



European Road Safety Observatory

National Road Safety Profile - Italy

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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1 Highlights

Road safety outcomes

- In 2020 a total of 2,395 people were killed in reported traffic accidents in Italy.
- Italy is 11th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Italy shows a relatively high proportion of powered two-wheelers.

Road safety performance indicators

- Italy has the lowest self-reported frequency in Europe for speeding and the highest self-reported frequency of not wearing a seatbelt in the back seat.
- The quality of the road infrastructure in Italy is perceived as relatively low compared to other EU countries.
- The vehicle fleet is larger than the EU average.

Road safety policy and measures

- Enforcement of speeding and motorcycle helmet legislation is more widely perceived as effective in comparison to other EU countries.
- The self-reported frequency of alcohol checks in Italy is below the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Italy, a total of 2,395 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 40 road fatalities per million inhabitants, which is just below the EU average (42) and above the rates of its neighbouring countries. Since 2001, the mortality rate in Italy has declined at the same pace as the European Union overall. However, when taking into account the number of vehicles, Italy performs better than most EU countries with a rate of 0.46 road fatalities per 10,000 registered vehicles in 2020.

Similar to the EU trend, the number of fatalities in Italy has decreased by 42% over the past ten years. 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 (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	4,114	2,395	-42%	29611	18834	-36%

