



European
Commission



Country Profile
Bulgaria



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1. Highlights

Road Safety Outcomes

- In 2021, 561 people were killed and 1,458 were seriously injured in road crashes in Bulgaria.
- Bulgaria is 2nd out of 27 EU countries in terms of the highest number of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Bulgaria shows a relatively high proportion of car occupants and fatalities occurring on rural roads.
- Over the period 2012-2021, the number of fatalities in Bulgaria decreased by about 7%, which is much lower than the respective EU decrease.

Road Safety Performance Indicators

- The use rates of seat-belts and child restraint systems (CRS) in Bulgaria are lower compared to the EU average for all car occupants.
- Helmet use rates for powered two-wheeler riders are at the EU average, while for passengers they are somehow lower.
- The use of mobile phone while driving is lower than in the EU on average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed on motorways is 140 km/h, which is the highest in the EU (apart from Germany that has no speed limit for motorways).
- The legal alcohol limit for professional drivers is higher than that of most EU countries.
- Road infrastructure is characterized by low road density in Bulgaria.

2. Road Safety Outcomes

2.1 Road Safety Trends

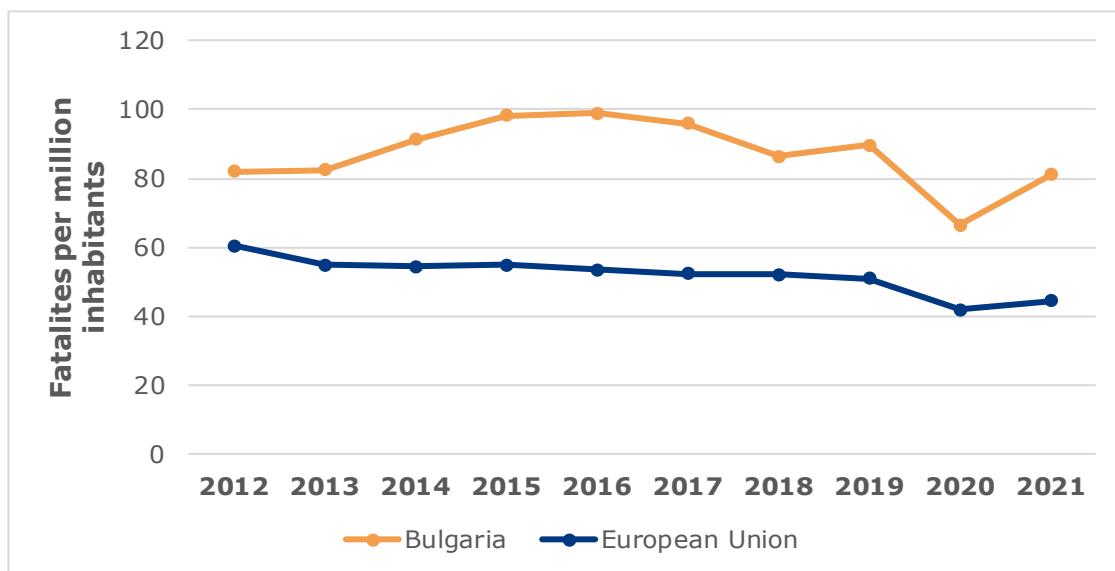
In Bulgaria, 561 people were killed and 1,458 were seriously injured in road crashes in 2021^a. Over the period 2012-2021, the number of fatalities in Bulgaria decreased by about 7%, which is much lower than the European Union (EU) decrease. On the other hand, the number of serious injuries showed a significant decrease (34%) over the same period.

In terms of mortality rates, 81 road fatalities per million inhabitants were recorded in 2021, which is well above the EU average (45). In contrast with the EU trend, the mortality rate in Bulgaria had an increasing trend over the period 2013-2016, when they fell again.

