



European  
Commission



Country Profile  
**Bulgaria**



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# 1. Highlights

## Road Safety Outcomes

- In 2024, 478 people were killed and 1,888 were seriously injured in road crashes in Bulgaria.
- Bulgaria is 2<sup>nd</sup> 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 2014-2024, the number of fatalities in Bulgaria decreased by 28%, which is much higher 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

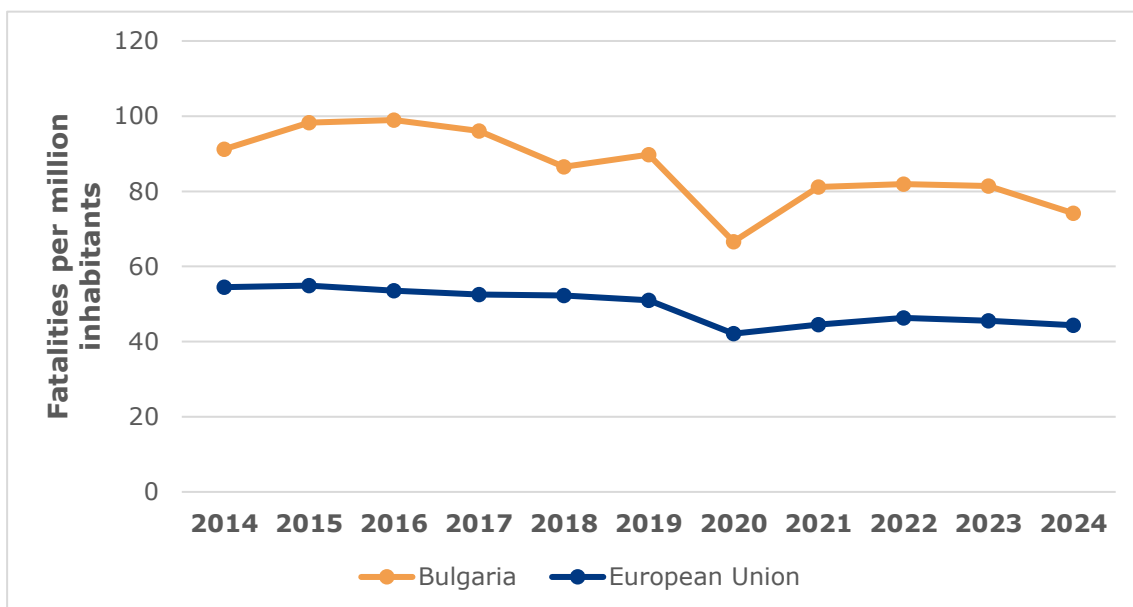
In Bulgaria, 478 people were killed and 1,888 were seriously injured in road crashes in 2024. Over the period 2014-2024, the number of fatalities in Bulgaria decreased by about 28%, which is higher than the European Union (EU) decrease. The number of serious injuries showed a lower but still significant decrease (13%) over the same period.

In terms of mortality rates, 74 road fatalities per million inhabitants were recorded in 2024, 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.

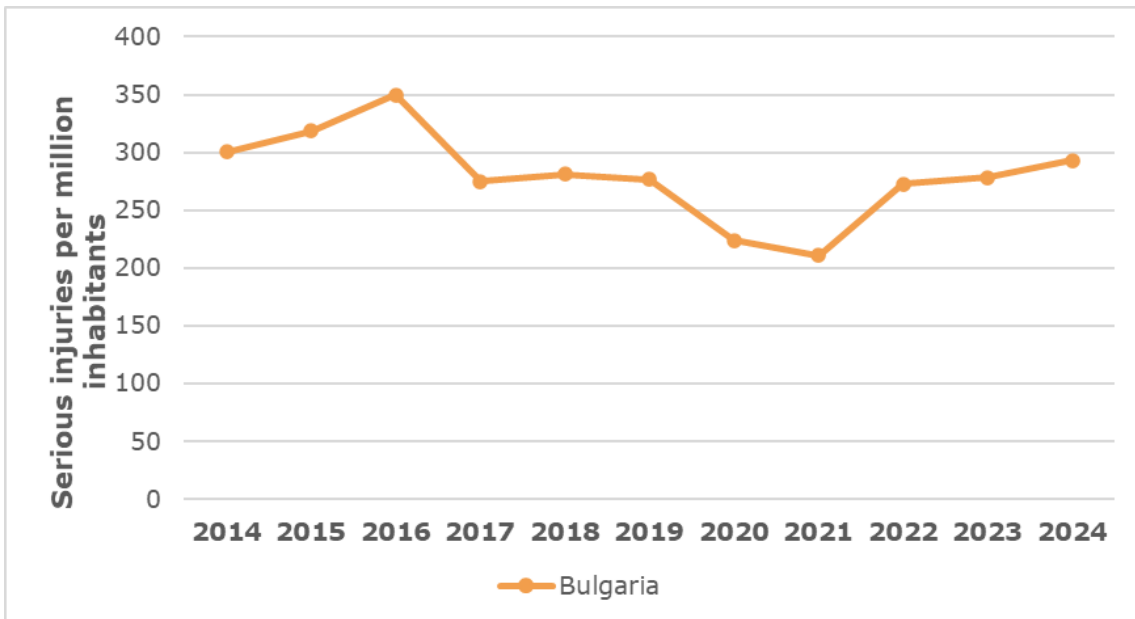
**Table 1.** Number of fatalities and serious injuries, 2014 and 2024

