European Commission

European Road Safety Observatory

National Road Safety Profile - Slovenia

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Author: Annelies Schoeters (Vias institute)

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1 Highlights

Road safety outcomes

- In 2020 a total of 80 people were killed in reported traffic accidents in Slovenia.
- Slovenia is 8th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Prior to 2009, the mortality rate in Slovenia was still much higher than the EU average.
- Compared to the EU average, the distribution of fatalities in Slovenia shows a relatively high proportion of powered two-wheelers among the number of fatalities.
- Over the past ten years there has been a considerable decrease in the number of fatalities on urban roads.

Road safety performance indicators

- Slovenia performs worse than the European average in relation to self-reported speeding, drink-driving, wearing a helmet as a cyclist and distracted driving.
- The Slovenian road infrastructure is characterized by high road density. Its quality is perceived as relatively low compared to other EU countries.

Road safety policy and measures

- Enforcement of seatbelt and child restraint system legislation is more widely perceived as effective in comparison to other countries.
- Self-reported alcohol checks are higher than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Slovenia, a total of 80 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 38 road fatalities per million inhabitants, which is just below the EU average (42) and below the rates of all Eastern European countries. During the first decade of this century there was an increase of the mortality rate in Slovenia that was followed by a steep reduction. From 2010 the mortality rate was close to the EU average and declined moderately. Taking into account the number of vehicles, Slovenia is still below the EU average with a rate of 0.58 fatalities per 10,000 registered vehicles.

The number of fatalities in Slovenia decreased by 42% between 2010 and 2020, which is more than the overall EU trend. The number of serious injuries decreased by 23% over the same period. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

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

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	138	80	-42%	29611	18834	-36%
Serious injuries	886	678	-23%	/	/	/