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

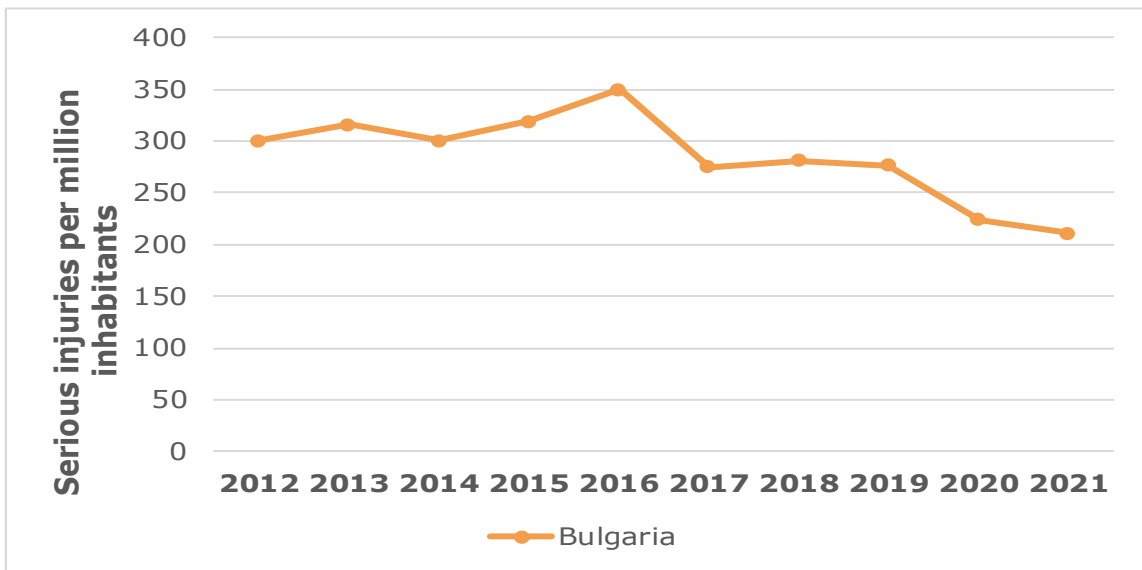
	2012	2021	Trend	EU trend
Fatalities	601	561	-6.7%	-25%
Serious Injuries	2,204	1,458	-34%	-

Figure 1. Mortality rate development, 2012 – 2021



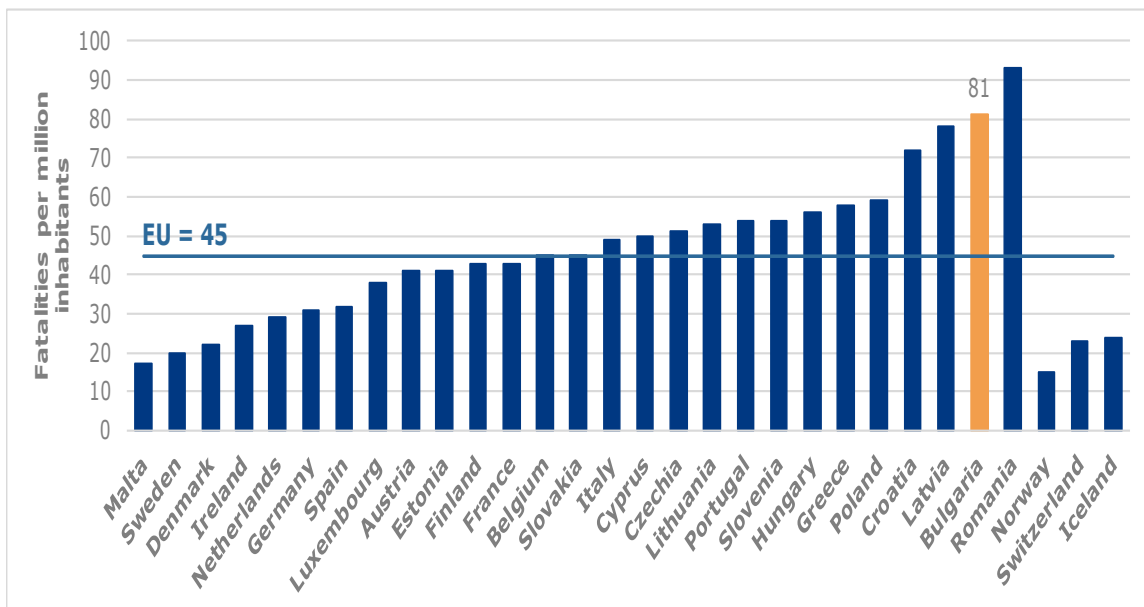
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

