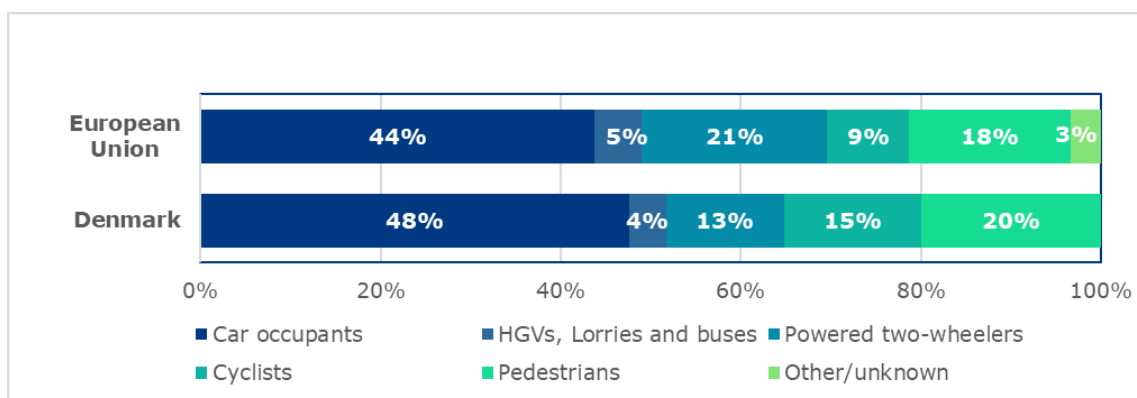


Table 3: Number of serious injuries by transport mode, 2014 and 2024

	2014	2024	Trend
Bus/coach occupants	4	8	-
Car occupants	681	403	-41%
Cyclists	324	248	-23%
Heavy goods vehicles	7	9	-
Lorries, under 3.5t	40	15	-63%
Other/unknown	7	25	-
Pedestrians	205	156	-24%
Powered two-wheelers	288	173	-40%
Total	1,556	1,037	-33%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2014 and 2024

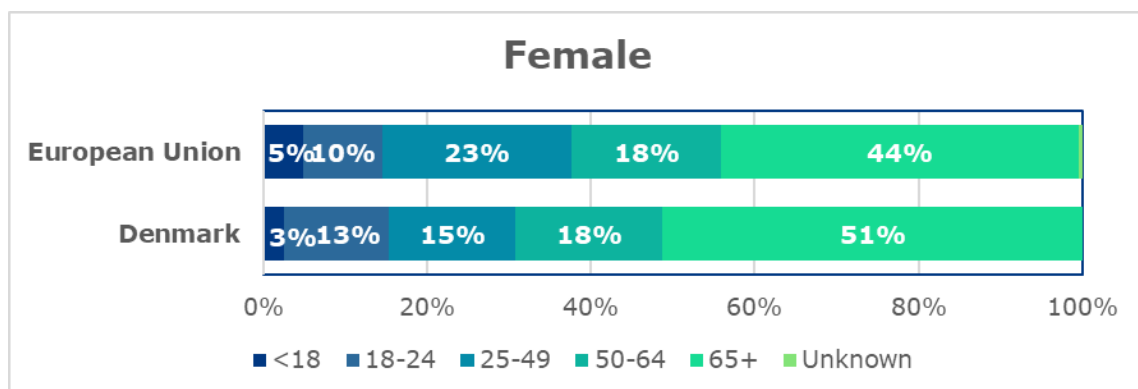
	2014	2024	Trend	EU trend
Crashes involving buses or coaches	3	3	-	-27%
Crashes involving cars	37	30	-19%	-29%
Crashes involving lorries or heavy goods vehicles	17	15	-12%	-24%