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

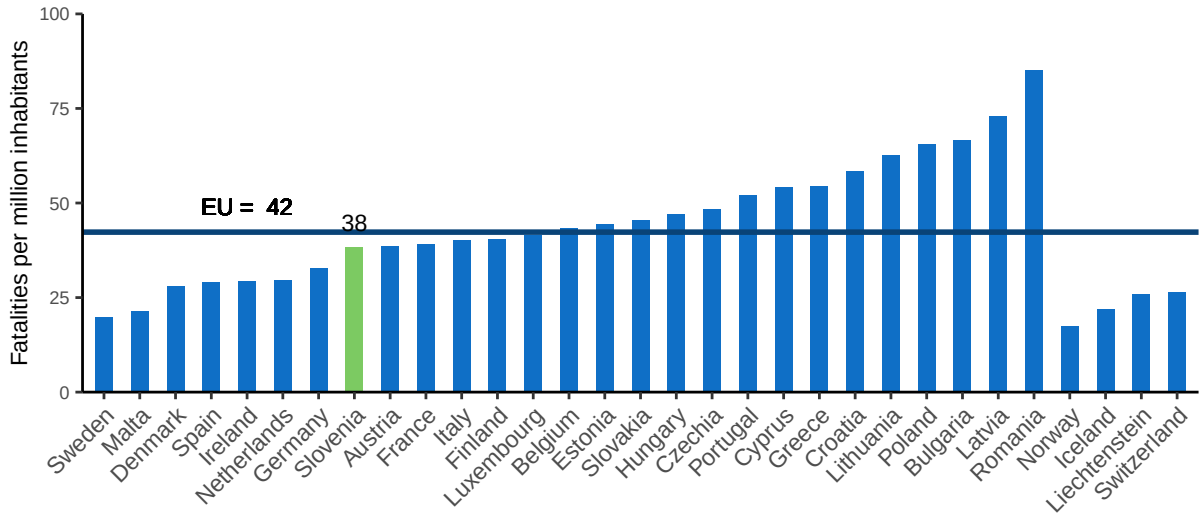


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

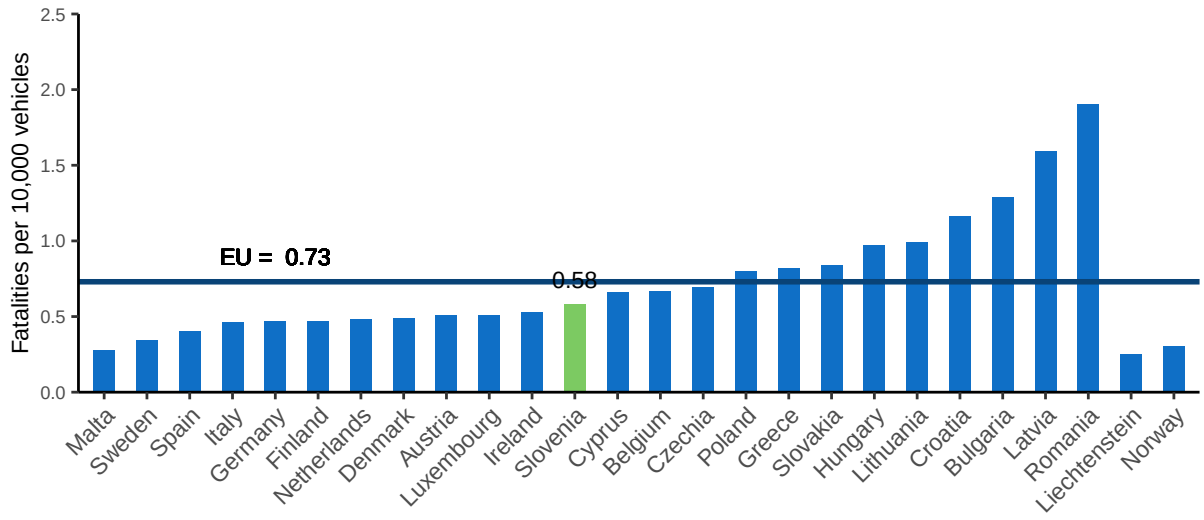


Figure 3. Number of road fatalities (2010-2020). Source: CARE

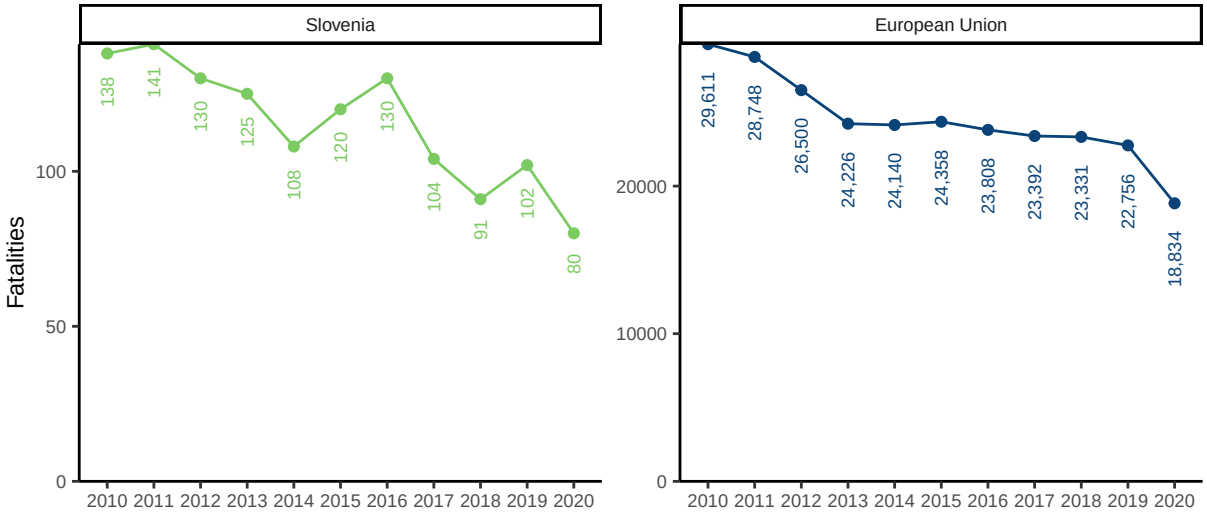


Figure 4. Number of serious injuries (2010-2020). Source: CARE

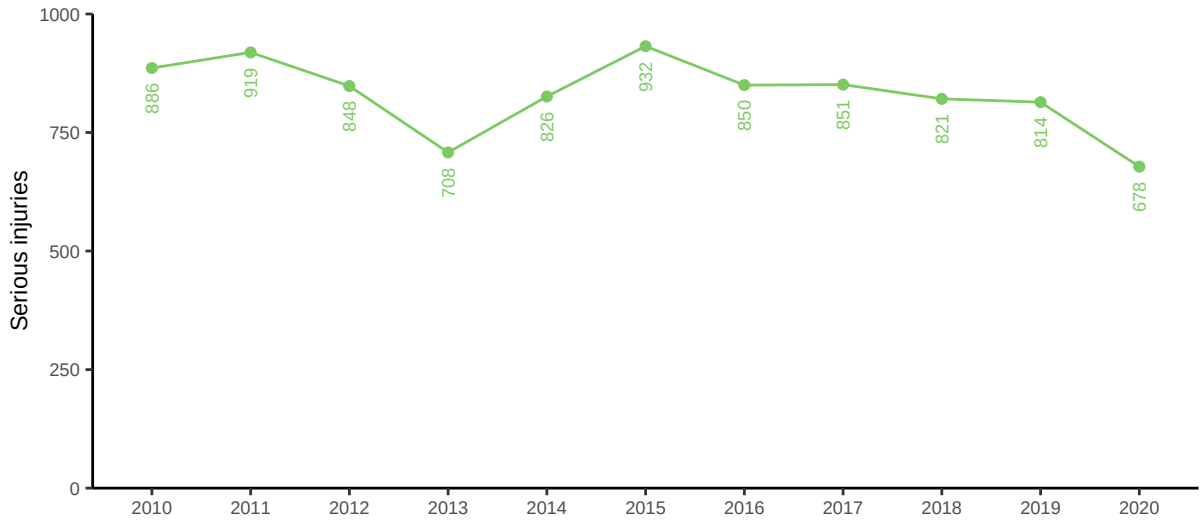
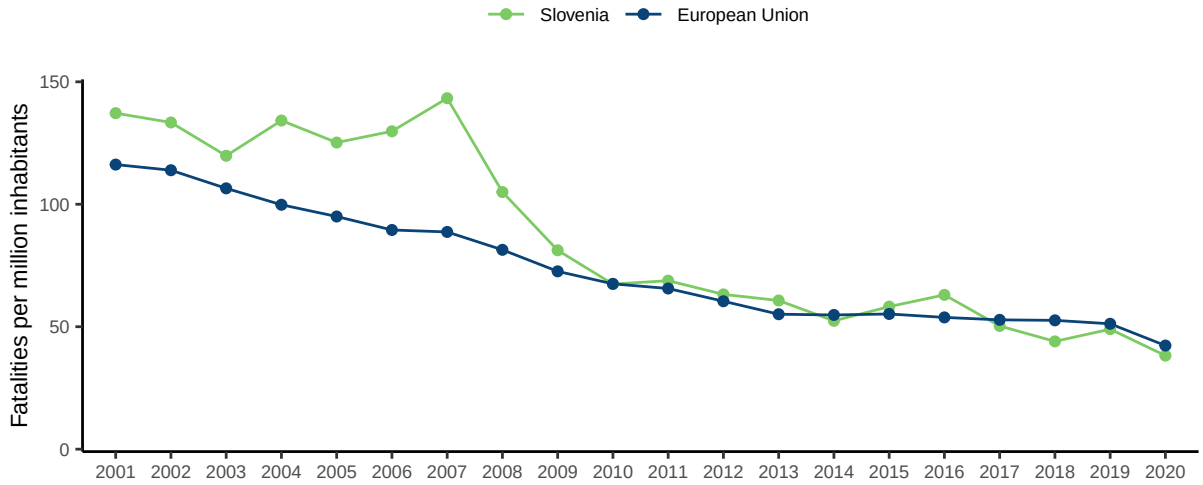


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2020, pedestrians account for only 9% of road fatalities in Slovenia, which is less than the percentage that is observed in the European Union as a whole (19%). The share of powered two-wheelers on the other hand, is larger than the EU average. Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Slovenia that were fatally injured, 28% were involved in a crash with a car, and about 10% were involved in a crash with a lorry or heavy goods vehicle.