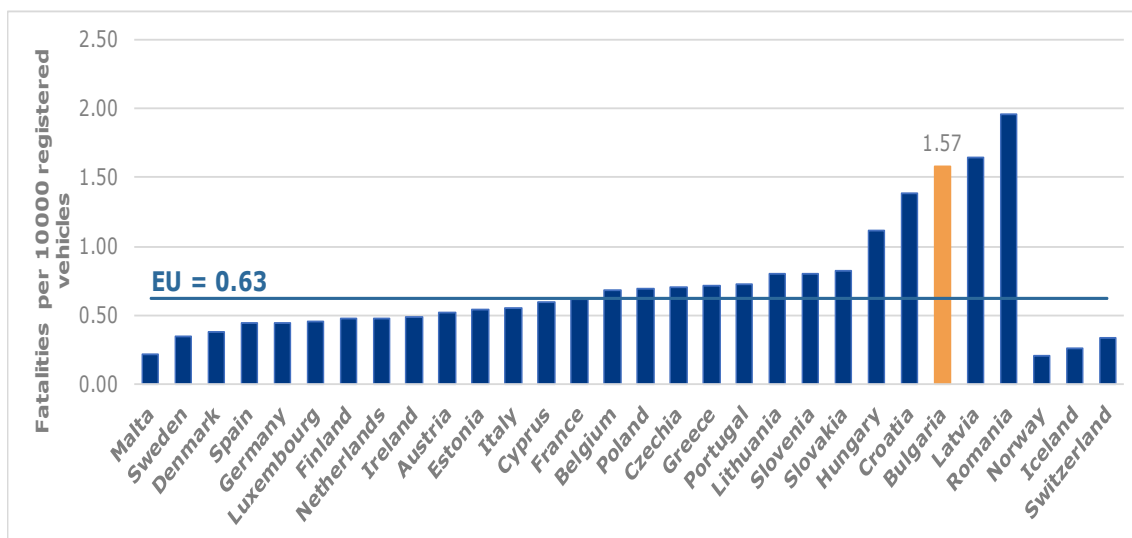


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Bulgaria still performs worse compared to the EU average. The rate of 1.57 fatalities per 10,000 registered vehicles in Bulgaria is much higher than the EU average (0.63).

Figure 4. Fatalities per ten thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, car occupants accounted for more than half of road traffic fatalities in Bulgaria (55%). This percentage is higher than that observed in the EU as a whole (45%). Powered two wheelers and cyclists on the other hand account for 12% of road fatalities, which is well below the EU proportion (28%).

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries for all transport modes except for HGVs. The highest decrease in fatalities was recorded for cyclists and pedestrians (47% and 30% respectively). Concerning serious injuries, the highest decrease was recorded for cyclists (41%) and powered two wheelers (43%).

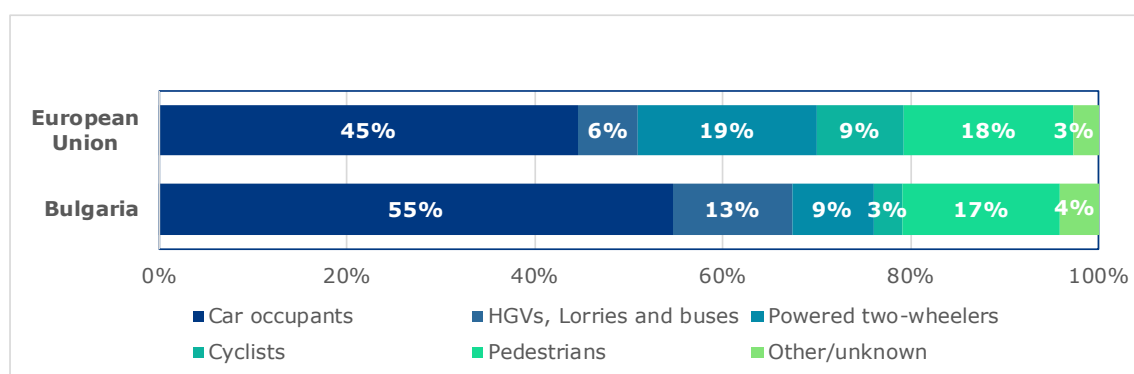
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Bulgaria in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 75% were involved in a crash with a passenger car and 23% were involved in a crash with a lorry or HGV. Over time Bulgaria showed a lower decrease of fatalities in these types of crashes than the EU.