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

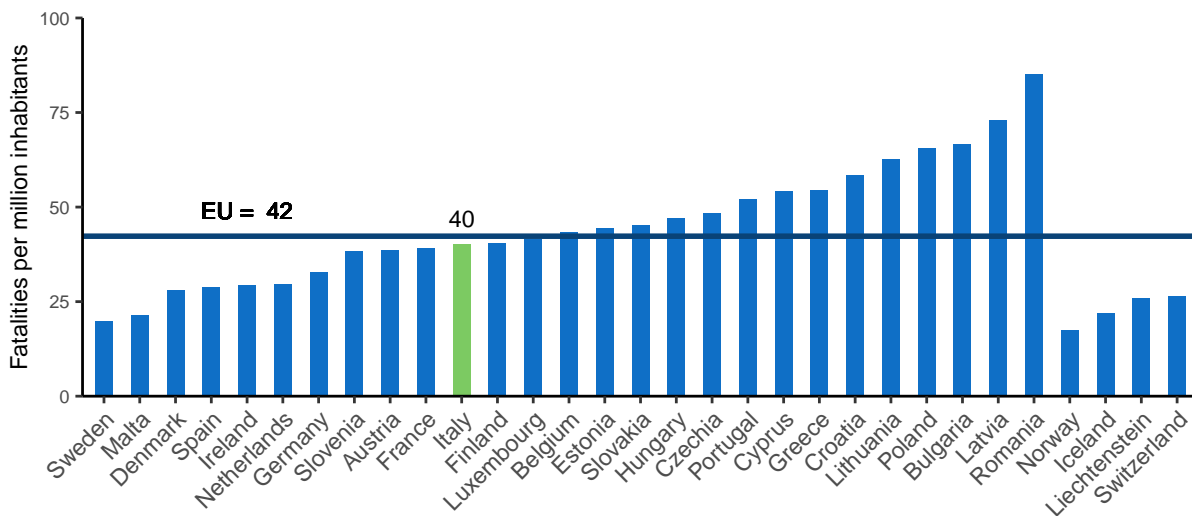


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

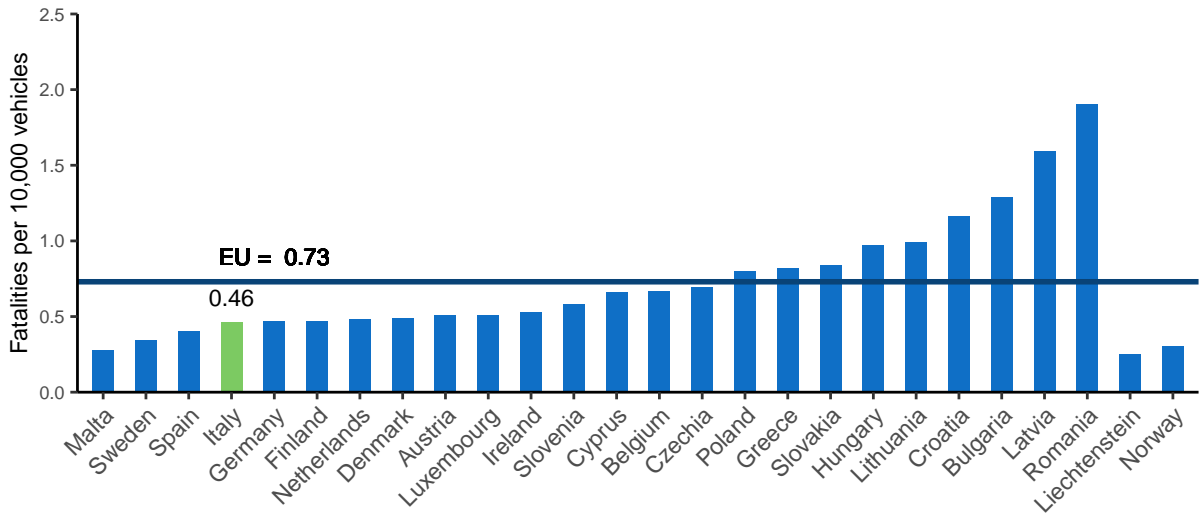


Figure 3. Number of road fatalities (2010-2020). Source: CARE

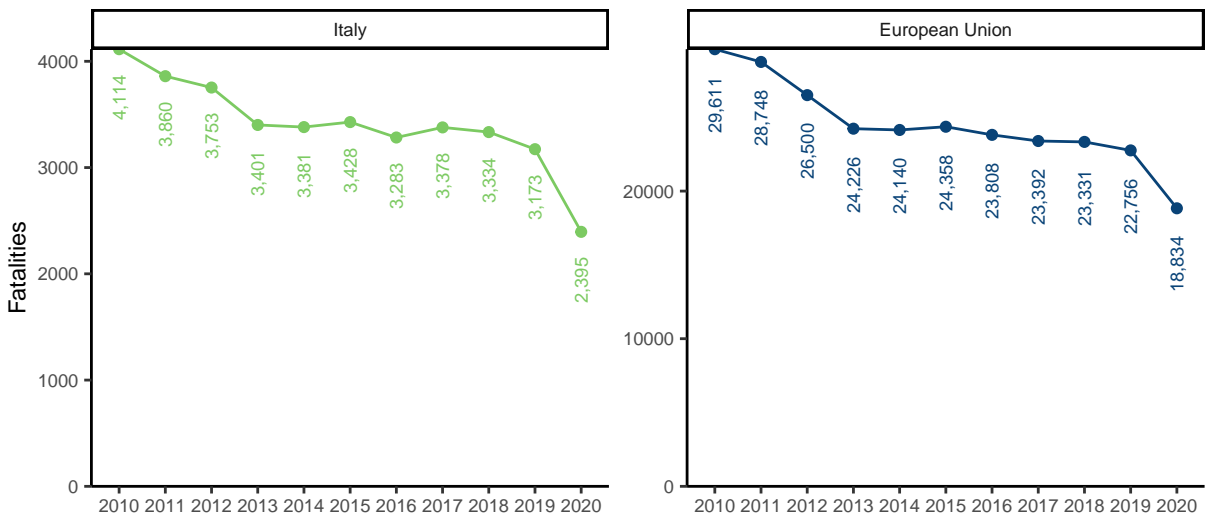


Figure 4. Number of serious injuries (2014-2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

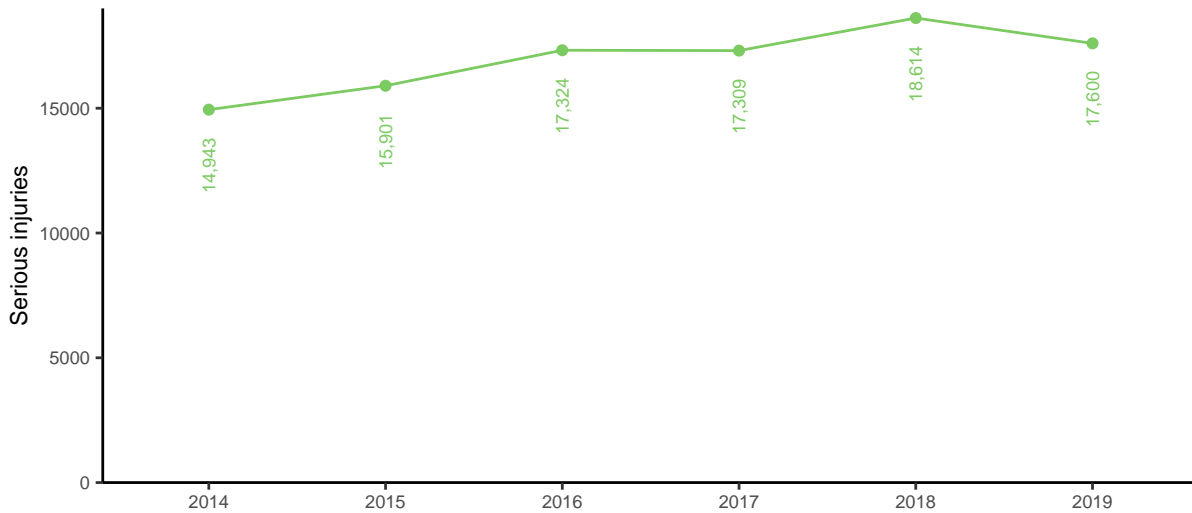
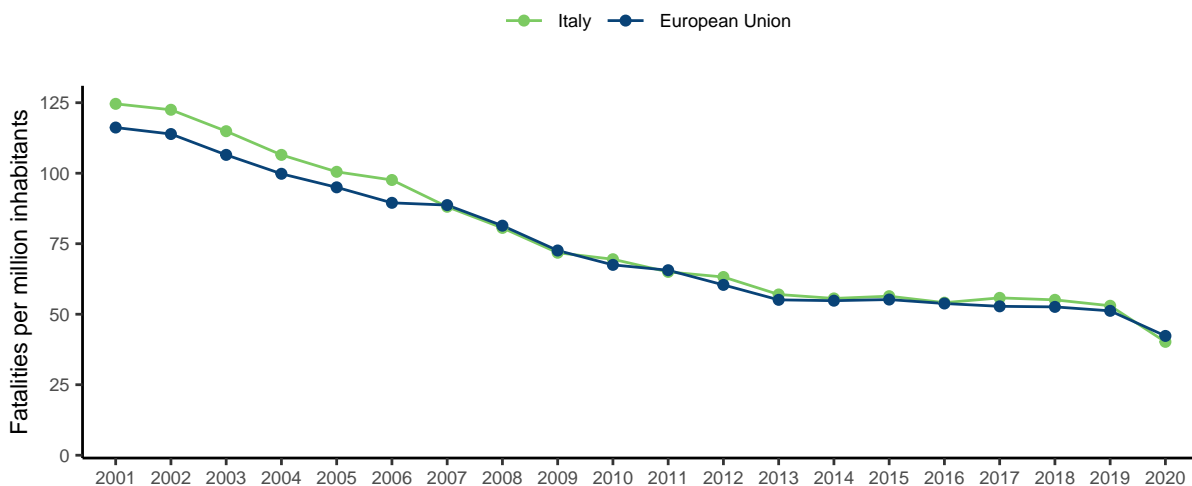


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes¹

In 2020, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for half of road traffic fatalities in Italy. This percentage is slightly higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of powered two-wheelers, which represented more than a quarter of Italy's road fatalities, as opposed to 18% in the European Union.

Over time there has been a decrease in the number of fatalities in Italy for all modes except occupants of heavy goods vehicles. While their number remained broadly stable over the past ten years, there was a significant decrease in the European Union.