Over the past ten years there was a decrease of the number of fatalities in Slovenia for all transport modes. The number of serious injuries on the other hand, increased for cyclists and remained broadly stable for powered two-wheelers.

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

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

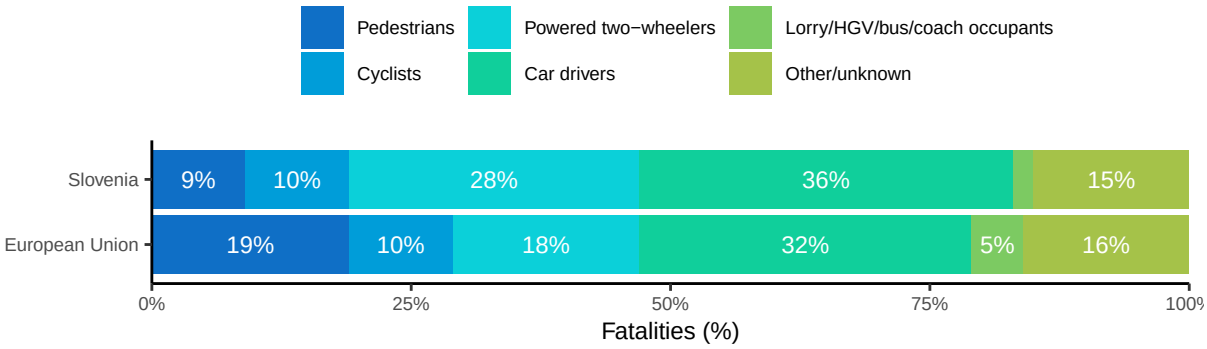


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	22	12	/	5,793	4,328	-25%
Cyclists	15	8	/	2,023	1,971	-3%
Powered two-wheelers	24	21	-12%	5,057	3,940	-22%
Car drivers	45	30	-33%	9,043	6,863	-24%
Lorries, under 3.5t	3	1	/	898	732	-18%
Heavy goods vehicles	1	3	/	590	378	-36%
Bus/coach occupants	0	0	/	102	88	-14%
Other/unknown	27	16	/	5,294	3,534	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

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

	2010 - 2012	2018 - 2020	Trend
Pedestrians	126	100	-21%
Cyclists	161	199	+24%
Powered two-wheelers	197	187	-5%
Car drivers	203	147	-28%
Lorries, under 3.5t	13	6	/
Heavy goods vehicles	4	6	/
Bus/coach occupants	1	0	/
Other/unknown	179	126	/
Total	*884*	*771*	*-13%*

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	1	1	/	258	173	-33%
Crashes involving cars	24	12	/	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	8	4	/	1,721	1,321	-23%

2.3 Age

The distribution of road fatalities across age groups in Slovenia is similar to that for the European Union with a slight overrepresentation of the people aged 17 and younger. Over the past ten years the trend in the number of fatalities in Slovenia was downward for all age groups. The number of serious injuries on the other hand, increased for the older age groups.

Figure 7. Number of road fatalities by age group (2020). Source: CARE

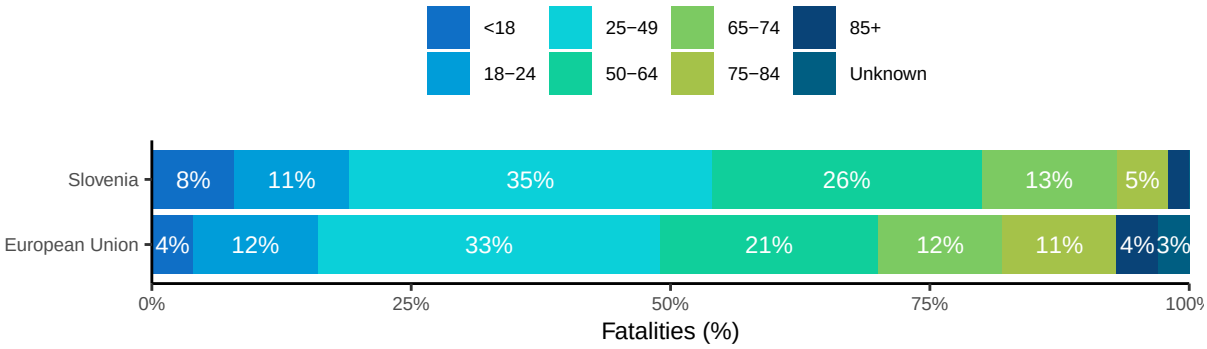


Table 5. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	7	3	/	1,503	918	-39%
18-24	18	11	/	4,398	2,589	-41%
25-49	54	33	-39%	10,457	7,311	-30%
50-64	31	25	-19%	5,273	4,605	-13%
65-74	11	10	/	2,730	2,627	-4%
75-84	12	6	/	2,775	2,414	-13%
85+	4	3	/	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

Table 6. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	83	65	-22%
18-24	133	71	-47%
25-49	354	258	-27%
50-64	177	197	+11%
65-74	77	97	+26%
75-84	52	64	+23%
85+	8	18	/
Unknown	0	0	/
Total	*884*	*771*	*-13%*

2.4 Gender

The high proportion of males among total road fatalities in Slovenia (78%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE

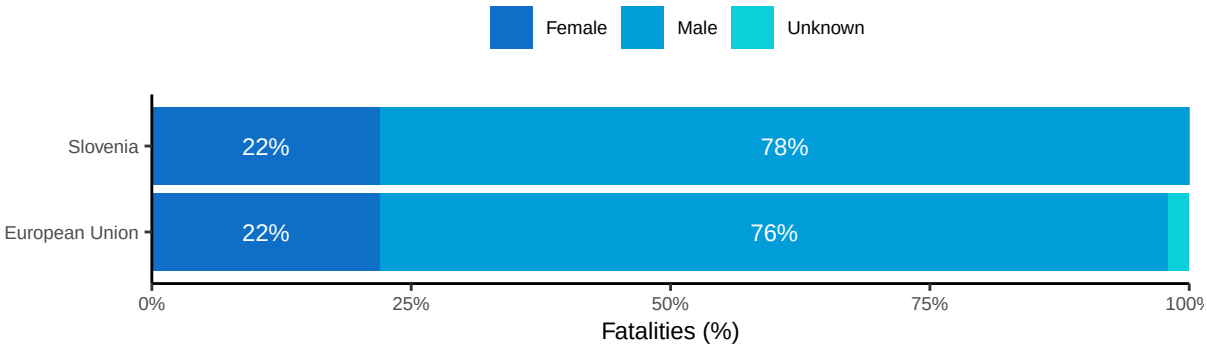


Table 7. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	32	19	-41%	6,655	4,960	-25%
Male	105	72	-31%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

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

	2010 - 2012	2018 - 2020	Trend
Female	276	244	-12%
Male	608	527	-13%
Unknown	0	0	/
Total	*884*	*771*	*-13%*

2.5 Area

Similar to the EU average, the majority of road fatalities in Slovenia occurred on rural roads (56%). Over the past ten years there was a downward trend in the number of fatalities on all road types. Compared to the EU average, fatalities on urban roads decreased more significantly in Slovenia. The number of serious injuries also dropped on all road types, the decrease was however much smaller on rural and urban roads.

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

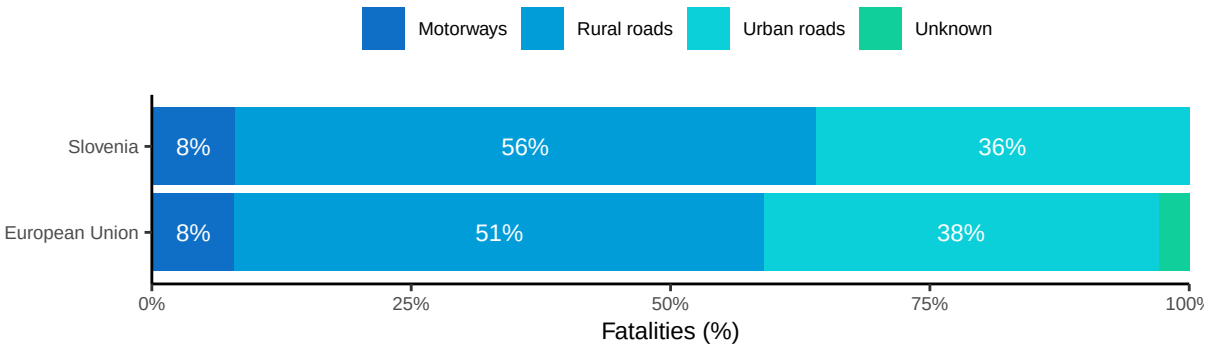


Table 9. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	20	11	/	2,072	1,812	-13%
Rural	67	52	-22%	15,280	11,430	-25%
Urban	50	27	-46%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

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

	2010 - 2012	2018 - 2020	Trend
Motorway	68	46	-32%
Rural	321	254	-21%
Urban	495	470	-5%
Unknown	/	/	/
Total	*884*	*771*	*-13%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a larger proportion of fatalities that occur in the daytime during the weekends (27%).

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

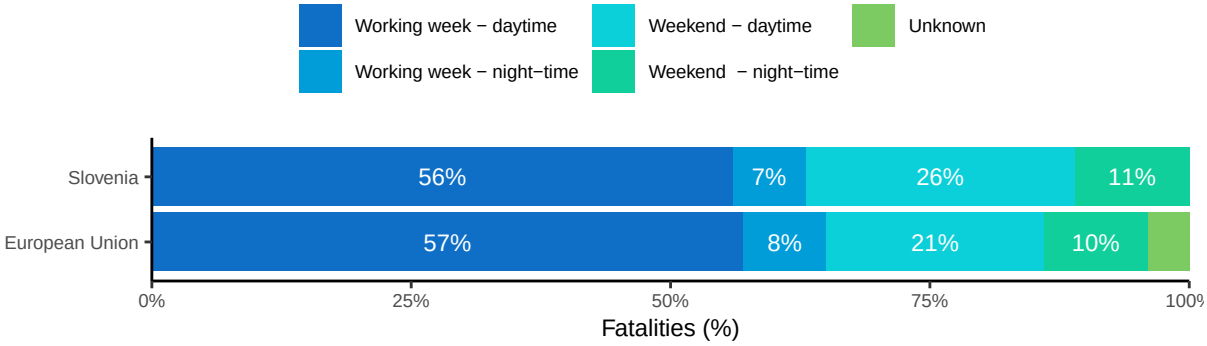


Table 11. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	76	52	-32%	15,495	12,506	-19%
Working week - night-time	10	9	/	2,573	1,848	-28%
Weekend - daytime	34	19	-44%	6,383	4,974	-22%
Weekend - night-time	16	11	/	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Slovenia, as well as for the European Union as a whole. Regarding light conditions, about 30% of fatalities occur when it is dark, which is similar to the EU average.

[2] For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

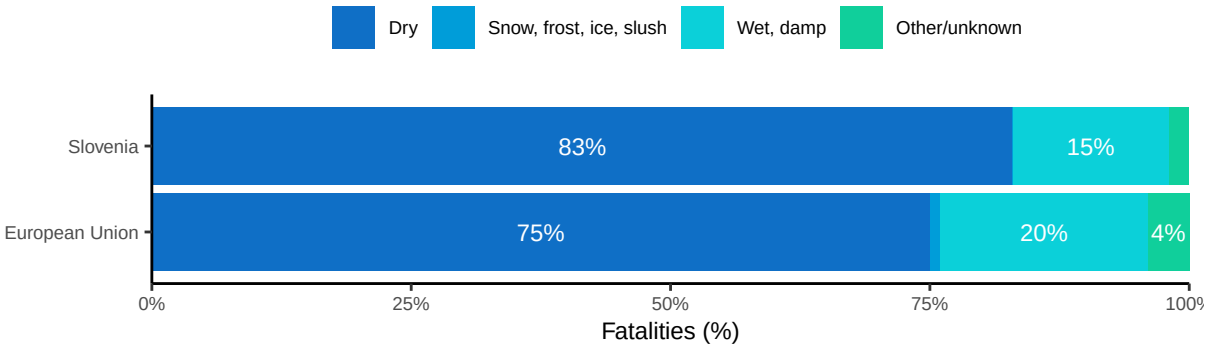


Table 12. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	105	68	-35%	21,101	16,582	-21%
Snow, frost, ice, slush	0	1	/	988	362	-63%
Wet, damp	26	21	-19%	5,638	4,328	-23%
Other/unknown	51	1	/	2,486	580	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