The number of fatalities in single vehicle crashes has slightly increased in contrast to the EU.

^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	2	49	-	+26%
Car occupants	335	307	-8%	-28%
Cyclists	32	17	-47%	-12%
Heavy goods vehicles	21	22	+5%	-11%
Lorries, under 3.5t	/	0	-	-14%
Other/unknown	24	23	-4%	-13%
Pedestrians	135	94	-30%	-34%
Powered two-wheelers	52	49	-6%	-18%
Total	601	561	-7%	-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	53	34	-36%
Car occupants	1,028	699	-32%
Cyclists	115	68	-41%
Heavy goods vehicles	71	76	+7%
Lorries, under 3.5t	0	1	-
Other/unknown	61	57	-7%
Pedestrians	592	362	-39%
Powered two-wheelers	284	161	-43%
Total	2,204	1,458	-34%

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

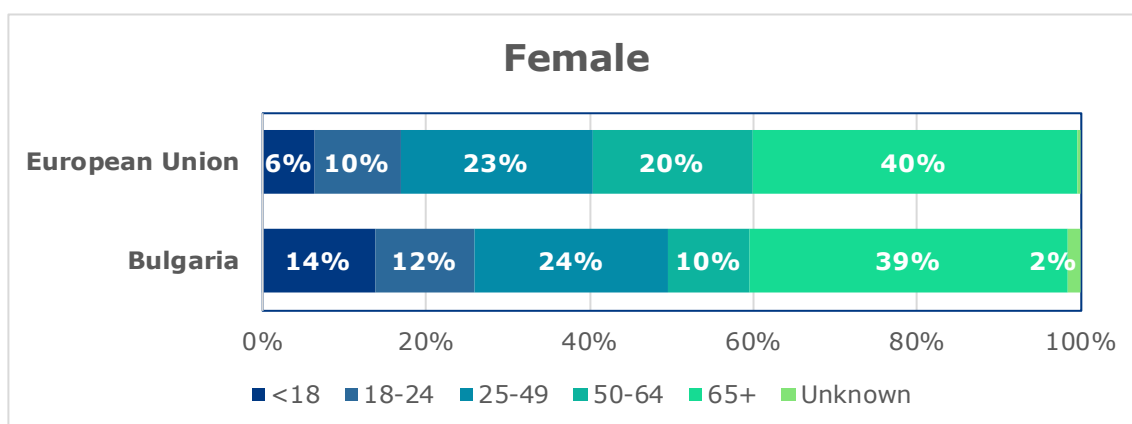
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	9	3	-	-47%
Crashes involving cars	123	93	-24%	-29%
Crashes involving lorries or heavy goods vehicles	29	28	-3%	-15%

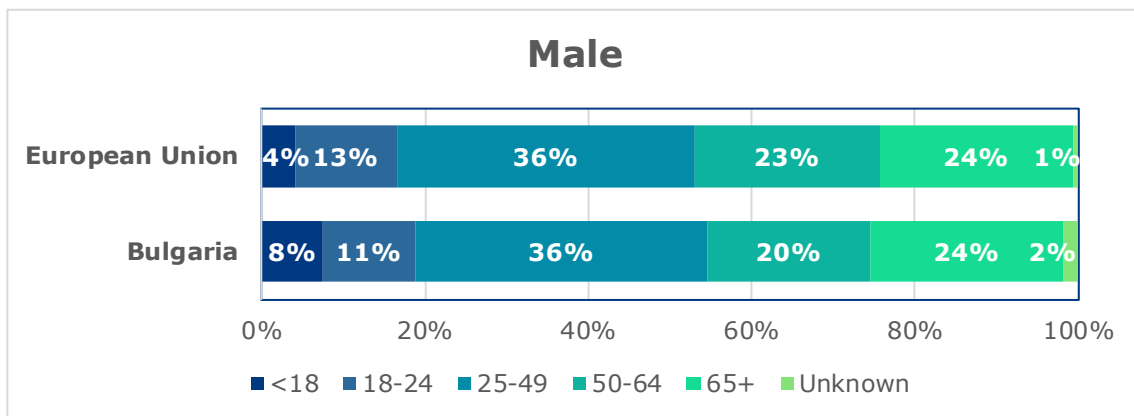
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	1	47	-	+47%
Car occupants	172	127	-26%	-28%
Cyclists	1	1	-	+37%
Heavy goods vehicles	6	13	-	-44%
Lorries, under 3.5t	0	0	-	-12%
Other/unknown	8	5	-	-20%
Powered two-wheelers	24	25	+4%	-16%
Total	212	218	+3%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Bulgaria is similar to that of the EU, but with a higher share of both male and female fatalities aged under 18 years old and a lower share of female fatalities aged between 50 and 64 years old.