	2014	2024	Trend	EU trend
Fatalities	661	478	-28%	-17%
Serious Injuries	2,175	1,888	-13%	-

**Figure 1.** Mortality rate development, 2014 – 2024

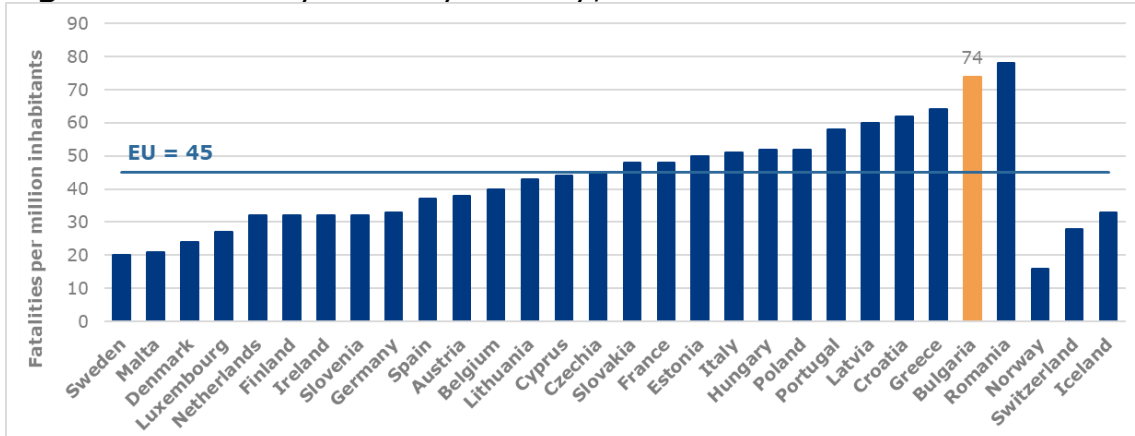


**Figure 2.** Evolution of serious injuries per million inhabitants, 2014 – 2024

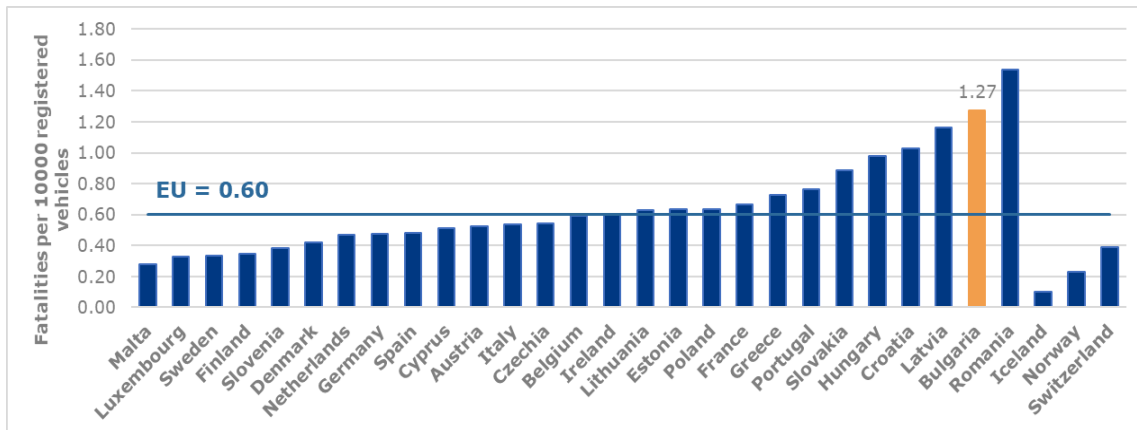


## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2024



Taking into account the number of vehicles, Bulgaria still performs worse compared to the EU average. The rate of 1.27 fatalities per 10,000 registered vehicles in Bulgaria is much higher than the EU average (0.60).

