



European
Commission



Country Profile
Poland



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

Contract:	This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2022-55/SI2.888215 with National Technical University of Athens (NTUA), SWOV Institute for Road Safety Research and Kuratorium für Verkehrssicherheit (KFV).
Version	February 8, 2024
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Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2023), Country Profile Poland. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

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1. Highlights

Road Safety Outcomes

- In 2021, 2,245 people were killed and 8,276 people were seriously injured in road crashes in Poland.
- Poland ranks as the country with the 5th highest number of fatalities per million inhabitants in the EU.
- Compared to the EU average, the distribution of fatalities in Poland shows a relatively high proportion of pedestrians and males aged between 25-49 years old.
- Over the period 2012-2021, traffic related fatalities in Poland showed a larger decrease when compared to the EU as a whole.

Road Safety Performance Indicators

- The use rates of seat-belts and child restraint systems (CRS) are higher in Poland than the respective EU rates.
- Self-reported drink-driving is much lower than the EU average.
- The Polish passenger car fleet is much older than the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed on motorways is 140 km/h, which is the highest in the EU (except for Germany that has no speed limit).
- The general alcohol limit in Poland is lower than in the majority of the EU countries.
- Poland has a higher road network density than the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

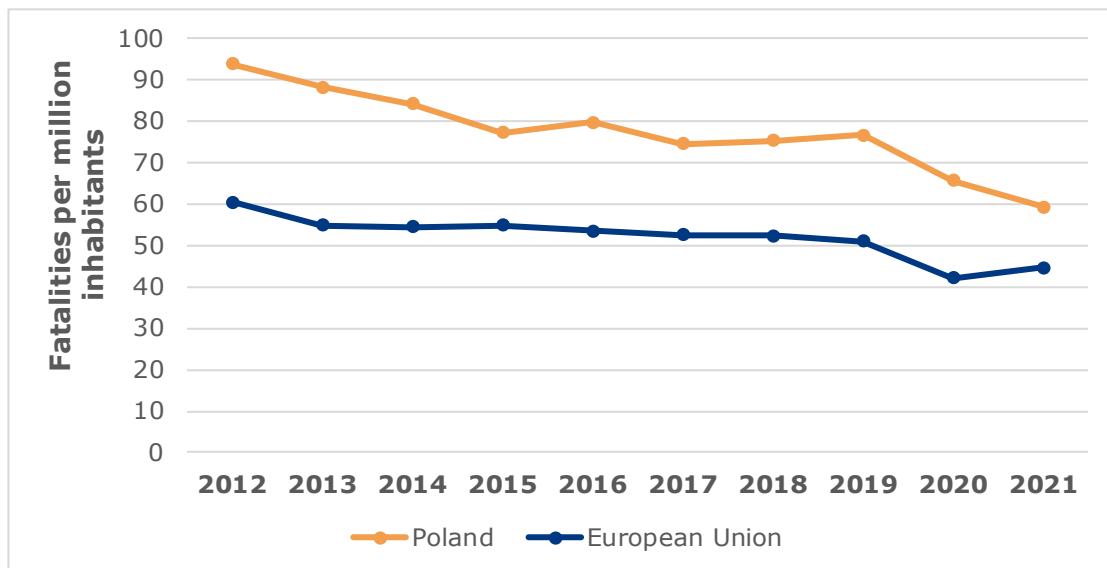
In Poland, 2,245 people were killed and 8,276 people were seriously injured in road crashes in 2021^a. Over the period 2012-2021, the number of fatalities in Poland decreased by 37%, which is higher than the average decrease across the EU as a whole (25%). The number of serious injuries also showed a significant decrease over the same period (31%).

In terms of mortality rates, 59 road fatalities per million inhabitants were recorded in 2021, which is substantially higher than the EU average of 45. The mortality rate shows a general declining trend over the 2012-2021 period.