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

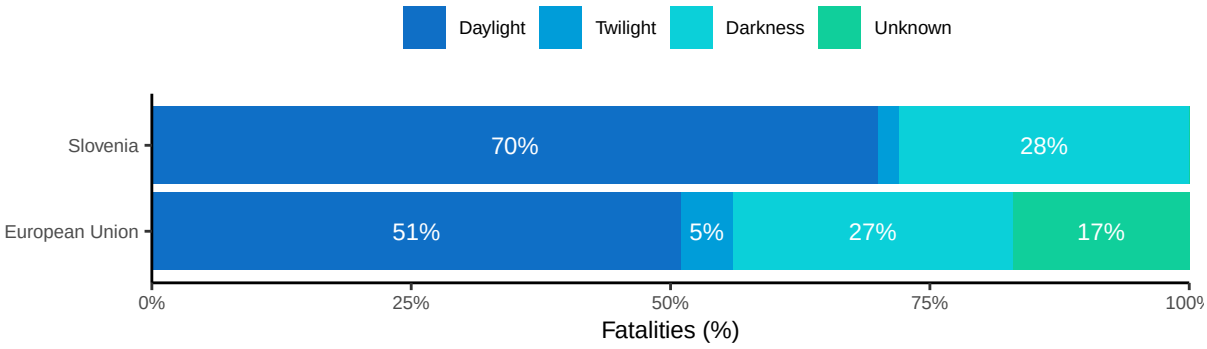


Table 13. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	/	26	/	8,922	6,275	-30%
Daylight	/	57	/	13,717	11,235	-18%
Twilight	/	7	/	1,499	1,156	-23%
Unknown	136	/	/	5,326	3,729	/
Total	*136*	*91*	*-33%*	*28,286*	*21,640*	*-23%*

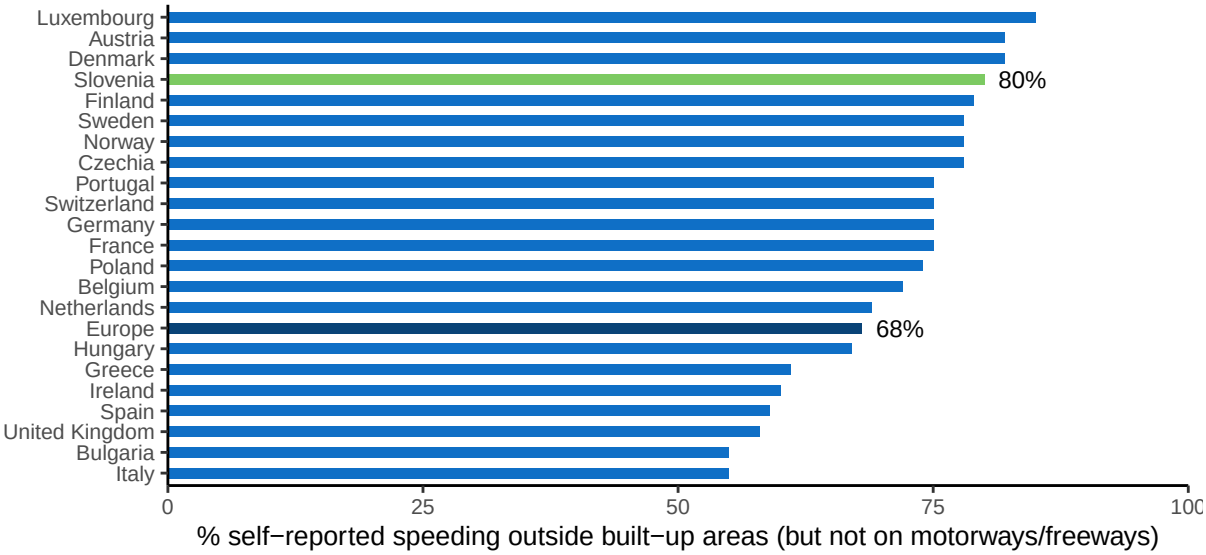
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Slovenia performs worse than the European average in relation to speeding, drink-driving, wearing a helmet as a cyclist and distracted driving.