**Figure 4.** Fatalities per ten thousand registered vehicles, 2024

## 2.3 Transport Mode

In 2024<sup>a</sup>, car occupants accounted for more than half of road traffic fatalities in Bulgaria (54%). This percentage is higher than that observed in the EU as a whole (44%). Powered two wheelers and cyclists on the other hand account for 14% of road fatalities, which is well below the EU proportion (30%).

Over the period 2014–2024, road fatalities decreased across all transport modes except HGVs, while serious injuries decreased across most of transport modes. The highest decrease in fatalities was recorded for cyclists (38%). Concerning serious injuries, the highest decrease was recorded for pedestrians (28%).

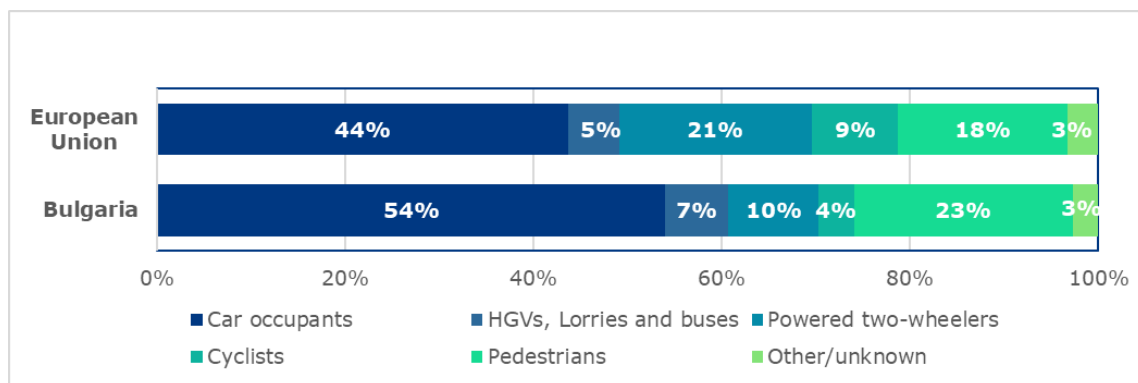
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Bulgaria in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 76% were involved in a crash with a passenger car and 22% were involved in a crash 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 decreased overall, with a reduction greater than the EU average.

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

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

	2014	2024	Trend	EU trend
Bus/coach occupants	4	0	-	-37%
Car occupants	379	258	-32%	-20%
Cyclists	29	18	-38%	-11%
Heavy goods vehicles	23	32	+39%	-21%
Lorries, under 3.5t	/	/	-	-14%
Other/unknown	15	13	-13%	-21%
Pedestrians	156	111	-29%	-31%
Powered two-wheelers	55	46	-16%	-3%
Total	661	478	-28%	-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	43	60	+40%
Car occupants	1,081	828	-23%
Cyclists	102	91	-11%
Heavy goods vehicles	65	92	+42%
Lorries, under 3.5t	/	1	-
Other/unknown	53	120	+126%
Pedestrians	593	424	-28%
Powered two-wheelers	238	272	+14%
Total	2,175	1,888	-13%