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

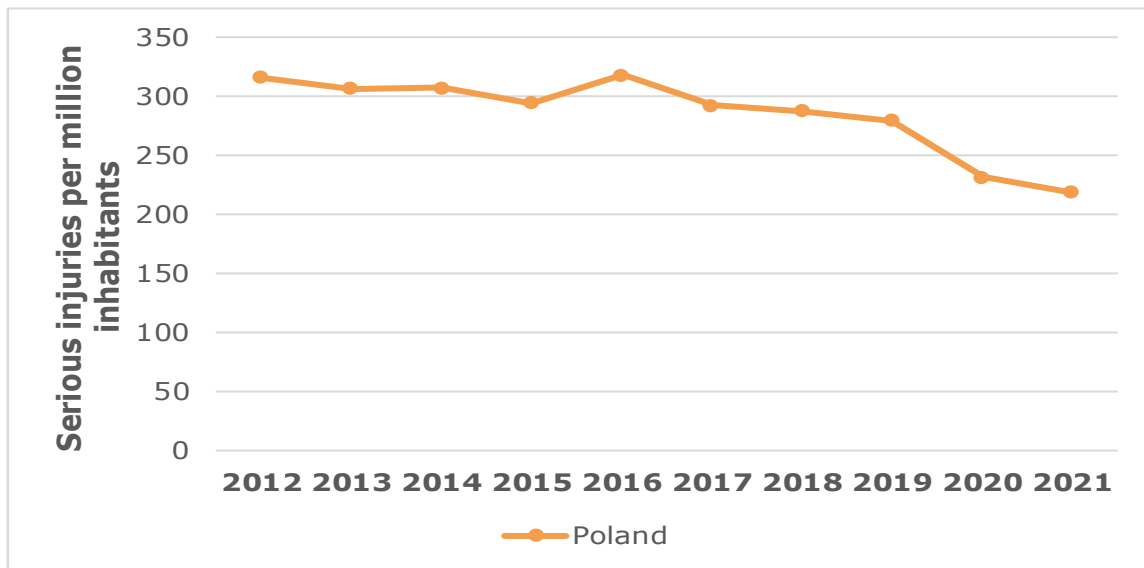
	2012	2021	Trend	EU trend
Fatalities	3,571	2,245	-37%	-25%
Serious Injuries	12,049	8,276	-31%	-

Figure 1. Mortality rate development, 2012 – 2021



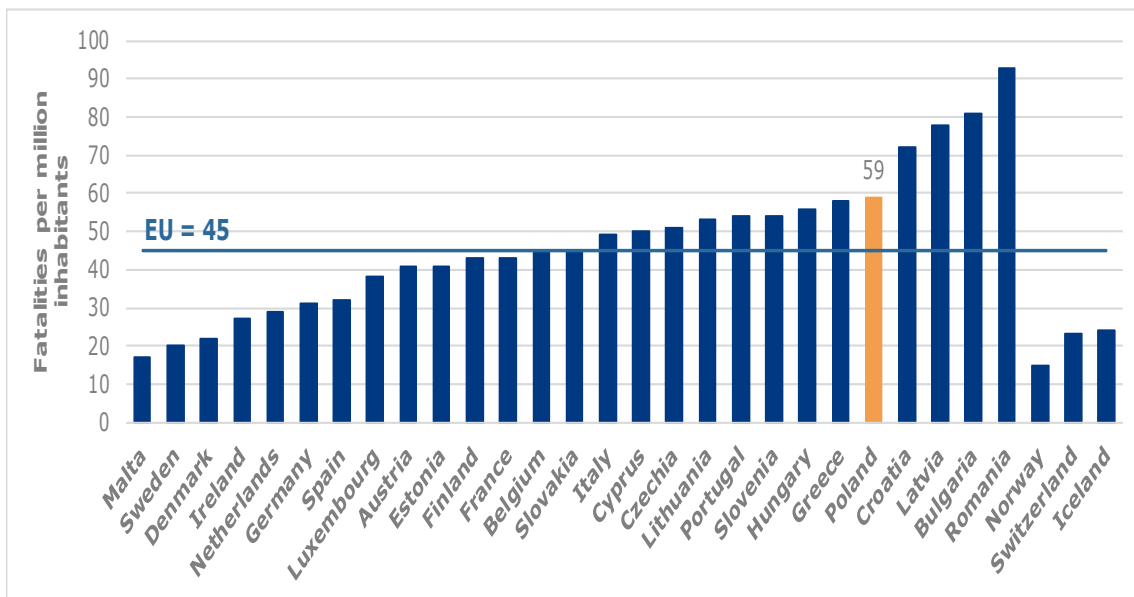
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

