



Road Safety Country Overview



Germany



Structure and Culture

Basic Data

Table 1: Basic data of Germany in relation to the EU average

Basic data of Germany	EU average
- Population: 81,20 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 357.104 km ² (2015)[2] (2,3% water) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 5,8°C	6,5°C
- Average summer temperature (May to Oct.): 16°C	17,8°C
- Annual precipitation level: 570mm	651 mm
- Exposure: 709 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014) ¹
- 0,68 vehicles per person (2014) [1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

The number of vehicles per person in Germany is almost at EU average, while the exposure is much higher than the EU average.

Country characteristics

Table 2: Characteristics of Germany in comparison to the EU average

Characteristics of Germany	EU average*
- Population density: 227 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
13,2% children (0-14 years)	15,6% children
65,8% adults (15-64 years)	65,5% adults
21% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €34.100 (2015) [2]	€26.300 (2015)
- 75,3% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: lowlands in north, uplands in centre, Bavarian Alps in south	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ Based on the average of 24 EU countries.

Structure of road safety management

The German Road Safety Council co-ordinates all wide range of activities of its members, develops programmes and continuously adapts them to new challenges and new research findings. One of DVR's pivotal tasks is that of bundling the efforts of all parties involved in road safety in order to achieve joint and efficient action (co-ordinating function). DVR strongly supports positions aiming to save lives and avoid severe injuries and does so particularly when dealing with representatives from politics, the social sectors, the media, as well as institutions at Federal or European level, and other national and international institutions.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Germany

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport and Digital Infrastructure (former Federal Ministry of Transport, Building and Urban development) - German Road Safety Council (DVR) - Federal states
2. Monitoring of the RS development in the country	- German Road Safety Council (DVR)
3. Improvements in road infrastructure	- Ministry of Transport and Digital Infrastructure (former Federal Ministry of Transport, Building and Urban development) - The Federal Highway Research Institute (Bast)
4. Vehicle improvement	- Federal Motor Transport Authority - Federal Police
5. Improvement in road user education	- German Road Safety Council (DVR) - police - associations - road patrols (Verkehrswachten)
6. Publicity campaigns	- The German Traffic Watch - German Road Safety Council (DVR) - Ministry of Transport and Digital Infrastructure (former Federal Ministry of Transport, Building and Urban development)
7. Enforcement of road traffic laws	- Highway Patrol (Autobahnpolizei) - Federal Police
8. Other relevant actors	- German Statutory Accident Insurance Institution - University of Wuppertal, Germany

Sources: national sources

The German Road Safety Council co-ordinates all wide range of activities of its members.

Attitudes towards risk taking

- German drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is much lower than the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	Germany	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	67%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	36%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	78%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: for speeding	70%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: alcohol	90%	87%
Do you support the following measure?: Zero tolerance for alcohol (0,0‰) for all drivers	40%	41%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, have you been stopped by the police for a check? (once or more)	17%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	25%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	8%	19%

Source: ESRA 2016

Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

2-9% better
10-19% better
≥ 20% better
2-9% worse
10-19% worse
≥ 20% worse

German drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

The German road safety plan aims for a reduction of 40% fatalities in 2020.

Programmes and measures

Road safety strategy of the country

The principal aim of the new road safety programme is to enable safe, ecologically sensitive and sustainable mobility for all road users in Germany.

National strategic plans and targets

- Germany's latest road safety programme was launched in 2011.
- Targets (referred to 2010):

Table 5: Road safety targets for Germany

Year	Fatalities
2020	-40%

Source: IRTAD, 2016

- Priority topics:
 - infrastructure
 - automotive engineering
 - field of human factors
 - cross-cutting measures (e.g. nationwide publicity and information campaigns, preparation of novice drivers, optimising road infrastructure safety management, automated driving and market penetration of vehicle safety systems)

(Source: IRTAD, 2016)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Germany

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	100
Motorways	130 (recommended)

Source: IRTAD, 2016

- Special rules for:
 - Light motorcycles (A1; until 18 years): 80 km/h
 - Trucks: 60 km/h on rural roads, 80 km/h on motorways
 - Buses and cars with trailers: mostly 80 km/h
- Guidelines and strategic plans for infrastructure are available in Germany.