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

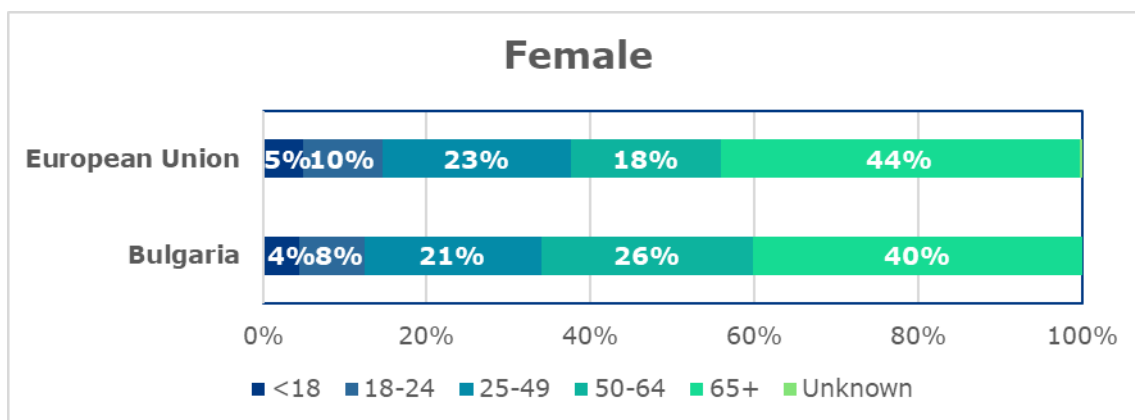
	2014	2024	Trend	EU trend
Crashes involving buses or coaches	5	3	-	-27%
Crashes involving cars	148	111	-25%	-29%
Crashes involving lorries or heavy goods vehicles	33	32	-3%	-24%

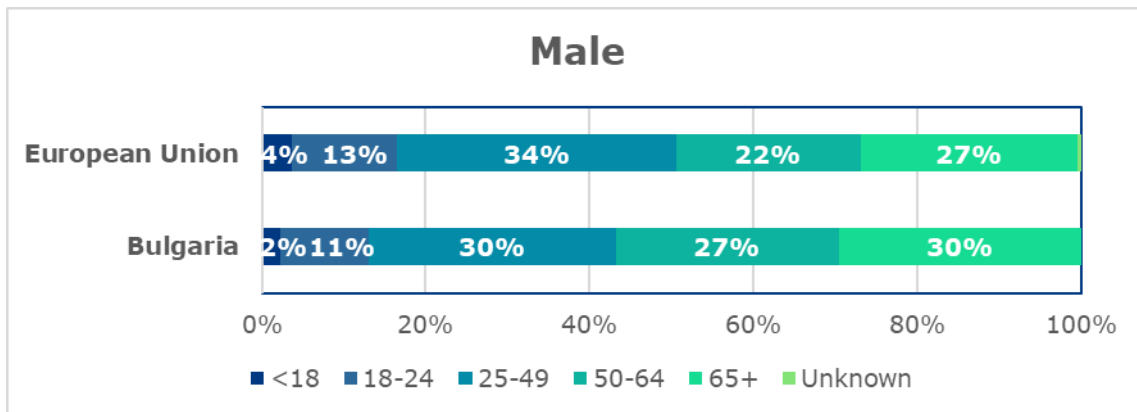
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	3	0	-	-16%
Car occupants	188	92	-51%	-17%
Cyclists	3	3	-	+42%
Heavy goods vehicles	8	10	-	-24%
Lorries, under 3.5t	/	/	-	-14%
Other/unknown	8	5	-	+12%
Powered two-wheelers	17	19	+12%	+1%
Total	227	129	-43%	-10%

## 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 lower share of fatalities aged between 25 and 49 years old and a higher share of fatalities aged between 50 and 64 years old.

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



**Table 6:** Number of fatalities by age and gender, 2016 and 2024

	2016	2023	Trend	EU trend
<b>Female</b>				
<18	16	5	-	+8%
18-24	20	9	-	+245%
25-49	56	24	-57%	+83%
50-64	28	29	+4%	-41%
65+	41	45	+10%	+98%
Unknown	/	/	-	-99%
Total	161	112	-30%	-15%
<b>Male</b>				
<18	16	8	-	+234%
18-24	59	40	-32%	+687%
25-49	256	110	-57%	+248%
50-64	112	100	-11%	-25%
65+	99	108	+9%	+35%
Unknown	/	/	-	-98%
Total	542	366	-32%	+21%

**Table 7:** Number of serious injuries by age and gender, 2016 and 2024

	2016	2024	Trend
<b>Female</b>			
<18	139	85	-39%
18-24	91	69	-24%
25-49	299	156	-48%
50-64	197	179	-9%
65+	229	255	+11%
Unknown	5	/	-100%
Total	960	744	-23%