Of all vulnerable road users in Italy that were fatally injured, 40% were involved in a crash with a car, and 8% were involved in a crash with a lorry or heavy goods vehicle. Fatalities in these

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

types of crashes show a downward trend, as in the European Union.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Italy has decreased at the same rate as in the European Union. While the number of cyclists that were killed in a single vehicle crash increased significantly in the European Union, there was a decline in Italy.

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

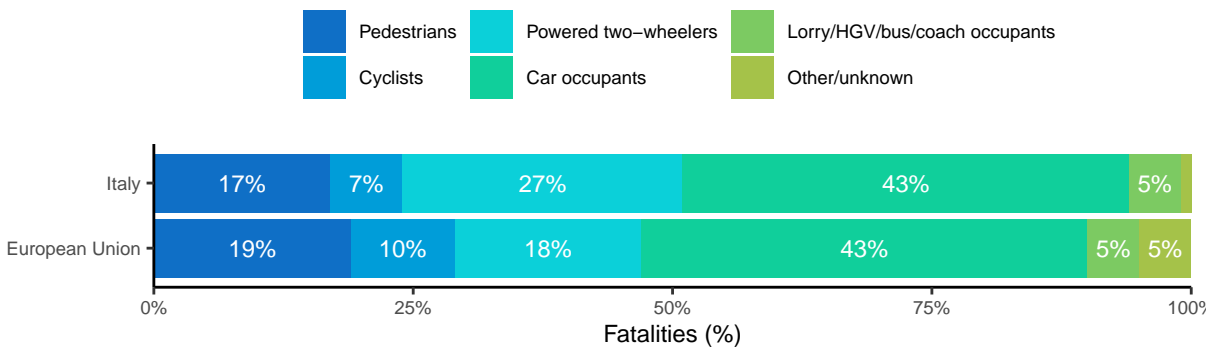


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	595	518	-13%	5,793	4,328	-25%
Cyclists	280	216	-23%	2,023	1,971	-3%
Powered two-wheelers	1,073	742	-31%	5,057	3,940	-22%
Car occupants	1,733	1,284	-26%	13,309	9,597	-28%
Lorries, under 3.5t	125	97	-22%	898	732	-18%
Heavy goods vehicles	50	51	+2%	590	378	-36%
Bus/coach occupants	6	4	/	102	88	-14%
Other/unknown	47	56	/	1,116	837	/
Total	3,909	2,967	-24%	28,286	21,640	-23%

Table 3. 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	22	12	/	258	173	-33%
Crashes involving cars	689	580	-16%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	162	117	-28%	1,721	1,321	-23%

Table 4. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	475	401	-16%	3,944	3,079	-22%
Cyclists	165	124	-25%	1,113	1,125	+1%
Powered two-wheelers	548	352	-36%	2,200	1,562	-29%
Car occupants	473	358	-24%	2,883	2,109	-27%
Lorries, under 3.5t	30	17	-43%	149	137	-8%
Heavy goods vehicles	4	3	/	82	36	-56%
Bus/coach occupants	2	2	/	24	36	+50%
Other/unknown	14	7	/	219	254	/
Total	1,709	1,264	-26%	10,803	8,406	-22%

Table 5. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	31	25	-19%	299	400	+34%
Powered two-wheelers	305	228	-25%	1,746	1,429	-18%
Car occupants	739	547	-26%	5,905	4,187	-29%
Lorries, under 3.5t	47	32	-32%	365	271	-26%
Heavy goods vehicles	29	19	-34%	241	143	-41%
Bus/coach occupants	5	1	/	40	33	-18%
Other/unknown	19	15	/	327	309	/
Total	1,175	867	-26%	8,923	6,772	-24%

2.3 Age

The distribution of road fatalities across age groups in Italy is similar to that for the European Union.

Over the past ten years, the trend in the number of fatalities in Italy was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities remained broadly stable for people of 50 to 64 and increased for those aged 85 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole.