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	/	18	-	-44%
18-24	/	12	-	-40%
25-49	/	38	-	-37%
50-64	/	33	-	-23%
65+	/	43	-	-25%
Unknown	/	0	-	-22%
Total		144	-	-31%
Male				
<18	/	30	-	-27%
18-24	/	47	-	-37%
25-49	/	155	-	-30%
50-64	/	85	-	-13%
65+	/	99	-	-8%
Unknown	/	1	-	-9%
Total		417	-	-23%

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

	2012	2021	Trend
Female			
<18	/	57	-
18-24	/	53	-
25-49	/	143	-
50-64	/	141	-
65+	/	167	-
Unknown	/	0	-
Total	/	561	-

Male			
<18	/	92	-
18-24	/	131	-
25-49	/	383	-
50-64	/	180	-
65+	/	111	-
Unknown	/	0	-
Total		897	-

2.5 Area and Road Type

The majority of road fatalities in Bulgaria occurred on rural roads (57%). The percentage of fatalities that occurred on urban roads in Bulgaria (29%) is lower than the EU average (39%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Bulgaria except for motorways. This trend is mostly due to the significant increase in motorways in Bulgaria (almost doubled between 2012 and 2021) and the increase of traffic on motorways.

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

	2012	2021	Trend	EU trend
Motorway	20	75	+275%	-6%
Rural	348	322	-8%	-28%
Urban	233	164	-30%	-24%
Unknown	0	0	-	-48%
Total	601	561	-7%	-25%

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

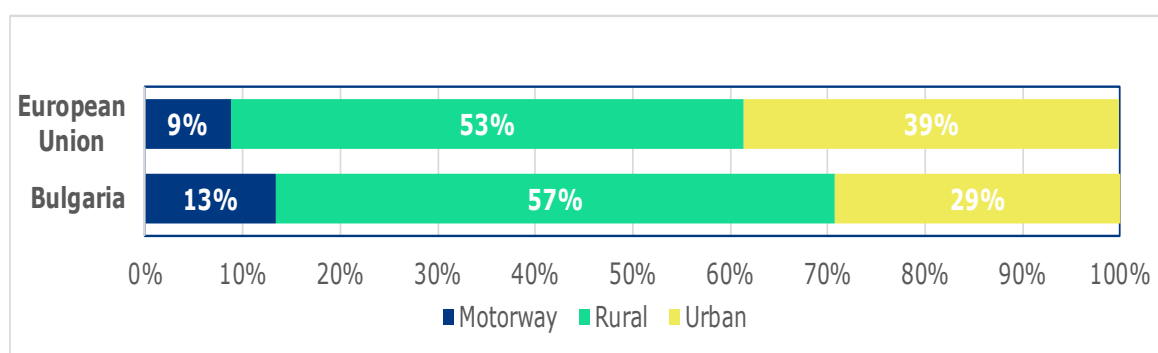
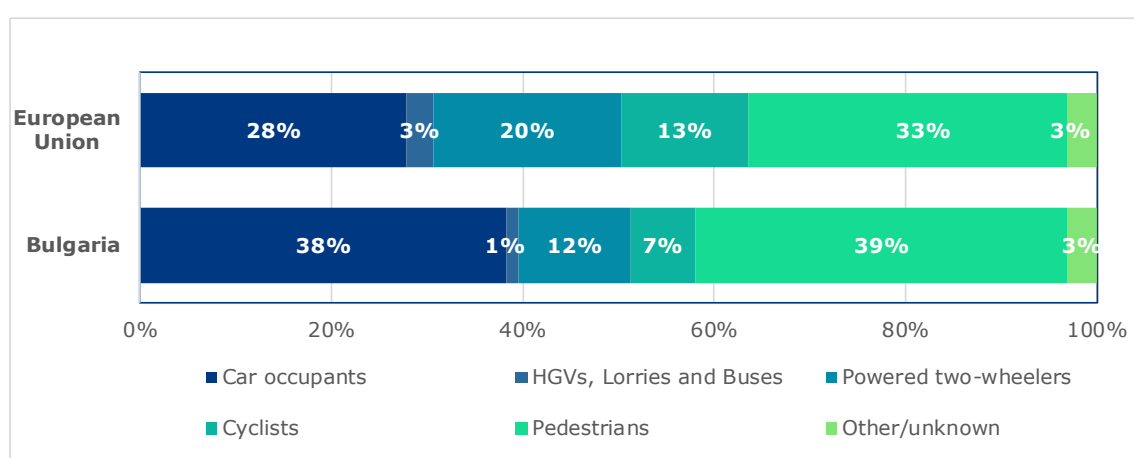