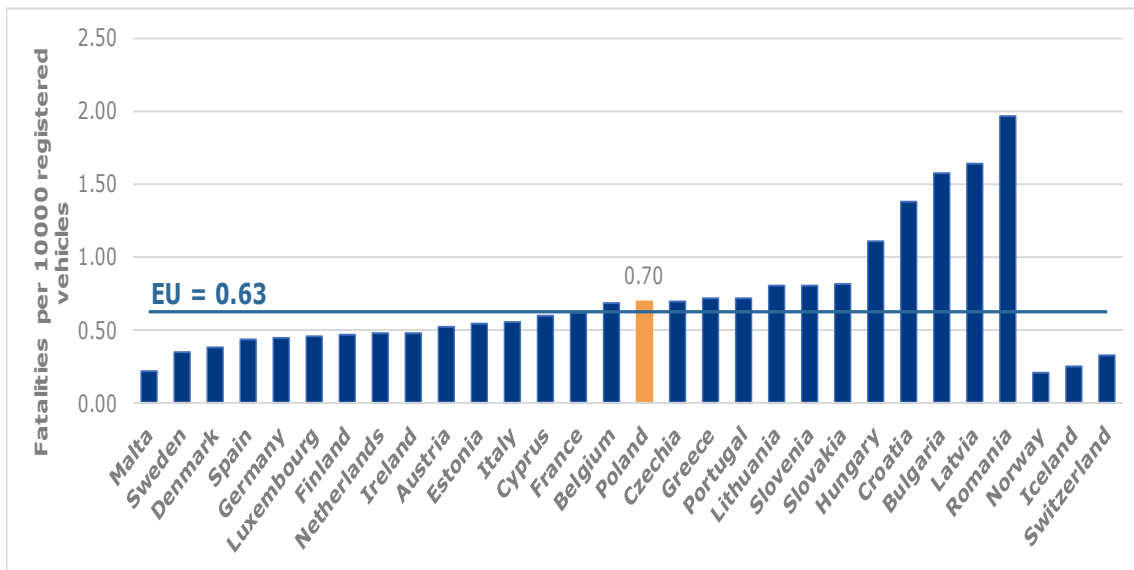


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Poland still performs worse compared to the EU average. The rate of 0.70 fatalities per 10,000 registered vehicles in Poland is higher than the EU average.

Figure 4. Fatalities per thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, passenger car occupants accounted for almost half of road traffic fatalities in Poland. This percentage is higher than that observed in the EU as a whole (45%). Powered two-wheelers on the other hand account for only 12% of road fatalities, which is well below the EU proportion (19%).

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries in Poland for all transport modes. The highest decrease was recorded for killed and seriously injured pedestrians (54% and 50% respectively).

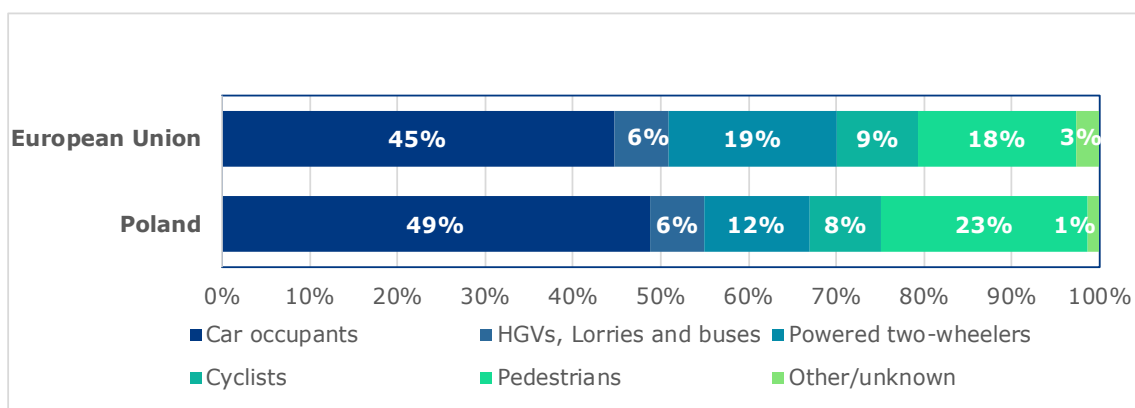
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Poland in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 76% were involved in crashes with passenger cars, and 22% were involved in a crash with a lorry or heavy goods vehicle. Over time Poland showed a more substantial decrease of fatalities in these types of crashes than the EU.