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

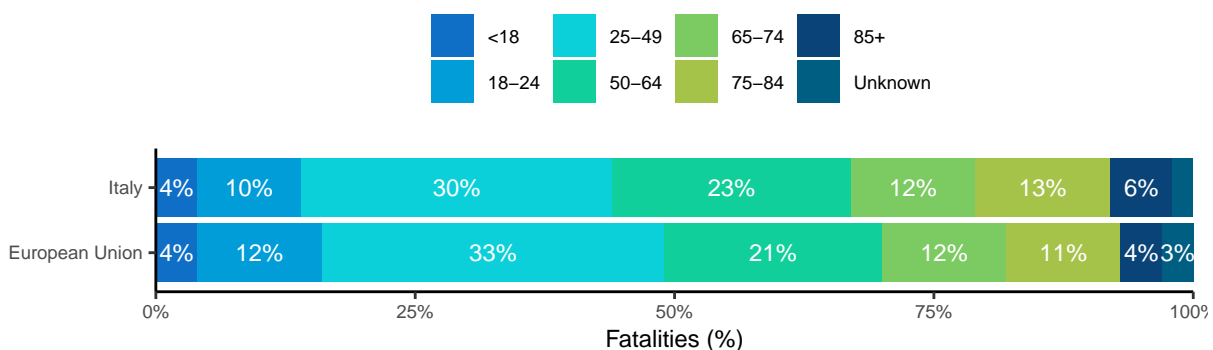


Table 6. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

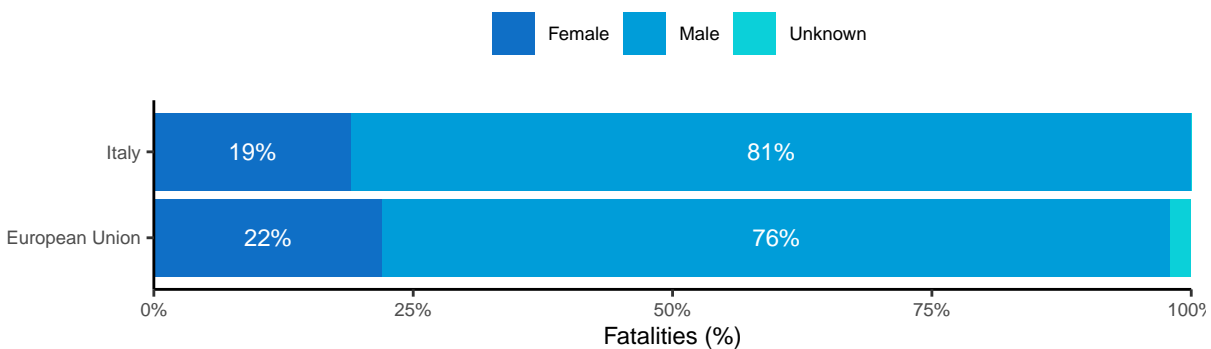
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	165	94	-43%	1,503	918	-39%
18-24	489	309	-37%	4,398	2,589	-41%
25-49	1,463	923	-37%	10,457	7,311	-30%
50-64	656	635	-3%	5,273	4,605	-13%
65-74	416	363	-13%	2,730	2,627	-4%
75-84	478	384	-20%	2,775	2,414	-13%
85+	163	190	+17%	882	1,075	+22%
Unknown	80	70	/	738	360	/
Total	3,909	2,967	-24%	28,286	21,640	-23%

Table 7. Number of serious injuries by age group (2015 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

Age	2015	2019	Trend
0 - 9	241	243	+1%
10-19	1,324	1,491	+13%
20 - 29	1,801	1,798	+0%
30 - 39	1,627	1,463	-10%
40 - 49	2,176	2,181	+0%
50 - 59	2,279	2,893	+27%
60 - 69	1,982	2,436	+23%
70 - 79	2,352	2,630	+12%
80+	2,119	2,465	+16%
Total	15,901	17,600	+11%

2.4 Gender

The high proportion of males among total road fatalities in Italy (81%) 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 8.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

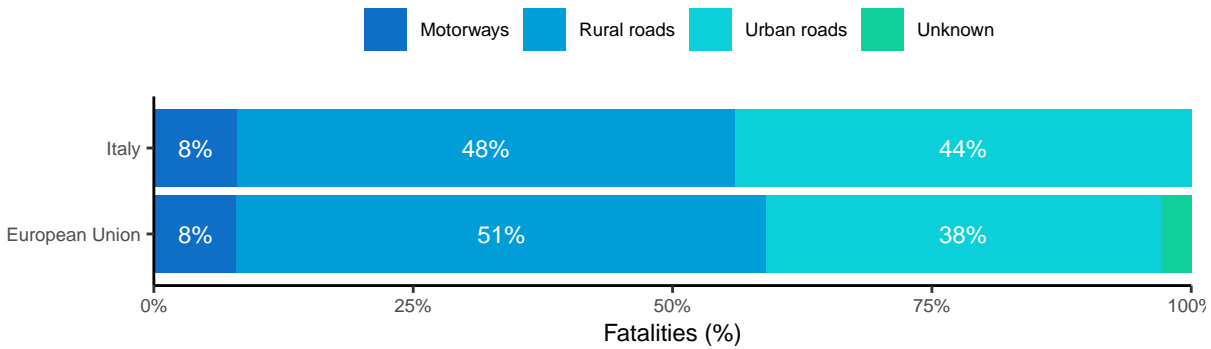
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	813	572	-30%	6,655	4,960	-25%
Male	3,096	2,395	-23%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	3,909	2,967	-24%	28,286	21,640	-23%

Table 9. Number of serious injuries by gender (2015 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

Gender	2015	2019	Trend
Female	5,227	5,493	+5%
Male	10,674	12,107	+13%
Total	15,901	17,600	+11%

2.5 Area

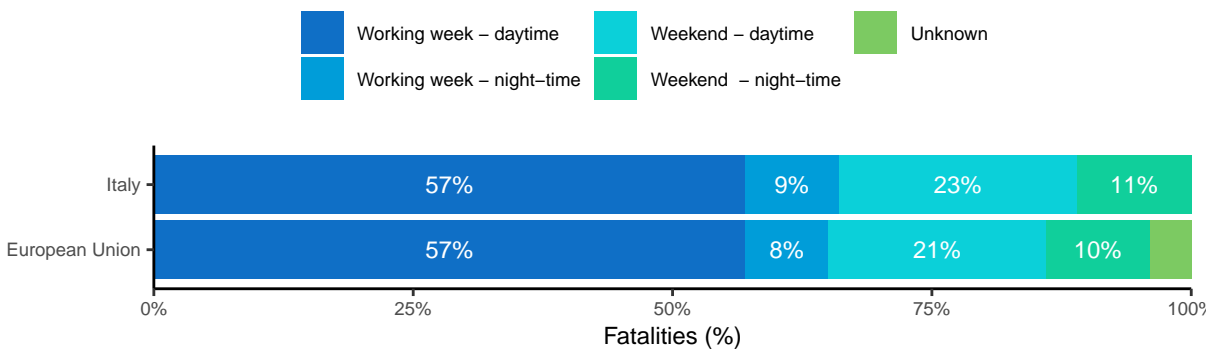
Similar to the EU average, the majority of fatalities in Italy occur on rural roads (48%). Over the past ten years, the number of fatalities decreased on all road types.

Figure 9. Number of road fatalities by road type (2020). Source: CARE**Table 10.** 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	348	278	-20%	2,072	1,812	-13%
Rural	1852	1425	-23%	15,280	11,430	-25%
Urban	1709	1264	-26%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	3909	2967	-24%	28,286	21,640	-23%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week.

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	2,101	1,660	-21%	15,495	12,506	-19%
Working week - night-time	385	270	-30%	2,573	1,848	-28%
Weekend - daytime	927	672	-28%	6,383	4,974	-22%
Weekend - night-time	478	349	-27%	3,549	2,327	-34%
Unknown	19	16	/	4,226	562	/
Total	3,909	2,967	-24%	28,286	21,640	-23%

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

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Italy, as well as for the European Union as a whole. The percentage of fatalities that occur on wet roads is slightly smaller in Italy compared to the EU average.