Road safety inspections are obligatory in Germany; road safety audits are obligatory for federal projects.

Table 7: Obligatory parts of infrastructure management in Germany and other EU countries

Obligatory parts in Germany:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: yes (federal projects; otherwise recommended)	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

- Recent infrastructural actions have been addressing:
 - In 2015, the HGV toll was expanded to an additional 1.100 km of selected national roads, after its implementation on motorways.

(Source: IRTAD, 2016)

Traffic laws and regulations

Table 8: Description of the regulations in Germany in relation to the most common regulations in other EU countries

Regulations in Germany [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,0‰;	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,0‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- Daytime running lights are recommended	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

Enforcement

Table 9: Effectiveness of enforcement effort in Germany according to an international respondent consensus (scale = 0-10)

Issue	Score for Germany	Most common in EU (% of countries)
Speed legislation enforcement	not available	7 (43%)
Seat-belt law enforcement	not available	7 (25%) and 8 (25%)
Child restraint law enforcement	not available	8 (39%)
Helmet legislation enforcement	not available	9 (50%)
Drink-driving law enforcement	not available	8 (43%)

Source: WHO, 2015

² Blood Alcohol Concentration

Germany has a zero tolerance for drink-driving of novice and professional drivers.

Road user education, campaigns and driving licences thresholds are similar to the most common in the EU.

Road User Education and Training

Table 10: Road user education and training in Germany compared to the situation in other EU countries

Education and training in Germany	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: none	-
Driving licences thresholds:	
- Passenger car: 18 years (accompanied: 17)	18 years (79%)
- Motorised two wheeler: 18 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC 2011; [3] national sources

Public Campaigns

Table 11: Public campaigns in Germany compared to the situation in other EU countries

Campaigns in Germany	Most common issues in EU (% of countries)
Organisation:	
- DVR	
- Transport Ministries of the 'Bundesländer'	
- "Verkehrswachten": local road safety associations	
- Automobile clubs	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Speeding ("Runter vom Gas")	Speeding (86%)
- Distraction	Seat-belt (79%)
- Motorcyclists	
- Public awareness campaigns for cyclists	
- Agricultural tractors on rural roads	

Sources: IRTAD, 2016

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Germany, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 3 years, then every 24 months	Every 12 months (39%)
Motorcycles: every 24 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

The mandatory inspection period for passenger cars and motorcycles is longer in Germany than the most common period in the EU.

There is no information available about driving speed in Germany.

Road Safety Performance Indicators

Speed

Table 13: Number of speed tickets per population in Germany versus the EU average

Measure	2004	2015	Average annual change	EU average (2015)
Number of speed tickets/ 1.000 population	n/a	n/a	-	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Germany compared to the EU average

Road type	2004	2015	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in Germany compared to the EU average

Road type	2004	2015	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Table 16: Road side surveys for drink-driving in Germany compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Due to legal reasons, there is no information on road side surveys for drink-driving available in Germany.

The German car fleet is newer and with a higher occupant protection score than the EU average.

Seat-belt and helmet wearing rates are quite high in Germany.