Also, the number of fatalities in single vehicle crashes decreased more than in the EU as a whole.

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

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

	2012	2021	Trend	EU trend
Bus/coach occupants	18	11	-39%	26%
Car occupants	1,615	1,094	-32%	-28%
Cyclists	300	185	-38%	-12%
Heavy goods vehicles	/	34	-	-11%
Lorries, under 3.5t	/	94	-	-14%
Other/unknown	34	31	-9%	-13%
Pedestrians	1,157	527	-54%	-34%
Powered two-wheelers	343	269	-22%	-18%
Total	3,571	2,245	-37%	-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	236	173	-27%
Car occupants	5,349	3,555	-34%
Cyclists	1,205	1,108	-8%
Heavy goods vehicles	/	89	-
Lorries, under 3.5t	/	232	-
Other/unknown	135	221	+64%
Pedestrians	3,316	1,672	-50%
Powered two-wheelers	1,490	1,226	-18%
Total	12,049	8,276	-31%

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

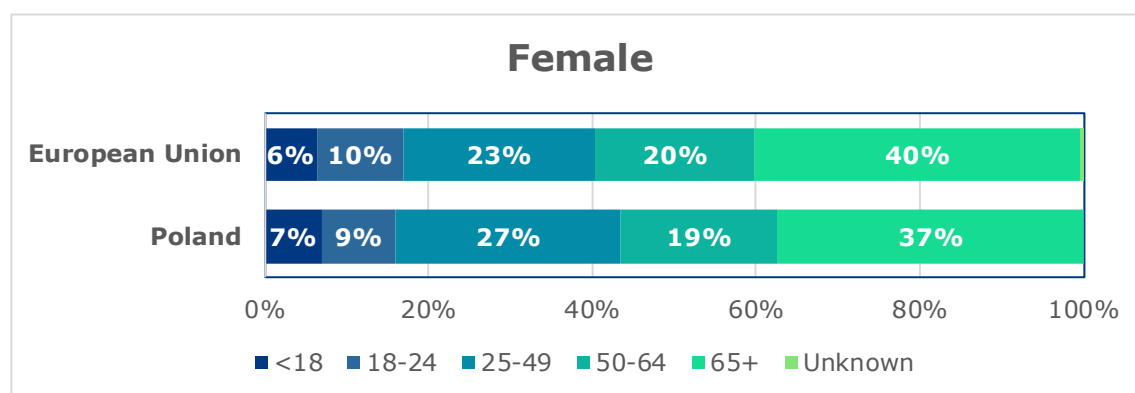
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	46	16	-65%	-47%
Crashes involving cars	1,258	639	-49%	-29%
Crashes involving lorries or heavy goods vehicles	270	188	-30%	-15%

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

	2012	2021	Trend	EU trend
Bus/coach occupants	4	8	-	+47%
Car occupants	711	471	-34%	-28%
Cyclists	12	10	-17%	+37%
Heavy goods vehicles	/	9	-	-44%
Lorries, under 3.5t	/	25	-	-12%
Other/unknown	20	18	-10%	-20%
Powered two-wheelers	123	86	-30%	-16%
Total	906	627	-30%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Poland is similar to that of the EU, with a higher share of fatalities aged between 25 to 49 years old. Over the 2012-2021 period, the number of fatalities and serious injuries decreased for all age groups.