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

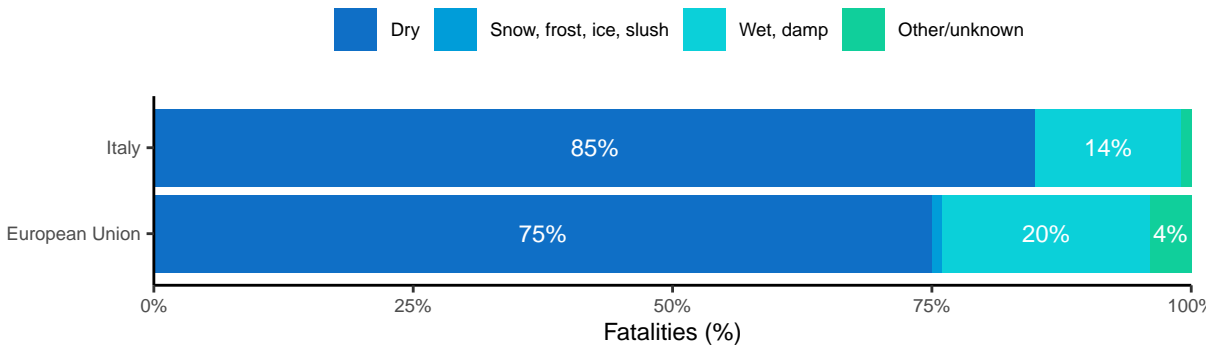


Table 12. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	3192	2458	-23%	21,101	16,582	-21%
Snow, frost, ice, slush	34	14	/	988	362	-63%
Wet, damp	637	460	-28%	5,638	4,328	-23%
Other/unknown	/	/	/	2,486	580	/
Total	3909	2967	-24%	28,286	21,640	-23%

3 Road safety performance indicators

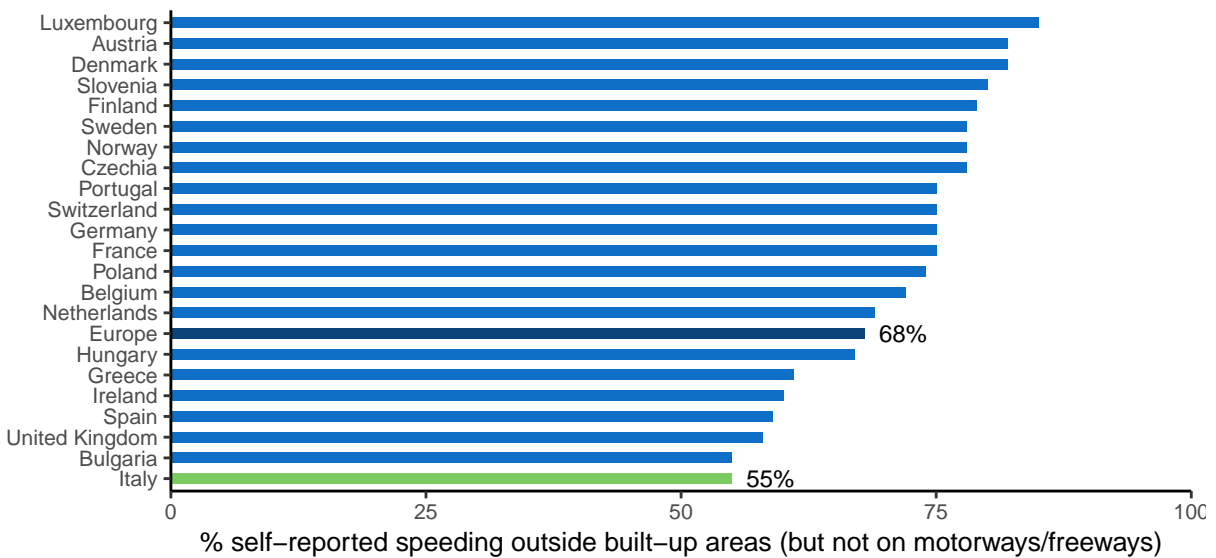
3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Italy has the best scores in Europe for speeding and the worst score for wearing a seatbelt in the back.

In addition to the ESRA data, Italy has its own surveillance tool (Ulysses System) that measures the use of helmets, safety belts, child seats, mobile and electronic devices throughout the country.

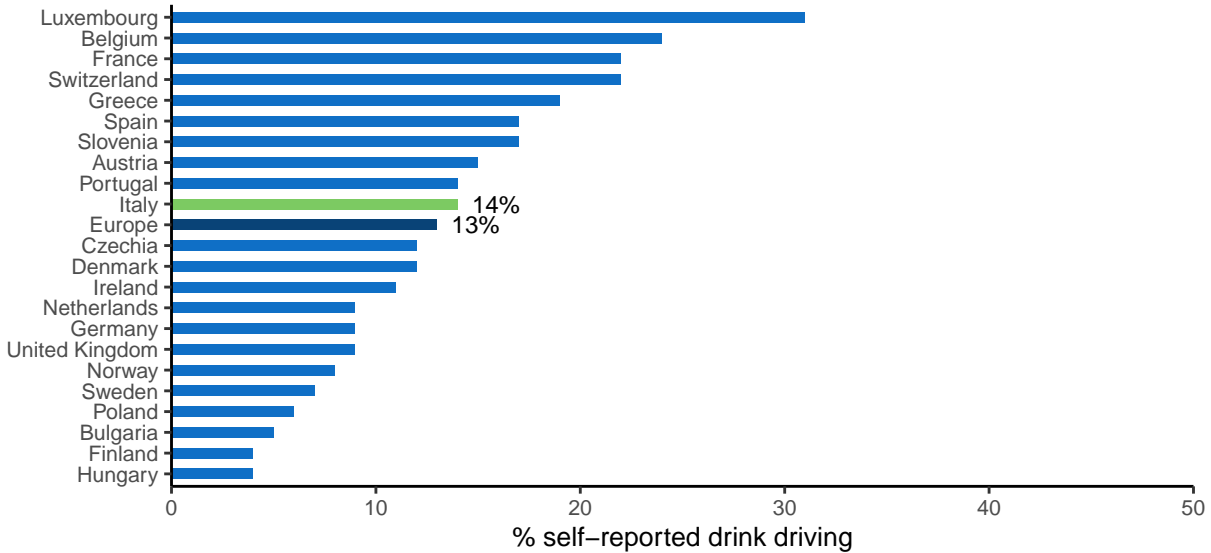
3.1.1 Speeding

Figure 12. 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 13. 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

Results from the Ulysses System on the use of front seat belts shows a geographical trend from 82.6% (North) to 36.3% (South). Drivers use seat belts more frequently than passengers (63.3 vs 57.4%). (Source : Giustini M, Pitidis A. 'Use of safety devices on the road in Italy: an observational approach' MEDIC 2019; 27(2): 57-62).