Vehicles

Table 17: State of the vehicle fleet in Germany compared to the EU average

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤ 2 years: 13%	≤ 2 years: 9%
- 3 to 5 years: 20%	3 to 5 years: 13%
- 6 to 10 years: 30%	6 to 10 years: 28%
- > 10 years: 36%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 54,3%	5 stars: 52,5%
- 4 stars: 3,0%	4 stars: 4,5%
- 3 stars: 1,5%	3 stars: 2,9%
- 2 stars: 0,2%	2 stars: 0,5%
- not tested: 41,0%	not tested: 39,6% ³

Sources: [1] EUROSTAT; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Germany versus the average in EU

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2014) [1]:	(2015)
- 98% front (2013) [2]	89,7% front
- 98% driver	not available
- 98% front passenger	not available
- 98% rear	69,5% rear
- 99% child restraints	not available
Helmet use (2014):	
- 99% motorcycle and moped riders [1]	
- 15% cyclists (2013) [3]	not available

Source: [1] IRTAD, 2016; [2] IRTAD, 2015; [3] ETSC, 2015

³ Based on data of 25 EU countries (excl. HR, LU and MT).

⁴ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

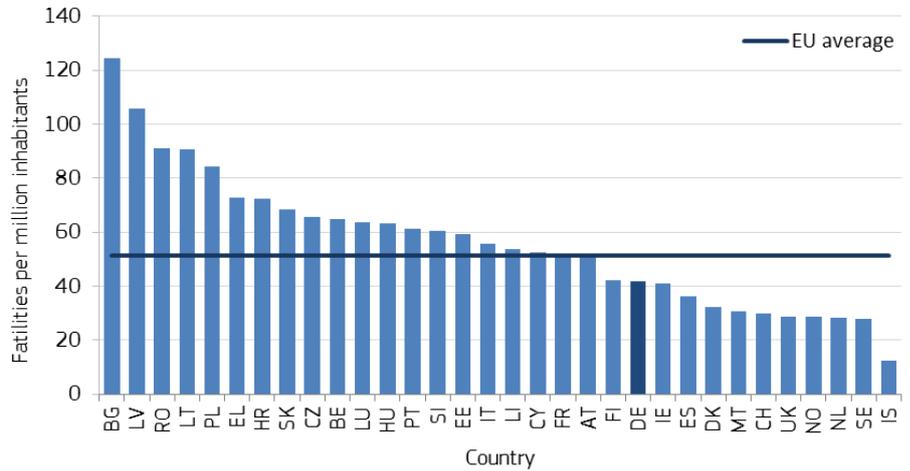
Road Safety Outcomes

General positioning

The fatality rate of Germany is lower than the EU average (around 42 fatalities per million population in 2014). From 2001 to 2014 the German fatality rate has been continuously lower than the EU average and has shown a similar development.

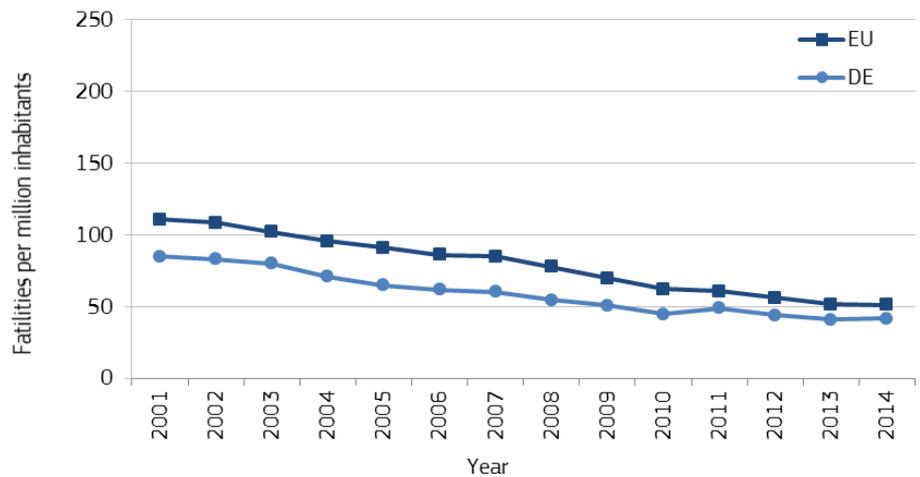
The fatality rate of Germany is lower than the EU average, not only in 2014 but every year since 2001.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Germany and the EU average



Sources: CARE, Eurostat

The share of cyclist fatalities is a bit higher compared to the EU average.