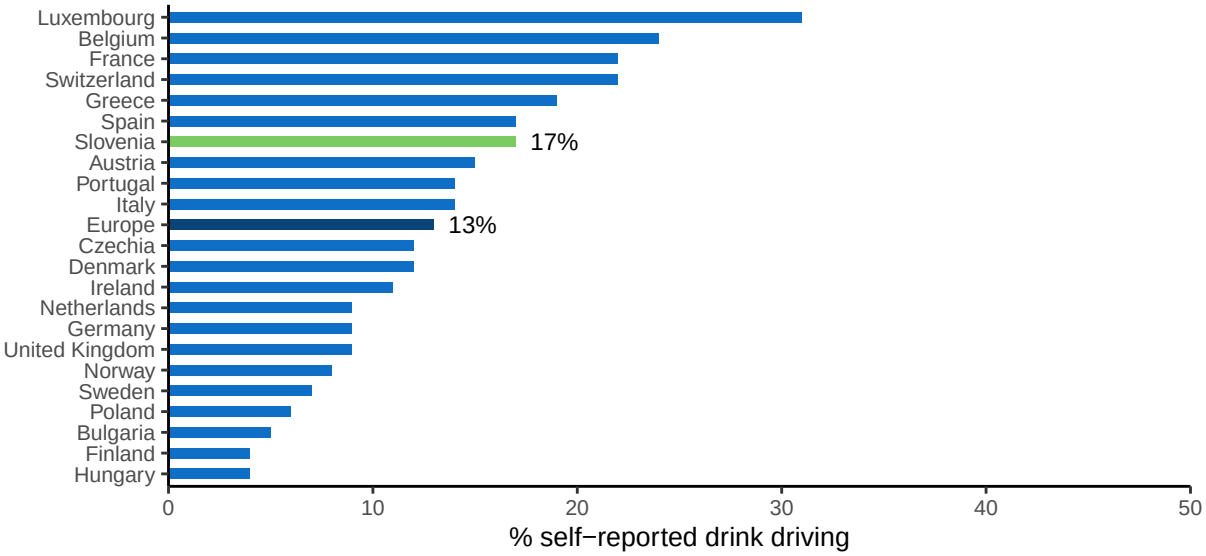
3.1.1 Speeding

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



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

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

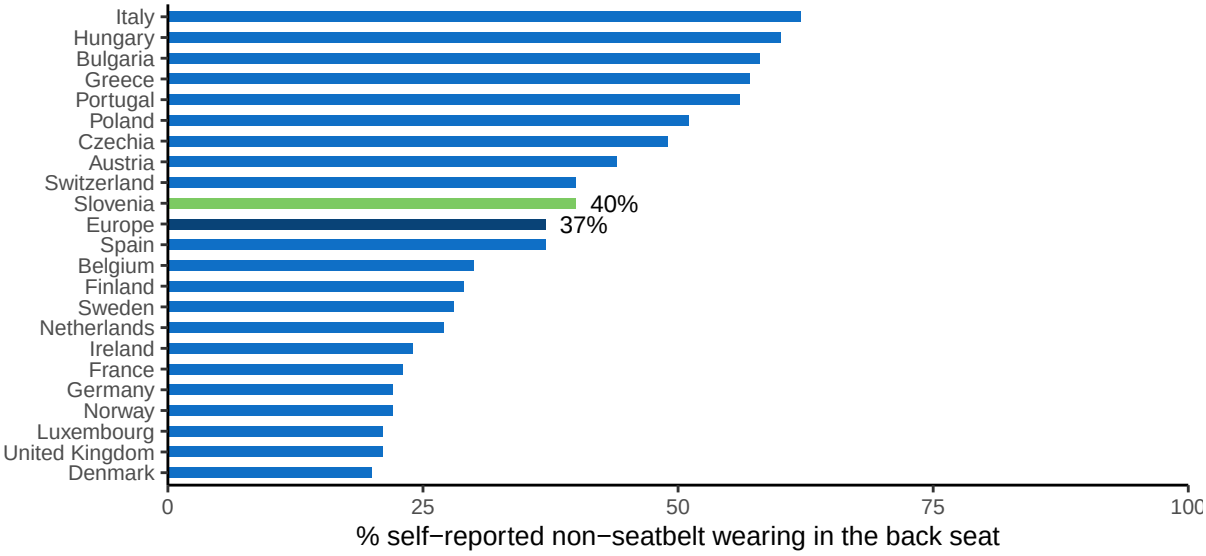
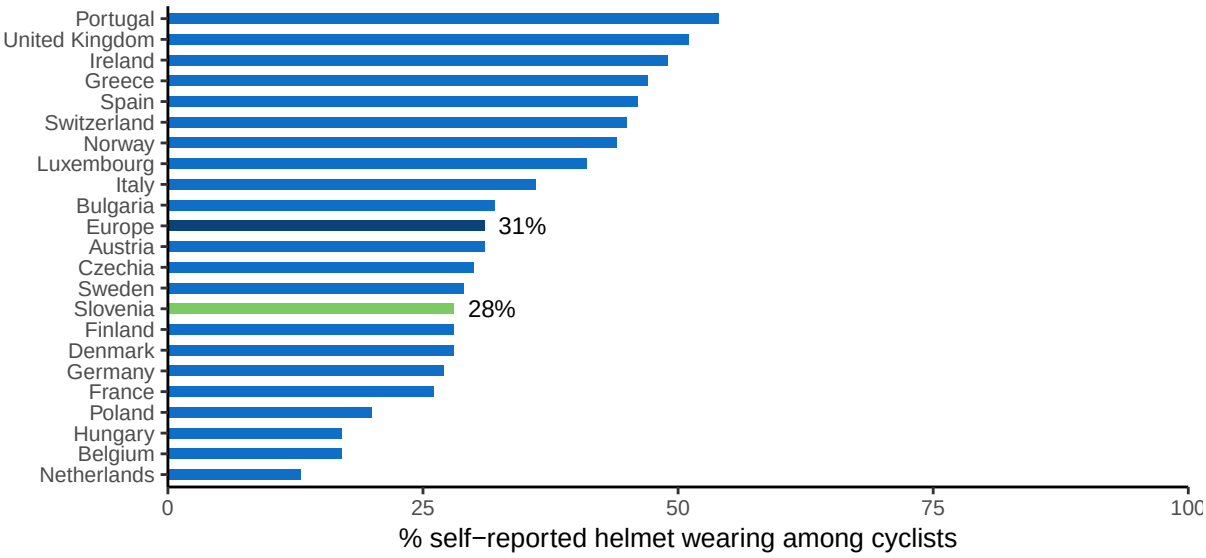
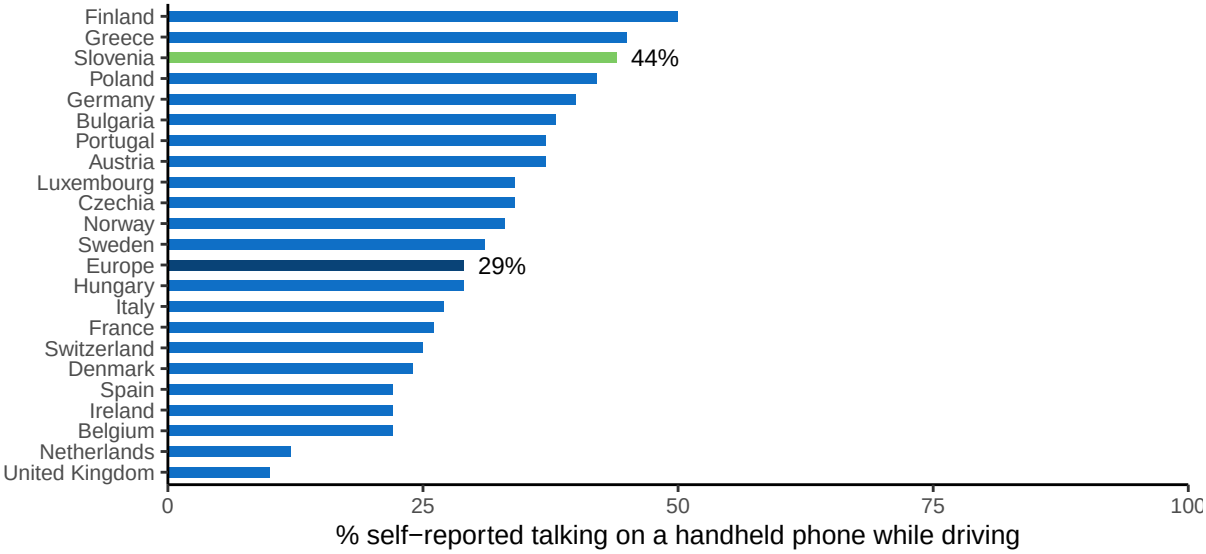