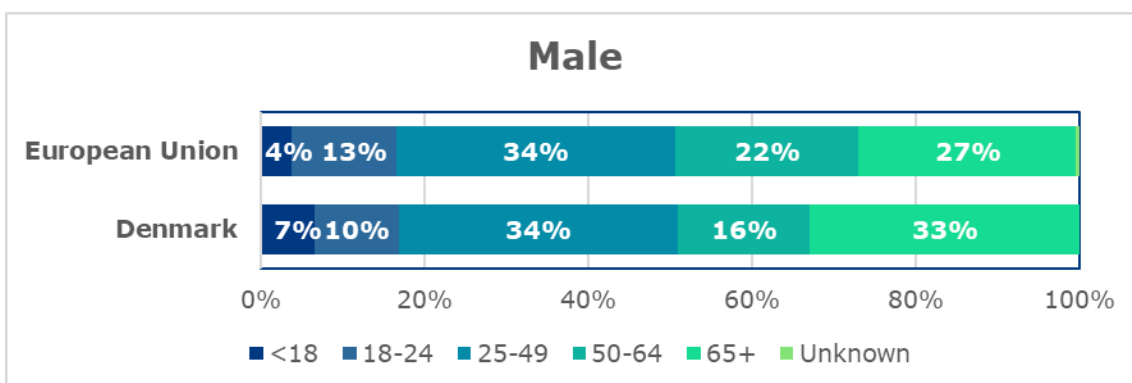
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	0	0	-	-16%
Car occupants	31	26	-16%	-17%
Cyclists	5	7	-	+42%
Heavy goods vehicles	1	1	-	-24%
Lorries, under 3.5t	1	0	-	-14%
Other/unknown	0	0	-	+12%
Powered two-wheelers	14	7	-	+1%
Total	52	41	-21%	-10%

2.4 Age and Gender

The distribution of road fatalities across age groups in Denmark is similar to that of the EU, but with a higher share of fatalities aged above 65 years old. Over the period 2014-2024, the number of fatalities dropped for all age groups except for females aged above 65 years old. The number of seriously injured people decreased for all age groups except for males aged above 65 years old.

Figure 6. Distribution of road fatalities by age and gender, 2024

**Table 6:** Number of fatalities by age and gender, 2014 and 2024

	2014	2024	Trend	EU trend
Female				
<18	4	1	-	-44%
18-24	5	5	-	-28%
25-49	9	6	-	-26%
50-64	6	7	-	-22%
65+	19	20	+5%	-4%
Unknown	/	/	-	-26%
Total	43	39	-9%	-18%
Male				
<18	5	7	-	-21%
18-24	17	11	-35%	-18%
25-49	52	36	-31%	-19%
50-64	26	17	-35%	-4%
65+	39	35	-10%	+6%
Unknown	/	/	-	-16%
Total	139	106	-24%	-10%

Table 7: Number of serious injuries by age and gender, 2014 and 2024

	2014	2024	Trend
Female			
<18	59	36	-39%
18-24	92	39	-58%
25-49	178	99	-44%
50-64	119	82	-31%
65+	129	115	-11%
Unknown	/	/	-
Total	577	371	-36%

Male

<18	80	70	-13%
18-24	172	105	-39%
25-49	397	224	-44%
50-64	202	132	-35%
65+	127	135	+6%
Unknown	/	/	-
Total	978	666	-32%

2.5 Area and Road Type

The majority of road fatalities in Denmark occurred on rural roads (65%). Over the period 2014-2024, the number of fatalities and serious injuries decreased on all road types in Denmark. The percentage of cyclist fatalities inside urban areas is substantially higher (22%) than the respective EU average (13%), while the share of car occupant fatalities is much smaller: 20% in Denmark and 25% for the EU on average. As noted above, the rate of bicycle use inside urban areas in Denmark is among the highest in the EU.

Table 8: Number of fatalities by road type, 2014 and 2024

	2014	2024	Trend	EU trend
Motorway	14	11	-21%	-5%
Rural	122	94	-23%	-17%
Urban	46	40	-13%	-17%
Unknown	/	/	-	-91%
Total	182	145	-20%	-16%