**Male**

<18	122	107	-12%
18-24	256	160	-38%
25-49	708	465	-34%
50-64	260	233	-10%
65+	193	178	-8%
Unknown	3	1	-
Total	1,542	1,144	-26%

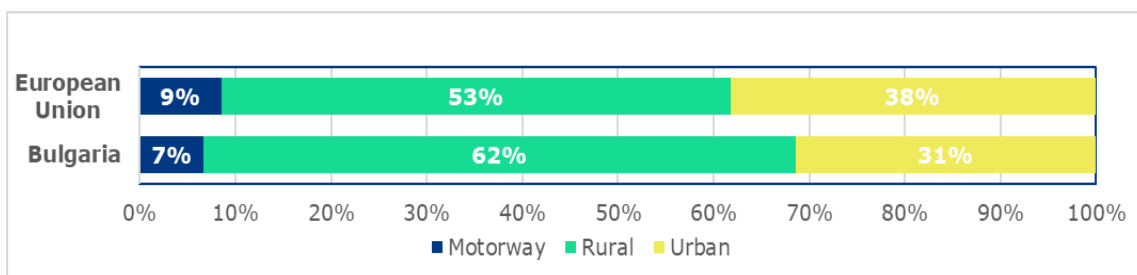
## 2.5 Area and Road Type

The majority of road fatalities in Bulgaria occurred on rural roads (62%). The percentage of fatalities that occurred on urban roads in Bulgaria (31%) is lower than the EU average (38%). Over the period 2014-2024, the number of fatalities and serious injuries decreased on all road types in Bulgaria.

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

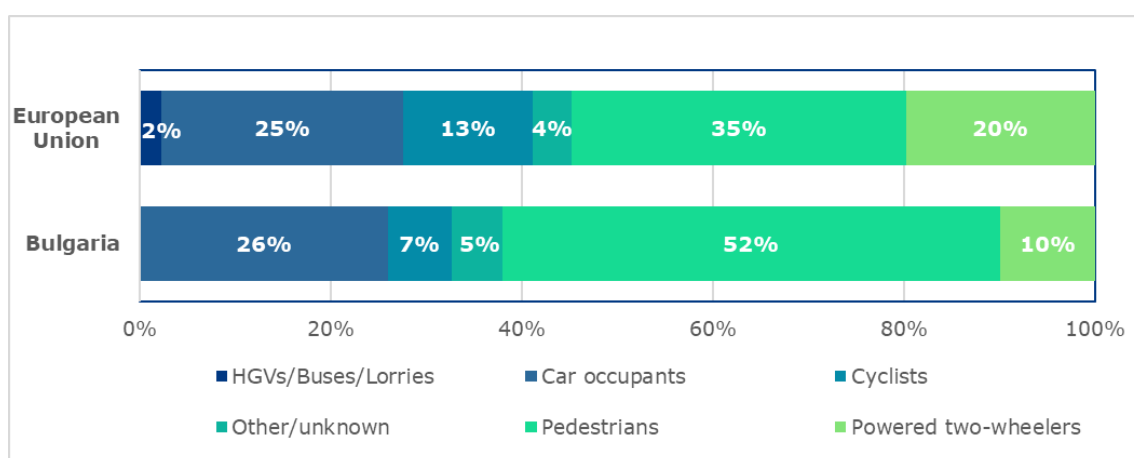
	2014	2024	Trend	EU trend
Motorway	39	32	-18%	-5%
Rural	371	296	-20%	-17%
Urban	251	150	-40%	-17%
Unknown	/	/	-	-91%
Total	661	478	-28%	-16%

**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	74	75	-1%
Rural	789	748	-5%
Urban	1,312	1,065	-19%
Unknown	/	/	-
Total	2,175	1,888	-13%

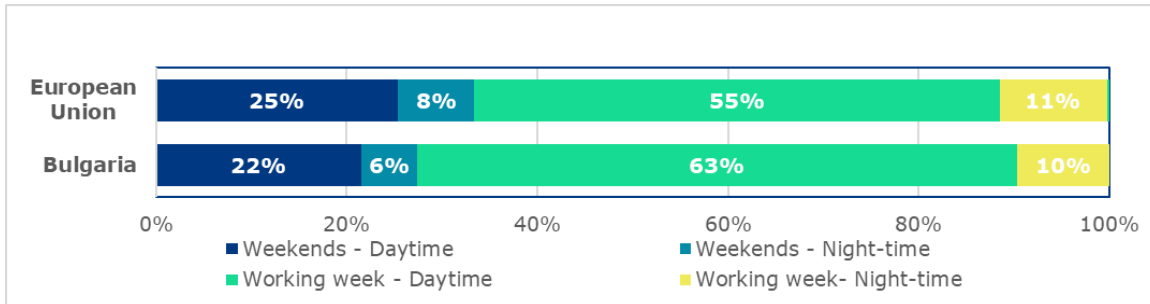
**Figure 8.** Distribution of road fatalities inside urban areas by type of transport mode, 2024