Figure 14. 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)

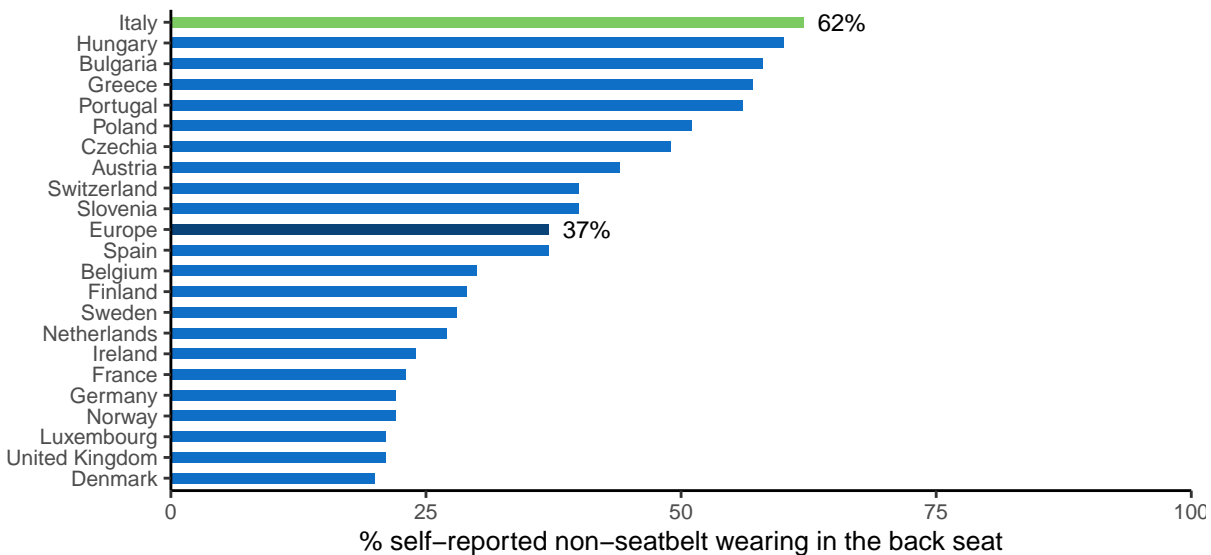
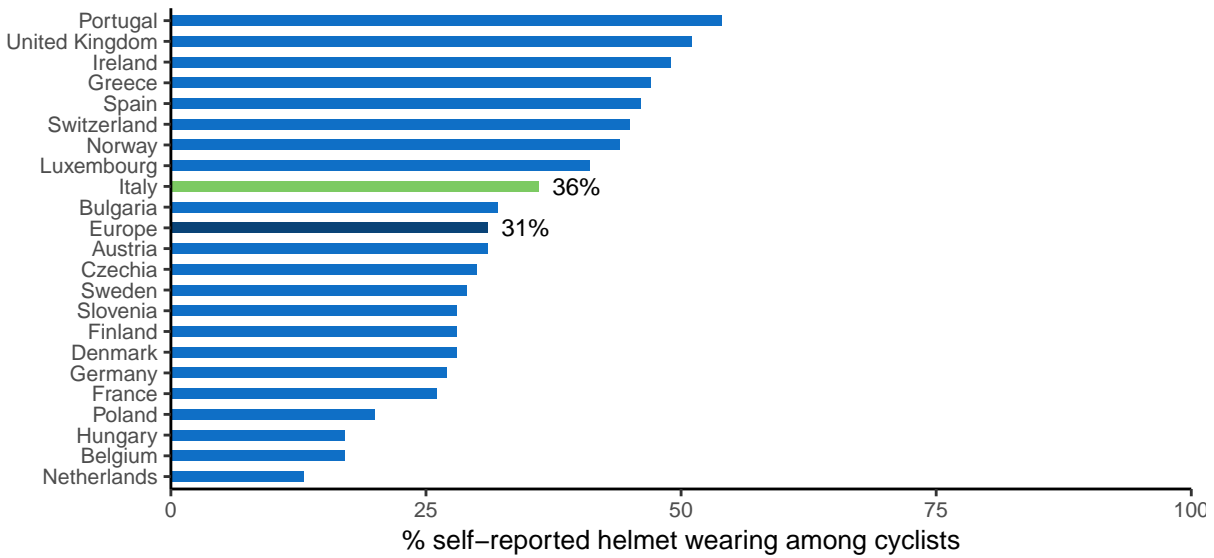
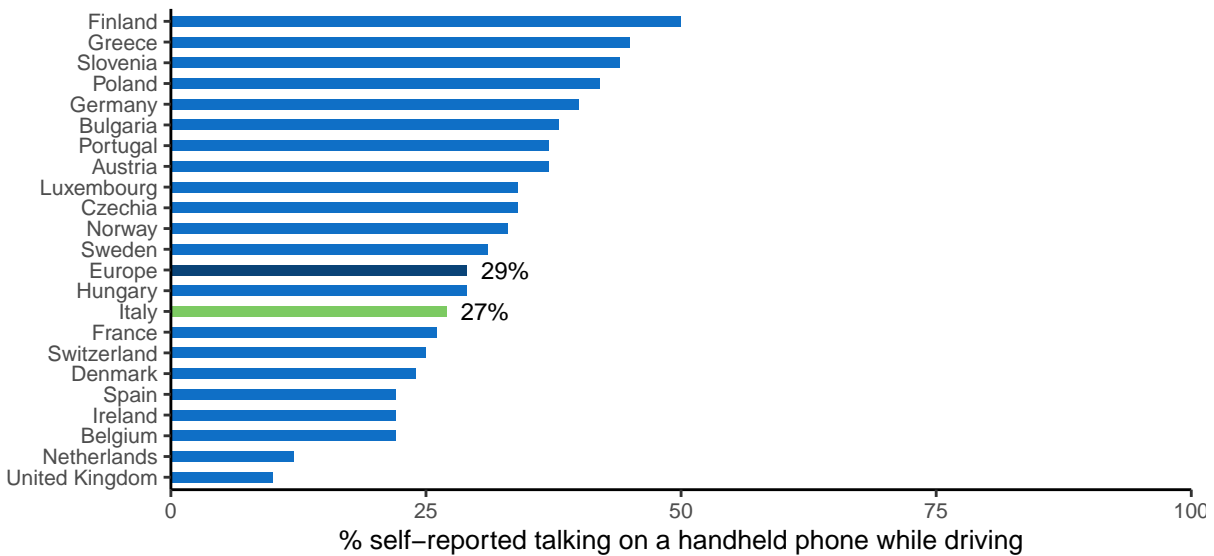