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

In Slovenia the overall road network shows relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Slovenia, a score of 4.9 (on a value scale from 1 to 7) is given, which is rather low compared to other countries.

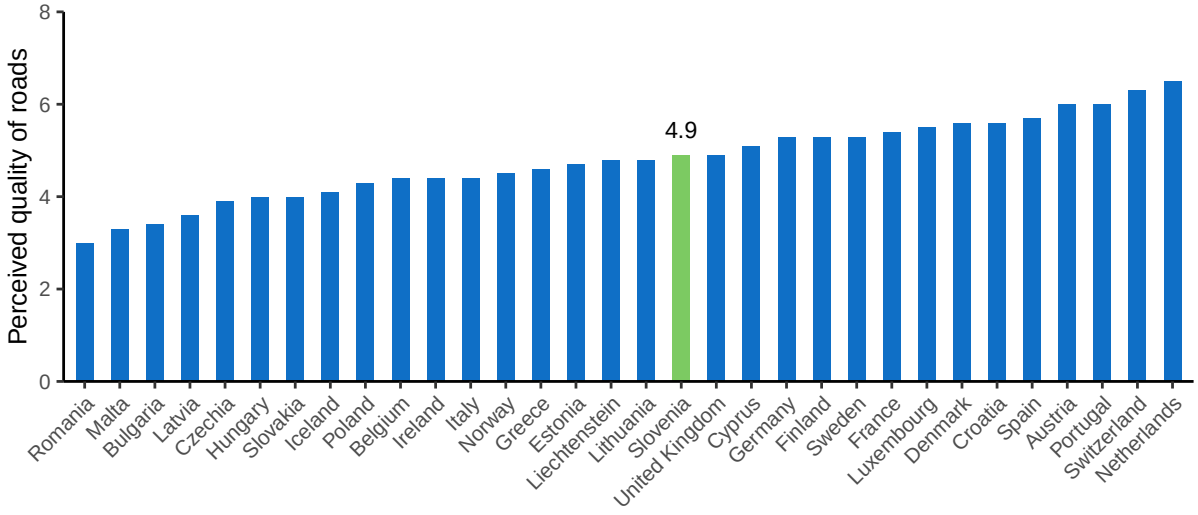
3.2.1 Road density

Table 14. Road density. Source: EUROSTAT (2020)

	Slovenia	European Union
Inside built-up areas	628 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	1289 km road/1000 km²	607 km road/1000 km²
Motorways	30 km road/1000 km²	15 km road/1000 km²
Total	1908 km road/1000 km²	918 km road/1000 km²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

The size of the Slovenian vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Slovenian passenger cars appear to be as old as the EU average.

Table 15. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Slovenia	European Union
All vehicles (except trailers and motorcycles)	63	64
Total utility vehicles	7	9
Lorries	5	7
Road tractors	1	1
Trailers and semi-trailers	2	4
Motorcycles	3	6
Passenger cars	56	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

Table 16. Age of registered passenger cars. Source: EUROSTAT (2020)

	Slovenia	European Union
Percentage of total number of passenger cars		
Less than 2 years	7%	11%
From 2 to 5 years	15%	15%
From 5 to 10 years	25%	20%
From 10 to 20 years	45%	41%
Over 20 years	8%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Slovenia generally reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is somewhat stricter than in most European countries: there is a zero-percent alcohol limit for novice drivers and professional drivers while the majority of EU countries apply higher limits.

Table 17. National road safety legislation. Source: WHO (2018)

	Slovenia	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	130 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 140 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Slovenia scores well above the EU average for seatbelt and child restraint system legislation. Furthermore, the self-reported frequency of alcohol checks is well above the European average.

Table 18. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Slovenia	European average
Speed legislation	7	6.8
Drink-driving legislation	7	7
Seatbelt legislation	9	7
Child restraint system legislation	9	7
Motorcycle helmet legislation	8	8