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2014-2024, Bulgaria showed a significant decrease in night-time fatalities during the weekends, which is in line with the EU average.

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

	2014	2024	Trend	EU trend
Weekends - Daytime	167	103	-38%	-13%
Weekends - Night-time	49	28	-43%	-40%
Working week - Daytime	365	301	-18%	-20%
Working week- Night-time	80	46	-43%	+12%
Unknown	/	/	-	+63%
Total	661	478	-28%	-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 both in Bulgaria and in the EU occurred during daylight and with dry weather conditions. Over the period 2014–2024, fatalities during darkness decreased more in Bulgaria than the EU average.

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

	2014	2024	Trend	EU trend
Lighting Conditions				
Daylight	392	318	-19%	-27%
Twilight	19	14	-26%	-36%
Darkness	250	146	-42%	-34%
Weather Conditions				
Dry	541	415	-23%	-13%
Rain	75	53	-29%	-28%
Other/Unknown	45	10	-78%	-25%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

**Table 12:** Road Safety Performance Indicators, 2022 and 2025

	Bulgaria		EU	
	2022	2025	2022	2025
<b>Speeding<sup>b</sup></b>				
% of passenger cars travelling within speed limits <sup>a</sup>				
Motorways	89.4	92.0	-	-
Rural Roads	93.4	96.0	-	-
Urban Roads	44.7	56.0	-	-
<b>Seat belt &amp; CRS use rates (%) <sup>a*,b</sup></b>				
Front	76.4	87.8	93.1	92.4
Rear	31.2	41.7	75.3	69.9
Child restraint systems (roadside observations)	50.0	51.5	67.0	83.3
Child restraint systems (in-vehicle inspections)	60.8	/	-	-
<b>Helmet use rates (%) <sup>a</sup></b>				
PTW driver	97.0	94.5	97.0	97.6
PTW passenger	90.6	85.3	94.4	97.0
Cyclist	20.1	23.1	37.8	34.5
<b>DUI of Alcohol<sup>c</sup></b> (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	/	/	11.8	11.8
<b>Driver Distraction <sup>a</sup></b>				
% of drivers not using hand-held mobile device/phone while driving	91.9	96.3	94.8	94.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>b</sup> ETSC (2022), <sup>c</sup> ESRA3 project (2024),  
Notes: \*2025 data only for weekdays

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

## 3.2 Vehicle Safety

**Table 13:** Vehicle Safety Performance Indicators, 2022 and 2025

	Bulgaria		EU	
	2022	2025	2022	2025
<b>Vehicle Safety</b>				
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>a</sup>	73.1	72.0	83.6	82.7
Average age of passenger car fleet (years) <sup>d</sup>	/	/	12.3	12.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>d</sup> ACEA (2024, 2025)

## 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
<b>Targets</b>	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	-
<b>Link</b>	<a href="https://www.transport-community.org/wp-content/uploads/2021/01/The-National-Strategy-for-Road-Safety-Republic-of-Bulgaria.pdf">https://www.transport-community.org/wp-content/uploads/2021/01/The-National-Strategy-for-Road-Safety-Republic-of-Bulgaria.pdf</a> <a href="https://lex.bg/laws/ldoc/2134649345">https://lex.bg/laws/ldoc/2134649345</a> <a href="https://www.sars.gov.bg/wp-content/uploads/2023/01/1.3-Strategy-EN.docx">https://www.sars.gov.bg/wp-content/uploads/2023/01/1.3-Strategy-EN.docx</a>

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
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	140	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.5	0.5: 19/27
Novice drivers	0.5	0.2: 13/27, 0.0: 9/27
Professional drivers	0.5	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27

	Bulgaria	Most common in EU
<b>Child restraint systems</b>		
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
<b>Helmet requirement</b>		
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
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	Allowed from 16 years old	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit	25 km/h	25: 17/27
Helmet required	Up to 18 years old	Not required: 11/27
Allowed on road lanes	Yes	Yes: 21/27
Allowed on pavements	-	No: 14/27, 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
<b>Novice Drivers</b>		
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
<b>Renewal procedure</b>		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

## 4.4 Road Infrastructure

**Table 18:** Policies and regulations related to road infrastructure

	Bulgaria	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	Yes	Yes:18/27, No:4/27
Investments to upgrade high risk locations	No	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 Bulgaria is extremely lower than the EU average. Its GDP per capita is below that of the European Union.