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	56	68	+21%
Rural	823	590	-28%
Urban	1,325	800	-40%
Unknown	0	0	-
Total	2,204	1,458	-34%

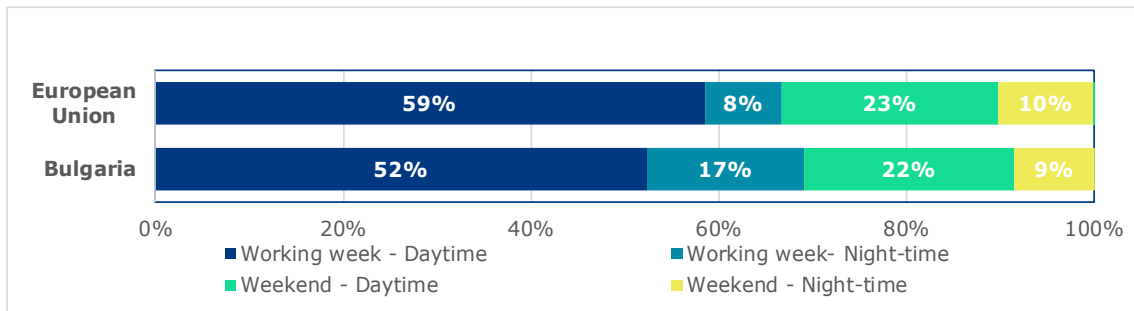
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2021, Bulgaria showed a significant increase in night-time fatalities during the working week, which is not in line with the EU average.

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

	2012	2021	Trend	EU trend
Working week - Daytime	344	294	-15%	-21%
Working week- Night-time	46	94	+104%	-30%
Weekend - Daytime	145	125	-14%	-25%
Weekend - Night-time	66	48	-27%	-39%
Unknown	0	0	-	-75%
Total	601	561	-7%	-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 Bulgaria and in the EU occurred during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2021, Bulgaria recorded a significant increase in crash fatalities while raining.

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

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	355	325	-8%	-17%
Twilight	26	19	-27%	-25%
Darkness	220	217	-1%	-33%
Weather Conditions				
Dry	525	445	-15%	-24%
Rain	37	88	+138%	-28%
Other/Unknown	39	28	-28%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Bulgaria	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	89.4	-
Rural Roads	93.4	-
Urban Roads	44.7	-
Seat belt & CRS use rates (%)^{1,2}		
Front	76.4	93.3
Rear	31.2	75.5
Child restraint systems	50.0	67.0
Helmet use rates (%)¹		
PTW driver	97.0	97.0
PTW passenger	90.6	94.4
Cyclist	20.1	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving	91.9	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

	Bulgaria	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	73.1	83.6
Average age of passenger car fleet (years) ²	/	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	Bulgaria	EU
Speeding	143.6	139.7
Non-use of seat-belt	8.5	5.7
Illegal use of mobile phone	1.8	4.4
Driving above legal alcohol limits	1.4	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