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

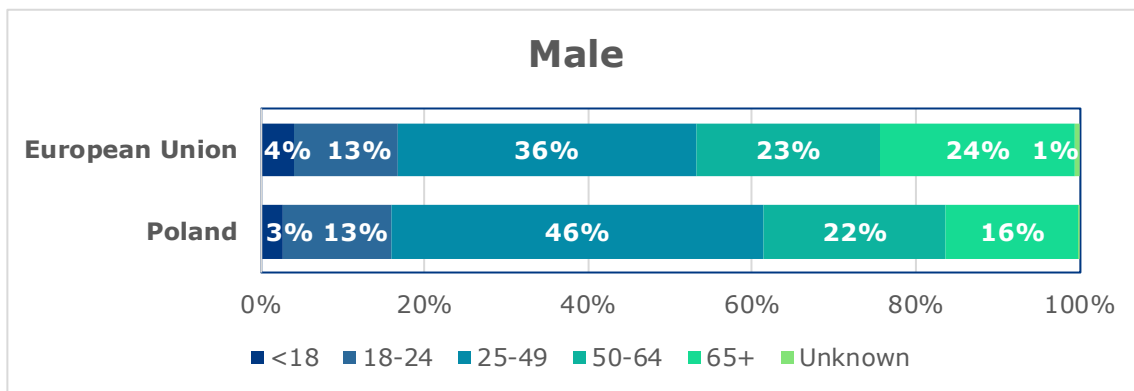


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	69	37	-46%	-44%
18-24	109	48	-56%	-40%
25-49	227	145	-36%	-37%
50-64	169	102	-40%	-23%
65+	271	198	-27%	-25%
Unknown	0	0	-	-22%
Total	845	530	-37%	-31%
Male				
<18	108	45	-58%	-27%
18-24	476	227	-52%	-37%
25-49	1,100	779	-29%	-30%
50-64	654	382	-42%	-13%
65+	382	277	-27%	-8%
Unknown	5	2	-	-9%
Total	2,725	1,712	-37%	-23%

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

	2012	2021	Trend
Female			
<18	602	293	-51%
18-24	671	367	-45%
25-49	1,452	1,069	-26%
50-64	906	663	-27%
65+	891	729	-18%
Unknown	2	0	-
Total	4,524	3,121	-31%

Male

<18	799	460	-42%
18-24	1,520	727	-52%
25-49	3,159	2,430	-23%
50-64	1,370	905	-34%
65+	666	622	-7%
Unknown	5	2	-
Total	7,519	5,146	-32%

2.5 Area and Road Type

The majority of road fatalities in Poland occurred on rural roads (58%). The percentage of fatalities that occurred on motorways in Poland is much lower than the EU average (9%) but that is to be expected as the share of motorways as a proportion of the length of the total road network is substantially less than the EU. Over the 2012-2021 period, the number of fatalities and serious injuries decreased on all road types in Poland, except motorways.

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

	2012	2021	Trend	EU trend
Motorway	44	74	68%	-6%
Rural	1,875	1,299	-31%	-28%
Urban	1,652	872	-47%	-24%
Unknown	0	0	-	-48%
Total	3,571	2,245	-37%	-25%