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 16. 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 Italy both the overall road network and the motorway network show similar road density as the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Italy, a score of 4.4 (on a value scale from 1 to 7) is given, which is rather low compared to other EU countries.

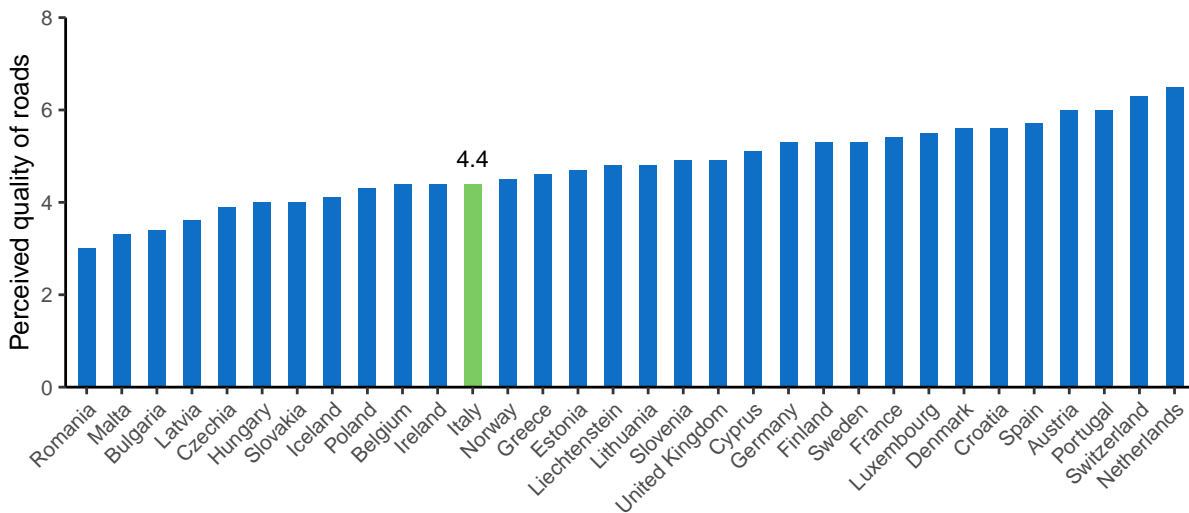
3.2.1 Road density

Table 13. Road density. Source: EUROSTAT (2019)

	Italy	European Union
Motorways	23 km road/1000 km ²	16 km road/1000 km ²
Total	780 km road/1000 km ²	938 km road/1000 km ²

3.2.2 Road quality

Figure 17. 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 Italian vehicle fleet, expressed per 100 inhabitants, is larger than the EU average. Especially, the number of motorcycles per 100 inhabitants is much larger than in the European Union.

Table 14. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Italy	European Union
All vehicles (except trailers and motorcycles)	75	64
Total utility vehicles	9	9
Lorries	7	7
Road tractors	0	1
Trailers and semi-trailers	1	4
Motorcycles	12	6
Passenger cars	67	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

Table 15. Age of registered passenger cars. Source: EUROSTAT (2020)

	Italy	European Union
Percentage of total number of passenger cars		
Less than 2 years	9%	11%
From 2 to 5 years	19%	15%
From 5 to 10 years	14%	20%
From 10 to 20 years	59%	41%
Over 20 years	/	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Italy reflects the situation in the majority of EU countries with one exception. The maximum speed on rural roads is often 110 km/h which is higher than in most countries (90 km/h).

Table 16. National road safety legislation. Source: WHO (2018)

	Italy	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h or 110 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 150 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 5 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, Italy scores below the EU average for child restraint system legislation. Furthermore, the self-reported frequency of alcohol checks is below the European average.