Bulgaria	
Timeframe	2021-2030
Lead Authority	Ministry of Interior of Republic of Bulgaria
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	-
Link	https://www.transport-community.org/wp-content/uploads/2021/01/The-National-Strategy-for-Road-Safety-Republic-of-Bulgaria.pdf https://lex.bg/laws/ldoc/2134649345 https://www.sars.gov.bg/wp-content/uploads/2023/01/1.3-Strategy-EN.docx

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Bulgaria is different in several aspects compared to most EU countries. The maximum speed on motorways is 140 km/h, which is the highest in the EU (excluding Germany that has no speed limit). Furthermore, the alcohol limit for professional drivers is 0.5 g/l, while in most countries the BAC limit is lower.

Table 16: National road safety legislation

	Bulgaria	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	0.5	0.5: 19/27
Novice drivers	0.5	0.2: 12/27, 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

	Bulgaria	Most common in EU
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	Prohibited under 12 years	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 16 years old	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	25 km/h	25 km/h: 18/27
Helmet required	Up to 18 years old	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	-	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

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

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Bulgaria	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	No	Yes:26/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27
Investments to upgrade high risk locations	No	Yes:20/27
Policies & investment in urban public transport	Yes	Yes:23/27
Policies promoting walking and cycling	Yes	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density in Bulgaria is below the EU average. Its GDP per capita is below that of the European Union.

Table 19: Country Characteristics, 2021

	Bulgaria	EU
Demographics²		
Population	6,916,548	447,000,548
Population density (inh./km ²)	63.0	109.0
% children (0-17)	17.2	18.2
% adults (18-64)	61.0	61.6
% elderly (65+)	21.7	20.3
% of urban population	75.6	75.2
Economic Data²		
GDP per capita (euro)	10,330	32,560
Infrastructure¹		
Country Area (km ²)	110,996	4,225,134
Road network length (km)	19,925	4,473,380
Road density (km/km ²)	0.18	1.1
% of motorways	4.05	1.67
% GDP spent to road infrastructure	0.2	0.4
Vehicle Fleet¹		
Vehicles per population	0.51	0.73
% of passenger cars	80.4	77.3
% of motorcycles	6.0	11.4
% of HGVs	13.0	11.1
% of buses	0.5	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	88.3	85.2
- Bus/coach/Metro/Tram	9.7	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	54.6	74.6
- Rail	19.2	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	9.5	739.8
Share of road transport emissions in total transport emissions (%)	91.2	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	<ul style="list-style-type: none"> - Ministry of Transportation, Information Technologies and Communications (MTITC) - Ministry of Interior (MoI) - Ministry of Regional Development and Public Works (MRDPW) - Ministry of Education, Youth and Science (MEYS) - Ministry of Agriculture and Forestry (MAF) - State Public Consultative Committee of Road Safety consisting of ministries, a secretary and 16 members - Regional road safety commissions - State Agency Road Safety
Monitoring of the road safety development	<ul style="list-style-type: none"> - MoI - Other ministries whose deputy ministers are members of the State public consultative committee of road safety - State public consultative committee of road safety - State Agency Road Safety
Improvements in road infrastructure	<ul style="list-style-type: none"> - MTITC - MRDPW
Improvement in vehicles	<ul style="list-style-type: none"> - MTITC - MoI - MAF - Ministry of Defence (MoD)
Improvement in road user education	<ul style="list-style-type: none"> - MEYS - MoI - MTITC - non-government organisations (NGOs)
Publicity campaigns	<ul style="list-style-type: none"> - MoI - MEYS - MTITC - State Public Consultative Committee of Road Safety - Non Governmental Organisations (NGOs) - media - State Agency Road Safety
Enforcement of traffic laws	<ul style="list-style-type: none"> - MoI - MTITC - MRDPW - MEYS - Ministry of Economy, Energy and Tourism (MEET) - MoD
Other relevant actors	<ul style="list-style-type: none"> - The National Road Infrastructure Fund (RIF) - Ministries: Ministry of Health and Treatment and Rescue and Relief - MRDPW - Insurance companies - Municipalities - Consulting engineers, construction companies - Industry

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Bulgaria there are no data available on self-declared behaviour and attitudes in ESRA 3 project.

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 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)