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

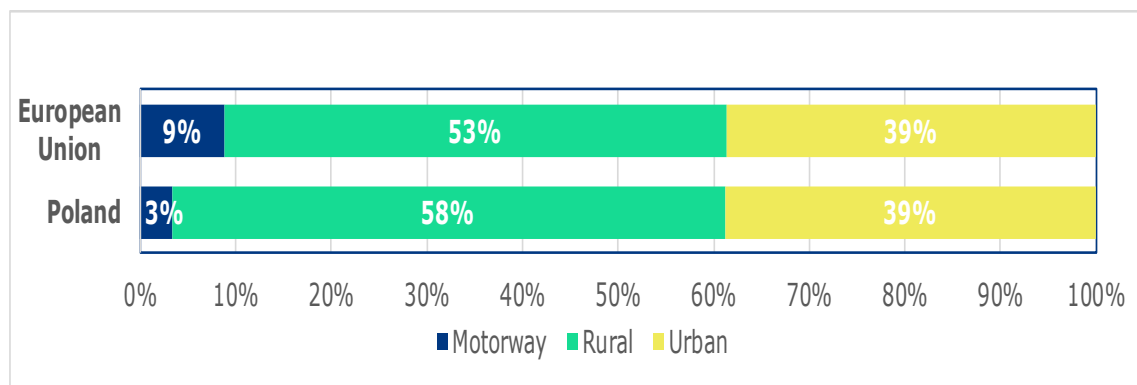
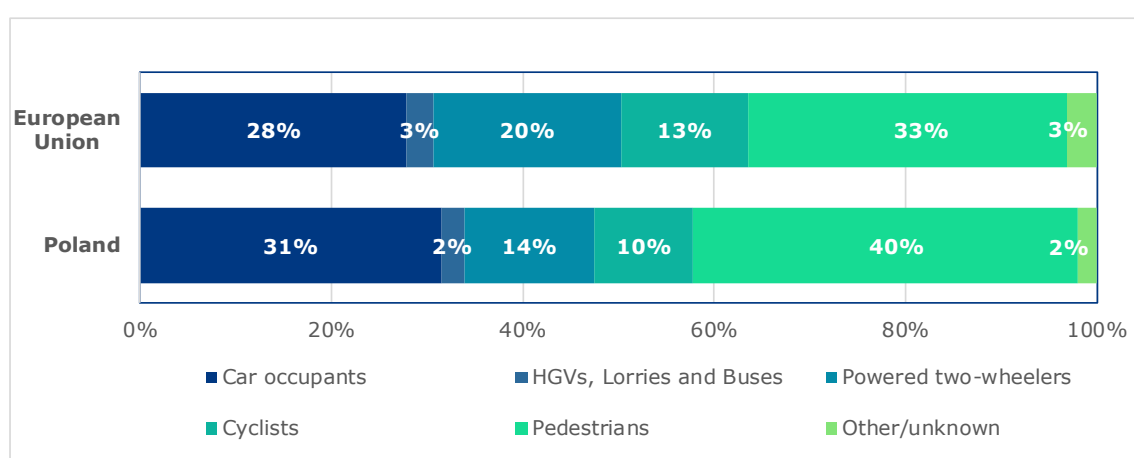


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	90	139	+54%
Rural	3,733	2,752	-26%
Urban	8,226	5,385	-35%
Unknown	0	0	-
Total	12,049	8,276	-31%

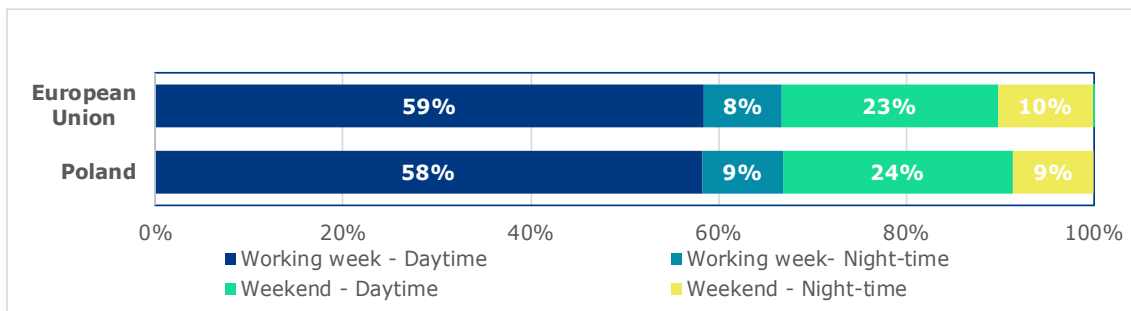
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021

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, Poland showed a more favourable downward trend regarding night-time fatalities especially at weekends.