**Table 19:** Country Characteristics, 2023

	Bulgaria	EU
<b>Demographics<sup>2</sup></b>		
Population	6,447,710	447,695,350
Population density (inh./km <sup>2</sup> )	58.6	106.0
% children (0-17)	10.1	10.6
% adults (18-64)	66.4	68.1
% elderly (65+)	23.5	21.3
% of urban population	73.7	74.9
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	10,950	33,400
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	110,996	4,225,134
Road network length (km)	130,783	4,582,936
Road density (km/km <sup>2</sup> )	1.1	1.1
% of motorways	4.2	1.67
% GDP spent to road infrastructure	1.4	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.58	0.73
% of passenger cars	80.2	77.4
% of motorcycles	6.4	11.8
% of HGVs	13.0	10.6
% of buses	0.5	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	86.0	82.0
- Bus/coach/Metro/Tram	11.7	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	60.9	75.0
- Rail	18.5	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	9.8	749.1
Share of road transport emissions in total transport emissions (%)	89.6	79.2

Sources: <sup>1</sup>EC (2025b), <sup>2</sup>Eurostat, <sup>3</sup>OECD (2025)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	<ul style="list-style-type: none"> <li>- Ministry of Transportation, Information Technologies and Communications (MTITC)</li> <li>- Ministry of Interior (MoI)</li> <li>- Ministry of Regional Development and Public Works (MRDPW)</li> <li>- Ministry of Education, Youth and Science (MEYS)</li> <li>- Ministry of Agriculture and Forestry (MAF)</li> <li>- State Public Consultative Committee of Road Safety consisting of ministries, a secretary and 16 members</li> <li>- Regional road safety commissions</li> <li>- State Agency Road Safety</li> </ul>
<b>Monitoring of the road safety development</b>	<ul style="list-style-type: none"> <li>- MoI</li> <li>- Other ministries whose deputy ministers are members of the State public consultative committee of road safety</li> <li>- State public consultative committee of road safety</li> <li>- State Agency Road Safety</li> </ul>
<b>Improvements in road infrastructure</b>	<ul style="list-style-type: none"> <li>- MTITC</li> <li>- MRDPW</li> </ul>
<b>Improvement in vehicles</b>	<ul style="list-style-type: none"> <li>- MTITC</li> <li>- MoI</li> <li>- MAF</li> <li>- Ministry of Defence (MoD)</li> </ul>
<b>Improvement in road user education</b>	<ul style="list-style-type: none"> <li>- MEYS</li> <li>- MoI</li> <li>- MTITC</li> <li>- non-government organisations (NGOs)</li> </ul>
<b>Publicity campaigns</b>	<ul style="list-style-type: none"> <li>- MoI</li> <li>- MEYS</li> <li>- MTITC</li> <li>- State Public Consultative Committee of Road Safety</li> <li>- Non Governmental Organisations (NGOs)</li> <li>- media</li> <li>- State Agency Road Safety</li> </ul>
<b>Enforcement of traffic laws</b>	<ul style="list-style-type: none"> <li>- MoI</li> <li>- MTITC</li> <li>- MRDPW</li> <li>- MEYS</li> <li>- Ministry of Economy, Energy and Tourism (MEET)</li> <li>- MoD</li> </ul>
<b>Other relevant actors</b>	<ul style="list-style-type: none"> <li>- The National Road Infrastructure Fund (RIF)</li> <li>- Ministries: Ministry of Health and Treatment and Rescue and Relief</li> <li>- MRDPW</li> <li>- Insurance companies</li> <li>- Municipalities</li> <li>- Consulting engineers, construction companies</li> <li>- Industry</li> </ul>

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 (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](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](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](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 19 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/](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)