Figure 7. Distribution of road fatalities by road type, 2024

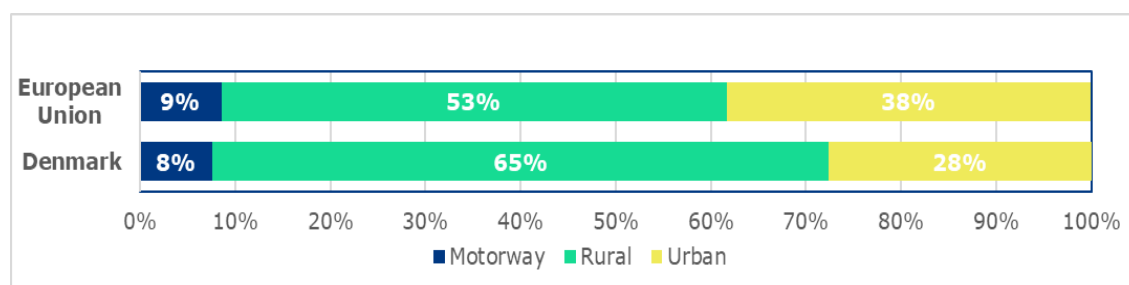
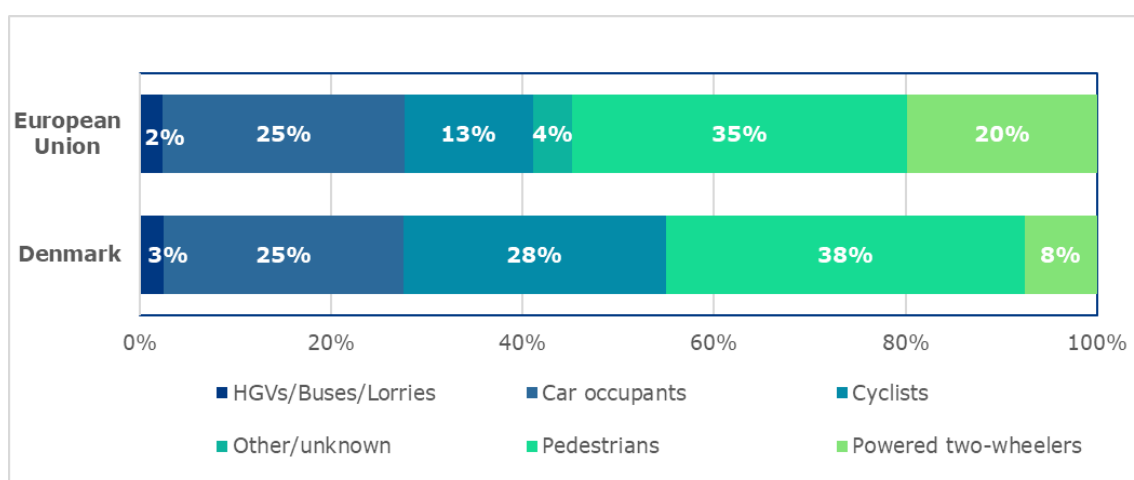


Table 9: Number of serious injuries by road type, 2014 and 2024

	2014	2024	Trend
Motorway	89	53	-40%
Rural	706	446	-37%
Urban	761	538	-29%
Unknown	/	/	-
Total	1,556	1,037	-33%

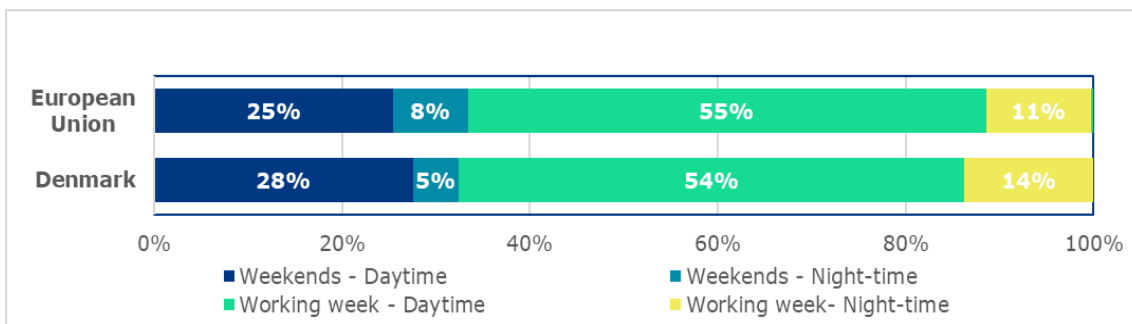
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2024

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Over the period 2014-2024, Denmark showed the largest decrease for daytime fatalities during weekdays.

Table 10: Number of fatalities by time period, 2014 and 2024

	2014	2024	Trend	EU trend
Weekend - Daytime	36	40	+11%	-13%
Weekend - Night-time	11	7	-	-40%
Working week - Daytime	115	78	-32%	-20%
Working week - Night-time	20	20	-	+12%
Unknown	/	/	-	+63%
Total	182	145	-20%	-17%

Figure 9. Distribution of road fatalities by time period, 2024

2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities in Denmark are during daylight and with dry weather conditions. While raining, road crash fatalities in Denmark decreased more than in the EU on average.