Table 17. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Italy	European average
Speed legislation	8	6.8
Drink-driving legislation	7	7
Seatbelt legislation	7	7
Child restraint system legislation	6	7
Motorcycle helmet legislation	9	8

Figure 18. 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)

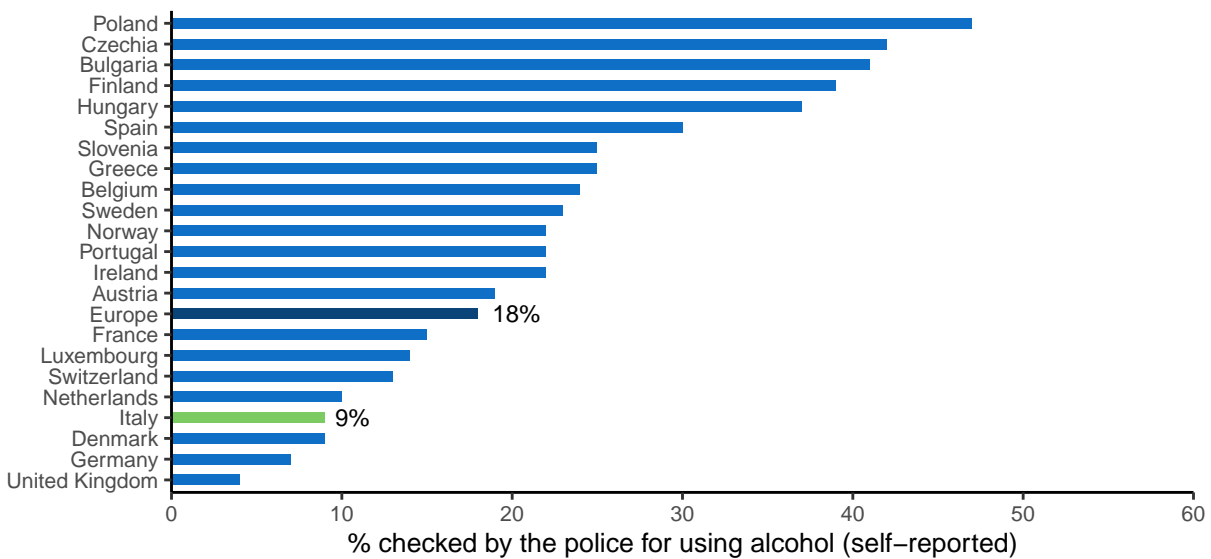
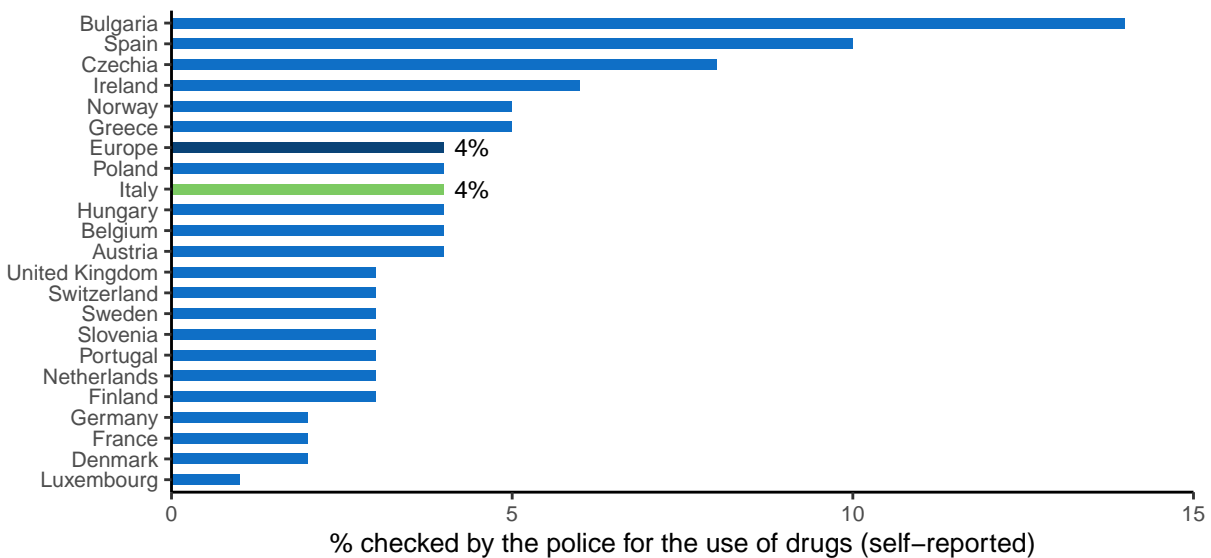


Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 18. Infrastructure-related policy. Source: WHO (2018)

	Italy	EU countries
Audits or star rating required for new road infrastructure	Yes	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	No	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 19. Policy related to post-crash care. Source: WHO (2018)

	Italy	EU countries
Trauma registry	Subnational	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	No	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 Italy is higher than the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is similar to that of the European Union as a whole.

Table 20. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Italy
Population-related data (2021)		
Population (2021)	447218763	59236213
Population density (inhabitants/km ²)	106	196
% Children (0-14)	15%	13%
% Adults (15-64)	64%	64%
% Elderly (65+)	21%	24%
Urbanization (2021)		
% living in cities	39%	36%
% living in suburbs and towns	35%	46%
% living in rural areas	26%	18%
Economic data		
GDP per capita (EUR, 2021)	32438.4	30083.8
Unemployment rate (2021)	7%	10%
% GDP dedicated to road spending (2019)	0.6%	0.6%

5.2 Structure of road safety management

Table 21. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Infrastructure and Transport (MIT) (Directorate for Road Safety)
Monitoring of the road safety development	Directorate for Road Safety
Improvements in road infrastructure	MIT for State roads Regional authorities for local roads
Improvement in vehicles	Directorate for vehicle registration (la Motorizzazione)
Improvement in road user education	Directorate for Road Safety
Publicity campaigns	Directorate for Road Safety Ministry of Interior
Enforcement of traffic laws	Police Carabinieri Local Police
Other relevant actors	ACI (Automobile Club Italia) ISTAT, the national statistics Institute responsible for collecting road safety data Research centers and Universities

Table 22. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	https://www.mit.gov.it/sites/default/files/media/progetti/2021-05/PNSS%25202030%2520Linee%2520Guida%2520-%2520v8.2%2520MIMS%2520-%2520Consultazione.pdf

5.3 Attitudes

Table 23. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Italy	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	7%	12%	20/22
I will do my best to respect speed limits in the next 30 days	75%	71%	8/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	6/22
I will do my best not to drive after drinking alcohol in the next 30 days	75%	76%	18/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	19/22
I often check my messages on the mobile phone while driving	3%	4%	15/22
I will do my best not to use my mobile phone while driving in the next 30 days	77%	74%	6/22

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.