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

	2012	2021	Trend	EU trend
Working week - Daytime	1,986	1,308	-34%	-21%
Working week- Night-time	301	193	-36%	-30%
Weekend - Daytime	843	551	-35%	-25%
Weekend - Night-time	441	193	-56%	-39%
Unknown	0	0	-	-75%
Total	3,571	2,245	-37%	-25%

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

2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Poland and in the EU occurred during daylight and under dry weather conditions. During darkness and under dry weather conditions, road crash fatalities decreased much 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	1,832	1,330	-27%	-17%
Twilight	321	177	-45%	-25%
Darkness	1,418	738	-48%	-33%
Weather Conditions				
Dry	2,782	1,434	-48%	-24%
Rain	356	312	-12%	-28%
Other/Unknown	219	499	+128%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Poland	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	54.0	-
Rural Roads	51.9	-
Urban Roads	20.5	-
Seat belt & CRS use rates (%)^{1,2}		
Front	95.6	93.3
Rear	88.2	75.5
Child restraint systems	93.1	67.0
Helmet use rates (%)¹		
PTW driver	99.5	97.0
PTW passenger	100.0	94.4
Cyclist	20.9	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	4.2	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving	95.0	94.8

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

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

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Poland	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	/	83.6
Average age of passenger car fleet (years) ²	14.3	11.8

Sources: ¹Baseline project, ²ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Poland	EU
Speeding	69.4	139.7
Non-use of seat-belt	4.9	5.7
Illegal use of mobile phone	1.4	4.4
Driving above legal alcohol limits	/	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

Poland	
Timeframe	2021-2030
Lead Authority	National Road Safety Council
Targets	
Fatalities	-50% for all fatalities (not exceed 1,455 in total): 397 deaths of pedestrians, 129 cyclists, 191 moped users and motorcyclists, 133 victims in alcohol-related crashes
Serious injuries	-50% for all serious injuries (not exceed 5,317 victims in total): 1,237 pedestrians, 686 cyclists, 758 moped users and motorcyclists, 442 victims in alcohol-related crashes
Baseline Year	2019
SPIs	Yes, for the 8 KPIs
Link	https://www.krbrd.gov.pl/en/brd-programs/brd-national-program/

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Poland generally reflects the situation in the majority of EU countries with some exceptions. The maximum speed on motorways is 140 km/h, which is higher than in most countries. The legislation regarding drink driving is somewhat stricter than in most European countries: the general alcohol limit in Poland is 0.2 g/l while in the majority of EU countries the limit for the general population is 0.5 g/l.

Table 16: National road safety legislation

	Poland	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	140	130: 14/27
Allowed BAC levels (g/l)		
General population	0.2	0.5: 19/27
Novice drivers	0.2	0.2: 12/27, 0.0: 9/27
Professional drivers	0.2	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

	Poland	Most common in EU
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 150cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27
Children on motorcycles	Not restricted	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 10 years old	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	20	25: 18/27
Helmet required	No	Not required: 12/27
Allowed on road lanes	Yes (if there is no bicycle path)	Yes: 18/27
Allowed on pavements	No	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

	Poland	Most common in EU
Novice Drivers		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 15yrs	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

	Poland	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

The population density in Poland is above the EU average. Its GDP per capita is below that of the European Union.

Table 19: Country Characteristics, 2021

	Poland	EU
Demographics²		
Population (inhabitants)	37,840,001	447,000,548
Population density (inh./km ²)	123.4	109.0
% children (0-17)	18.3	18.2
% adults (18-64)	63.0	61.6
% elderly (65+)	18.7	20.3
% of urban population	59.9	75.2
Economic Data²		
GDP per capita (euro)	15,100	32,560
Infrastructure¹		
Country Area (km ²)	311,928	4,225,134
Road network length (km)	431,577	4,473,380
Road density (km/km ²)	1.4	1.10
% of motorways	0.41	1.67
% GDP spent to road infrastructure ³	0.5	0.4
Vehicle Fleet¹		
Vehicles per population	0.88	0.73
% of passenger cars	77.7	77.3
% of motorcycles	9.5	11.4
% of HGVs	12.4	11.1
% of buses	0.4	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	85.3	85.2
- Bus/coach/Metro/Tram	8.8	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	72.5	74.6
- Rail	20.8	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	66.5	739.8
Share of road transport emissions in total transport emissions (%)	94.4	76.3