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

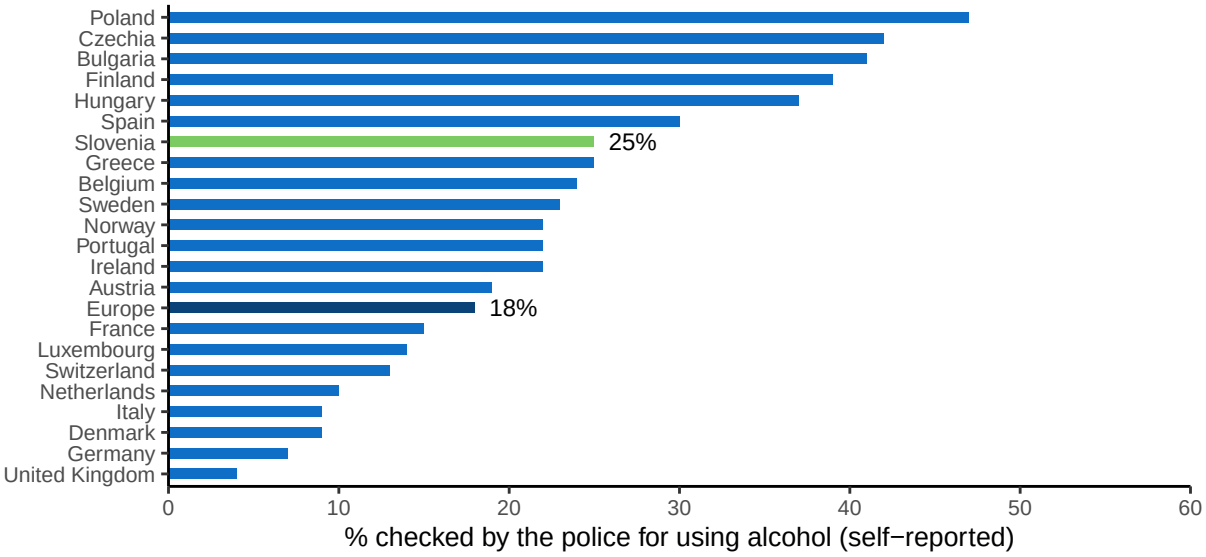
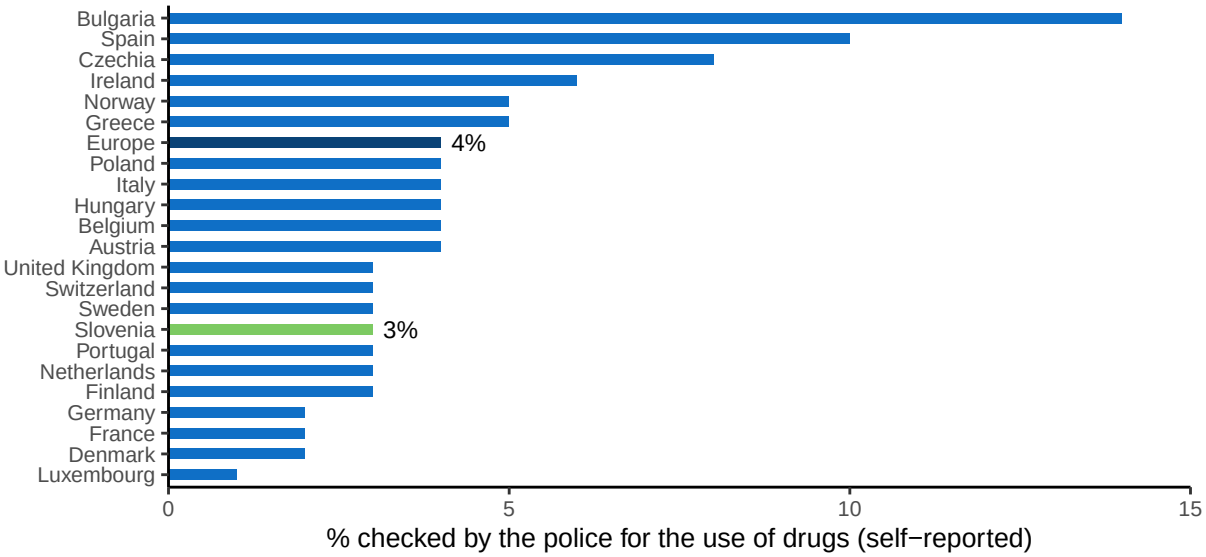


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 19. Infrastructure-related policy. Source: WHO (2018)

	Slovenia	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 20. Policy related to post-crash care. Source: WHO (2018)

	Slovenia	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Slovenia is similar to the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union.

Table 21. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Slovenia
Population-related data (2021)		
Population (2021)	447218763	2108977
Population density (inhabitants/km²)	106	104
% Children (0-14)	15%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	21%	21%
Urbanization (2021)		
% living in cities	39%	19%
% living in suburbs and towns	35%	36%
% living in rural areas	26%	45%
Economic data		
GDP per capita (EUR, 2021)	32438.4	24755.2
Unemployment rate (2021)	7%	5%
% GDP dedicated to road spending (2020)	0.7%	0.8%

5.2 Structure of road safety management

Table 22. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Infrastructure
	Slovenian Traffic Safety Agency
Monitoring of the road safety development	Slovenian Traffic Safety Agency
Improvements in road infrastructure	Ministry of Infrastructure
	The Slovenian Infrastructure Agency (Former Slovenian Roads Agency)
	Slovenian Traffic Safety Agency
	DARS (Motorways operator)
Improvement in vehicles	Ministry of Infrastructure
Improvement in road user education	Slovenian Traffic Safety Agency
	Ministry of Education, Science and Sport
Publicity campaigns	Slovenian Traffic Safety Agency
	Ministry of the Interior - Police
	NGOs
	Ministry of health
Enforcement of traffic laws	Ministry of Interior - Police
	Local authorities
Other relevant actors	Public Administration and the Municipalities
	Several NGOs related to different types of road users

Table 23. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2013-2030	http://www.pisrs.si/Pis.web/pregledPredpisa?id=RESO92

Table 24. National road safety authority. Source: National sources

National road safety authority	References
Slovenian Traffic Safety Agency	https://www.avp-rs.si/
Ministry of Infrastructure	https://www.gov.si/drzavni-organi/ministrstva/ministrstvo-za-infrastrukturo/

5.3 Attitudes

Table 25. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Slovenia	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	7%	12%	19/22
I will do my best to respect speed limits in the next 30 days	79%	71%	2/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	7/22
I will do my best not to drive after drinking alcohol in the next 30 days	88%	76%	2/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	18/22
I often check my messages on the mobile phone while driving	2%	4%	19/22
I will do my best not to use my mobile phone while driving in the next 30 days	81%	74%	2/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf

Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

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

Lorry, under 3.5 tonnes

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

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

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

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

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

Working week – Night-time

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

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

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

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

Weekend - Daytime

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

Weekend - Night-time

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

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

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