Table 11: Number of fatalities by lighting and weather conditions, 2014 and 2024

	2014	2024	Trend	EU trend
Lighting Conditions				
Daylight	110	90	-18%	-27%
Twilight	8	4	-	-36%
Darkness	64	51	-20%	-34%
Weather Conditions				
Dry	144	122	-15%	-17%
Rain	31	16	-48%	-20%
Other/Unknown	7	7	-	-18%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022

	Denmark	EU
Speeding^b		
% of passenger cars travelling within speed limits ^a		
Motorways		-
Speed limit 110km/h	45.4	
Speed limit 130km/h	80.4	
Rural Roads *	60.6	-
Urban Roads (50km/h)		
Large towns & cities	58.3	
Small towns	53.2	
Seat belt & RS use rates (%) ^{a,b}		
Front	97.0	93.1
Rear	89.0	75.3
Child restraint systems (roadside observations)	/	67.0
Child restraint systems (in-vehicle inspections)	/	-
Helmet use rates (%) ^a		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist ^c	/	37.8
Adults in city traffic	51.0	-
Children on the way to and from school	82.0	-
DUI of Alcohol^c (self-reported)		
% of car drivers who have driven at least once in the last 30 days over the legal limit	10.6	11.8
Driver Distraction ^a		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

Sources: ^a Baseline project, ^b ETSC (2022), ^c ESRA3 project (2024), National sources

*This number refers to the rest of the country, while in the peninsula of Jutland it is 43.9%

^b An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

^c The Danish Road Safety Council collects data on helmet use among cyclists, however, there is not one combined percentage for all cyclists.

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2022

	Denmark	EU
Vehicle Safety		
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	/	83.6
Average age of passenger car fleet (years) ^d	9.6	12.5

Sources: ^a Baseline project, ^d ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Denmark	EU
Speeding	79.9	139.7
Non-use of seat-belt	2.3	5.7
Illegal use of mobile phone	4.9	4.4
Driving above legal alcohol limits	/	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

In 2020, the independent Danish Road Safety Commission published its Action Plan for the decade 2021-2030. The commission consists of representatives from the Danish Parliament and stakeholders and are appointed by the Minister of Transport. Every actor who is represented in the Danish Road Safety Commission had the opportunity to contribute to the Action Plan.

The Danish government has not adopted the action plan nor the targets regarding the maximum number of fatalities and injured in traffic in 2030. The action plan does, however, serve as inspiration when launching new road safety initiatives.

As part of the fully funded investment plan 'Denmark Forward - Infrastructure Plan 2035' a large majority of the political parties represented in the Danish Parliament established a fund of DKK 700 million for the period 2022-2035 to enhance road safety. The fund ensures long term investments in traffic safety while remaining flexible by allowing resources to be directed where they are most needed. This flexibility enables the government to take the Danish Road Directorate's continuous road statistics into account ensuring that investments are targeted at the most critical areas.

Table 15: National road safety strategy and targets

Denmark	
Timeframe	2021-2030
Lead Authority	Danish Road Safety Commission, an advisory commission with wide representation from the political side as well as from professional bodies and NGOs, all actors in road safety.
Targets	
Fatalities	<=90 fatalities by 2030
Serious injuries	<=900 serious injuries by 2030
Baseline Year	2019
SPIs	Yes, for the 8 KPIs
Link	https://www.faedsselssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf

Source: National sources

4.2 Traffic Laws and Regulations

National road safety legislation in Denmark reflects the situation in the majority of EU countries with a few exceptions. The maximum speed on rural roads is 80 km/h, which is lower than in most countries (90 km/h). Furthermore, the alcohol limit for novice drivers has been reduced to 0.2g/l, in line with EU standards, while limits for professional drivers remain less strict than the EU average.

Table 16: National road safety legislation

	Denmark	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	130	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 13/27, 0.0: 9/27
Professional drivers	0.5	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 135cm	up to 135 cm: 12/27, up to 150 cm: 12/27
Children in front seats	Allowed in a CRS	Allowed in CRS: 22/27
Children on motorcycles	Prohibited under 5 years old	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	Not mandatory	Not mandatory: 19/27
Age restriction	Not restricted	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 15 years	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit (km/h)	20	25: 17/27
Helmet required	Yes	Not required: 11/27
Allowed on road lanes	Yes	Yes: 21/27
Allowed on pavements	No	No: 14/27, Yes: 9/27

	Denmark	Most common in EU
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

	Denmark	Most common in EU
Novice Drivers		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	No specific probationary period	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 15 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	No (In certain cases yes)	Yes: 22/27

Source: National sources

The table summarizes the rules for novice drivers in Denmark compared to the most common arrangements in the EU. From 1st July 2025, 17-year-olds are allowed to drive alone between 5 am and 8 pm, but must be accompanied by an adult between 8 pm and 5 am.