Transport mode

The share of cyclist fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 4%, it was 7% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 4% respectively.

Table 19: Reported fatalities by mode of road transport in Germany compared to the EU average

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	900	527	-4%	16%	22%
Car occupants	4.023	1.579	-7%	47%	45%
Motorcyclists	964	587	-4%	17%	15%
Mopeds	138	87	-3%	3%	3%
Cyclists	635	396	-4%	12%	8%
Bus/coach occupants	11	13	1%	0%	1%
Lorries or truck occupants	230	143	-4%	4%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Germany versus the EU average

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
Females					
0 - 14 years	98	23	-11%	1%	1%
15 - 17 years	79	23	-9%	1%	1%
18 - 24 years	352	103	-9%	3%	3%
25 - 49 years	565	187	-8%	6%	6%
50 - 64 years	271	138	-5%	4%	4%
65+ years	558	393	-3%	12%	9%
Males					
0 - 14 years	133	47	-8%	1%	1%
15 - 17 years	207	68	-8%	2%	2%
18 - 24 years	1.254	393	-9%	12%	12%
25 - 49 years	2.026	858	-6%	25%	29%
50 - 64 years	708	549	-2%	16%	15%
65+ years	724	594	-2%	18%	16%
Nationality of driver or rider killed					
National	5.393	2.685	-5%	80%	n/a
Non-national	1.584	692	-6%	20%	n/a

Sources: CARE, national sources

Germany has a similar share of road fatalities by age and gender to the EU average. The share of non-national fatalities is 20%.

Location

Fatalities in rural areas and at junctions are over-represented in Germany compared to the EU average.

Table 21: Reported fatalities by location in Germany compared to the EU average

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	1726	983	-4%	29%	38%
Rural areas	4481	2019	-6%	60%	54%
Motorways	770	375	-5%	11%	7%
Junctions	1726	1035	-4%	31%	19%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Germany compared to the EU average

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
Lightning conditions					
During daylight	4,045	2,215	-5%	66%	49%
During night-time	2,538	1,001	-7%	30%	30%
Weather conditions					
While raining	248	n/a	-	-	9%

Sources: CARE, national sources

Single vehicle accidents

Table 23: Reported fatalities by type in Germany compared to the EU average

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	2,141	874	-7%	25%	24%

Sources: CARE, national sources

Under-reporting of casualties

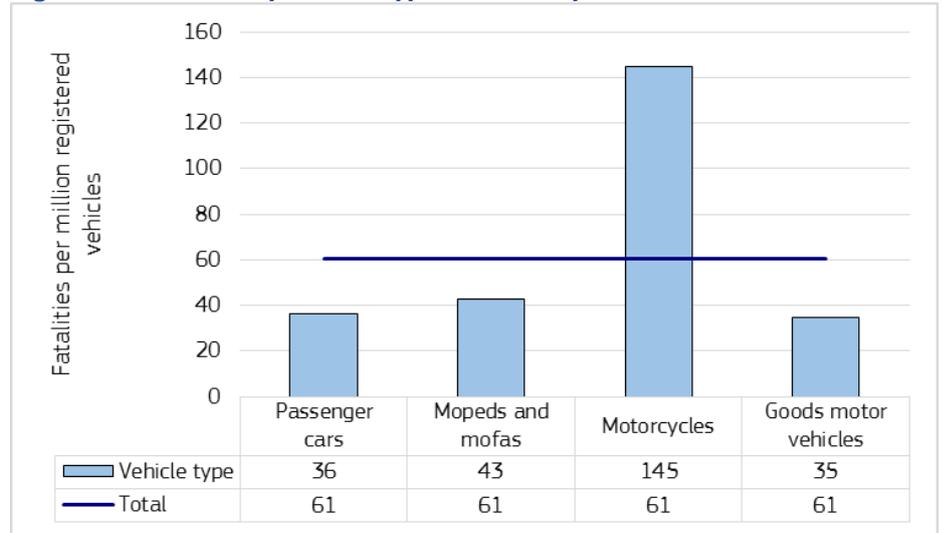
- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Fatalities in rural areas and at junctions are over-represented in Germany.