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

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- National Road Safety Council (KRBRD)
Monitoring of the road safety development	- National Road Safety Council (KRBRD)
Improvements in road infrastructure	- Ministry of Infrastructure (MIi) - General Directorate for National Roads and Motorways (GDDKiA)
Improvement in vehicles	- Ministry of Infrastructure (MIi)
Improvement in road user education	- National Road Safety Council (KRBRD) - Provincial Traffic Centres (WORD) - Ministry of National Education
Publicity campaigns	- National Road Safety Council (KRBRD)
Enforcement of traffic laws	- Police - General Road Transport Inspectorate
Other relevant actors	- Local governments - Ministry of Health (which is not part of KRBRD) - Police Motor Union - Technical universities and research institutes, especially Motor - Transport Institute - Polish Road Safety Observatory, Road and - Bridge Research Institute, Technical University of Gdańsk, - Technical University of Kraków, Technical University of Warsaw - Directorate General of National Roads and Motorways - Polish Police Headquarters

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Poland	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	5.1	17.0	1/18
- drive faster than the speed limit inside urban areas	55.7	55.7	10/18
- transport children under 150cm without using CRS	17.8	17.2	9/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	13.6	16.8	13/18
- respecting speed limits	35.6	34.4	10/18
- using of hand-held mobile phone while driving	8.5	15.0	16/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	77.3	76.6	8/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	27.6	38.3	15/18
- requiring all cyclists to wear a helmet	47.6	60.1	16/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)

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

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2021). In case of missing values, the EU averages and aggregated data were produced by imputing figures based on data from previous years. For values less than 10, the trend is not shown since it may be due to randomness. Also, due to missing data on serious injuries for some EU countries, EU total/average is not calculated. Date of extraction: July 2023

ACEA (2022)

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

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

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 24 EU countries. Date of extraction: July 2023

Baseline project

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

https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis_en

Alternative sources were used for countries with no available data in the Baseline project (e.g., ETSC, national sources). The European average is based on the average of 17 EU countries for speeding, 23 EU countries for seat-belt use, 13 EU countries for CRS use, 14 EU countries for helmet use, 14 EU countries for driver distraction and 13 EU countries for vehicle safety. Date of extraction: July 2023

European Commission 2023

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

Date of extraction: July 2023

European Commission – Statistical Pocketbook 2023 (b)

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2023*. Publications Office of the European Union, 2023. Date of extraction: November 2023
<https://data.europa.eu/doi/10.2832/319371>

Eurostat

Data were retrieved from Eurostat: <https://ec.europa.eu/eurostat>
The European average is based on the average of the 27 EU countries.
Date of extraction: July 2023

ESRA project

Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023).
<https://www.esranet.eu/>

The European average is the average of 19 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: November 2023

ETSC

Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022.
<https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/>

FERSI (2020)

Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. <https://fersi.org/>. Date of extraction: July 2023

IRTAD (International Traffic Safety Data and Analysis Group)

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database:
<https://stats.oecd.org/>. Date of extraction: July 2023

WHO

Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.
https://www.who.int/violence_injury_prevention/road_safety_status/

[2018/en/](#). Date of extraction: July 2023

6.2 Definitions

Road Crash

Any crash involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

Fatalities

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

Seriously injured (at 30 days)

Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

Lorry, under 3.5tn

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

Heavy Goods Vehicles

Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

Powered two-wheelers

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

Working week – Daytime

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

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

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

Weekend – Daytime

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

Weekend – Night-time

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

Speeding

The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

Seat belt & CRS use rates

The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

Helmet use rates

The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries use of helmets is not obligatory for cyclists (see Table 16).

DUI of Alcohol

The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

Driver Distraction

The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

Explanations of symbols in tables:

/ : not available

- : not applicable (e.g. calculation cannot be performed)