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Denmark	Most common in EU
Presence of technical standards for new roads that take account of all road-user safety	Yes	Yes: 20/27
Audits or star rating required for new road infrastructure	Yes	Yes:22/27, Partial:5/27
Inspections / star rating of existing roads	Yes	Yes:21/27, No:6/27
Target for roads to meet technical safety standards for all users	No	Yes:18/27, No:4/27
Investments to upgrade high risk locations	Yes	Yes:21/27, No:6/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27, Partial:2/27
Policies & investment in urban public transport	Yes	Yes:23/27, No:4/27
Policies promoting walking and cycling	Yes	Yes:21/27, No:3/27, Subnational:1/27

Source: WHO (2018), WHO (2023)

5. Structure and Culture

5.1 Country Characteristics

Population density in Denmark is above the EU average. Its GDP per capita is above that of the European Union. The road density is higher than the EU average.

Table 19: Country Characteristics, 2023

	Denmark	EU
Demographics²		
Population (inhabitants)	5,932,654	447,695,350
Population density (inh./km ²)	138.2	106.0
% children (0-17)	19.5	10.6
% adults (18-64)	60.1	68.1
% elderly (65+)	20.5	21.3
% of urban population	88.5	74.9
Economic Data²		
GDP per capita (euro)	56,470	33,400
Infrastructure¹		
Country Area (km ²)	42,925	4,225,134
Road network length (km)	74,852	4,582,936
Road density (km/km ²)	1.7	1.1
% of motorways	1.7	1.67
% GDP spent to road infrastructure ³	1.9	0.4
Vehicle Fleet¹		
Vehicles per population	0.58	0.73
% of passenger cars	82.3	77.4
% of motorcycles	5.7	11.8
% of HGVs	11.6	10.6
% of buses	0.3	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	81.2	82.0
- Bus/coach/Metro/Tram	10.9	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	88.7	75.0
- Rail	7.9	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	11.0	749.1
Share of road transport emissions in total transport emissions (%)	69.4	79.2

Sources: ¹EC (2025b), ²Eurostat, ³OECD (2025), National sources

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Ministry of Transport
Monitoring of the road safety development	- The Danish Road Directorate
Improvements in road infrastructure	- The Danish Road Directorate (state-owned roads) - Municipalities (local roads)
Improvement in vehicles	- Danish Road Traffic Authority
Improvement in road user education	- Danish Road safety council - Danish Road Traffic Authority
Publicity campaigns	- Danish Road safety council - The Danish Road Directorate
Enforcement of traffic laws	- Police
Other relevant actors	- Research: DTU Transport (Danish Technical University and AAU (Aalborg University)

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Denmark	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	19.2	17.0	10/18
- drive faster than the speed limit inside urban areas	49.1	55.7	7/18
- transport children under 150cm without using CRS	17.4	17.2	7/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	10.0	16.8	16/18
- respecting speed limits	24.1	34.4	16/18
- using of hand-held mobile phone while driving	11.3	15.0	14/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	63.3	76.6	18/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	25.5	38.3	17/18
- requiring all cyclists to wear a helmet	48.4	60.1	15/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)

All information in section 1 of the Country Profile is based on the CARE database. The full glossary of definitions of variables used in this Report is available at [EC Mobility & Transport - Road Safety](#) webpage.

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2024). 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: January 2026

ACEA (2022, 2024, 2025)

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.

https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2024/2025*. ACEA, 2024.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2024-2025.pdf>

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2052/2026*. ACEA, 2025.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2025-2026.pdf>

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 25 EU countries. Date of extraction: January 2026

Baseline project

Information in section 3 is based on Key Performance Indicators collected within the Baseline project.

https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/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: October 2025

European Commission 2025

Data were retrieved from EC Mobility & Transport - Road Safety website: https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm

Date of extraction: January 2026

European Commission – Statistical Pocketbook 2025 (b)

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2025*. Publications Office of the European Union, 2025. Date of extraction: January 2026

<https://op.europa.eu/en/publication-detail/-/publication/52c07e98-a3f4-11f0-97c8-01aa75ed71a1>

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: January 2026

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: October 2025

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: January 2026

Trendline project

Information in section 3 is based on Key Performance Indicators collected within the Trendline project.

<https://trendlineproject.eu/dashboard>

The European average is based on the average of 19 EU countries for seat-belt use, 13 EU countries for CRS use, 17 EU countries for helmet use, 17 EU countries for driver distraction and 14 EU countries for vehicle safety. Date of extraction: October 2025

WHO

Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/. Date of extraction: January 2026

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)