Germany has a similar share of single vehicle accidents to the EU countries on average.

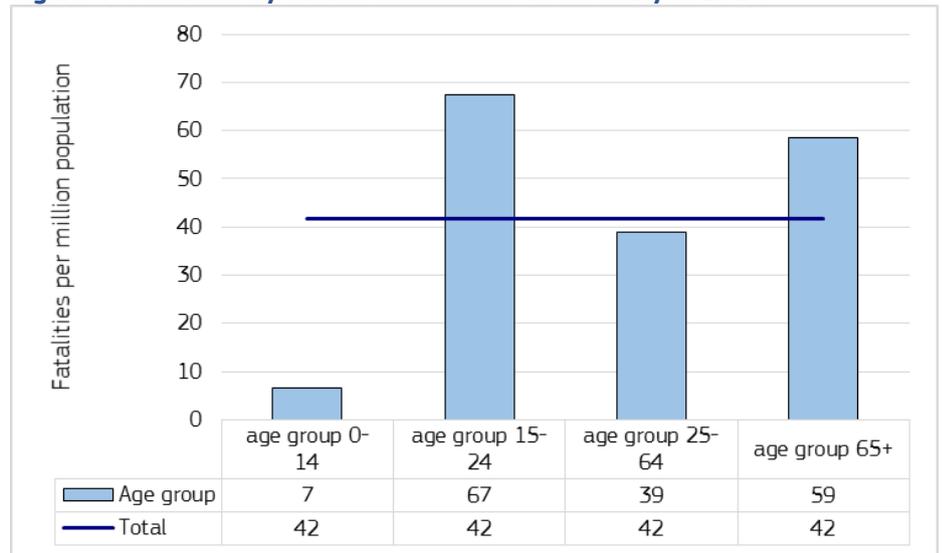
Risk Figures

Figure 3: Fatalities by vehicle type in Germany in 2014



Sources CARE, IRTAD

Figure 4: Fatalities by million inhabitants in Germany in 2014



Sources: CARE, EUROSTAT

As in other countries, motorcyclists, youngsters and elderly people have the highest risks of dying in a road accident in Germany.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁵ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Germany versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Costs of road accident casualties in Germany are higher than the EU average.

⁵ Value of Statistical Life

Synthesis

Safety position

- The fatality rate of Germany is lower than the EU average, not only in 2014 but every year since 2001.

Scope of problem

- Car occupants and motorcyclists have the highest shares of fatalities in Germany.
- The share of cyclist fatalities in Germany is a bit higher compared to the EU average.
- In Germany, elderly fatalities have a higher share than average in EU.
- In Germany, a higher share of fatal accidents happen at junctions, on motorways and rural roads, but single vehicle accidents – which are common on rural roads – have a similar share to the EU average.

Recent progress

- A practically steady decrease of the fatality rate from about 80 fatalities per million population in 2001 to about 40 in 2014 was recorded in Germany.

Remarkable road safety policy issues

- High risk site treatment and road safety inspections are obligatory in Germany, while road safety audits are obligatory for federal projects and recommended for other projects.
- German drivers are more supportive for stricter legislation on speeding and drink-driving than drivers in other countries.
- Seat-belt and helmet wearing rates are quite high in Germany.
- Germany has a zero tolerance regarding drink-driving for novice and professional drivers.
- The German car fleet is newer and with a higher occupant protection score than the EU average.

Seat-belt and helmet wearing rates are very high in Germany, as is the vehicle fleet quality.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

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

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview – Germany, European Commission, Directorate General for Transport, September 2016.



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