European Commission

European Road Safety Observatory

National Road Safety Profile - Finland

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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Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 211 people were killed in reported traffic accidents in Finland.
- Finland is 9th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Finland shows a relatively high proportion of car occupants, fatalities that occur on rural roads and fatalities that occur on roads with snow or ice.
- Over the past ten years there has been a strong decrease in the number of pedestrian fatalities.

Road safety performance indicators

- Finland has the highest self-reported frequency of talking on a handheld phone while driving.
- Self-reported drink-driving is much lower than in most European countries.
- Finnish road infrastructure is characterized by low road density. Its quality is perceived as rather high compared to other EU countries.
- Finnish passenger cars are older than the EU average.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other EU countries.
- The self-reported frequency of alcohol checks in Finland is much higher than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Finland, a total of 211 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 38 road fatalities per million inhabitants, which is well below the EU average (51) but higher than in other Northern European countries. Since 2001, the mortality rate in Finland has declined at the same pace as the EU average. When the number of vehicles is taken into account, Finland is one of the best performing EU countries with a rate of 0.46 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities in Finland decreased by 22%, similar to the overall EU trend. Fatalities in Finland have fluctuated between 2010 and 2019 while the EU shows a decrease which is followed by a period of stagnation. The number of serious injuries in Finland moved from 477 in 2015 to 390 in 2019.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	272	211	-22%	29611	22700	-23%
Serious injuries	/	390	/	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

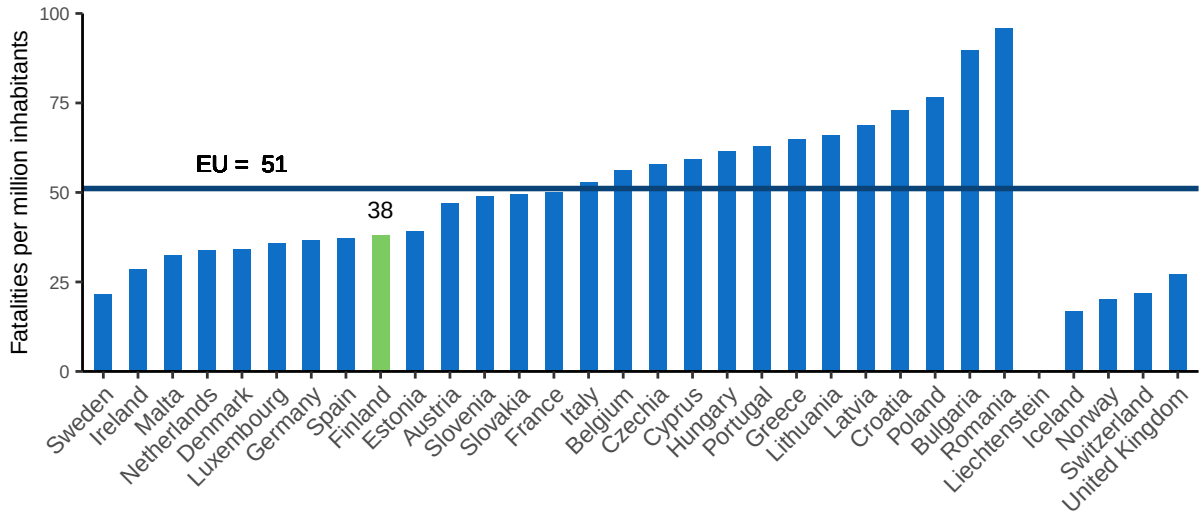


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

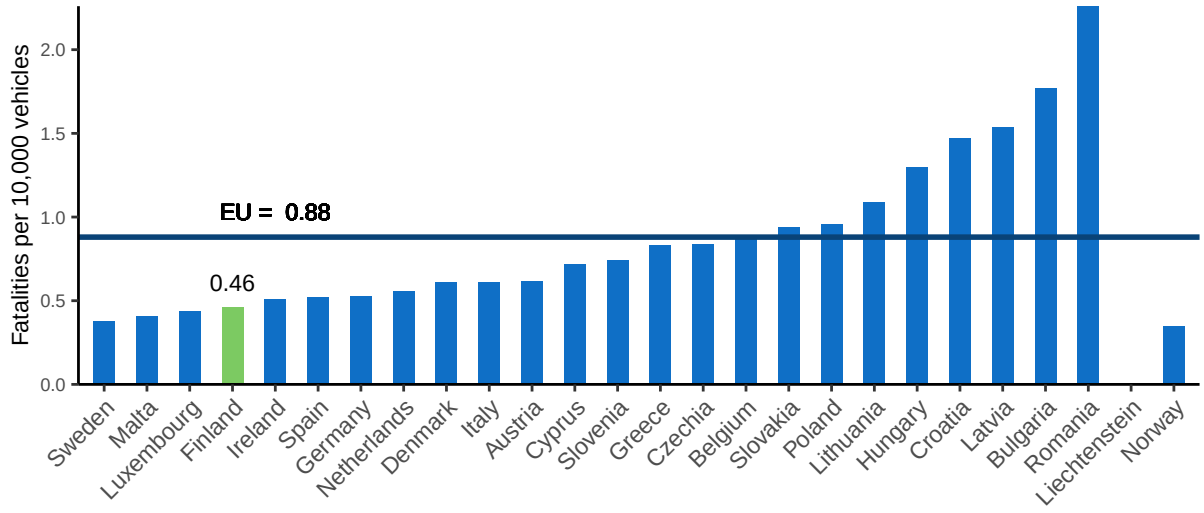


Figure 3. Number of road fatalities (2010-2019). Source: CARE

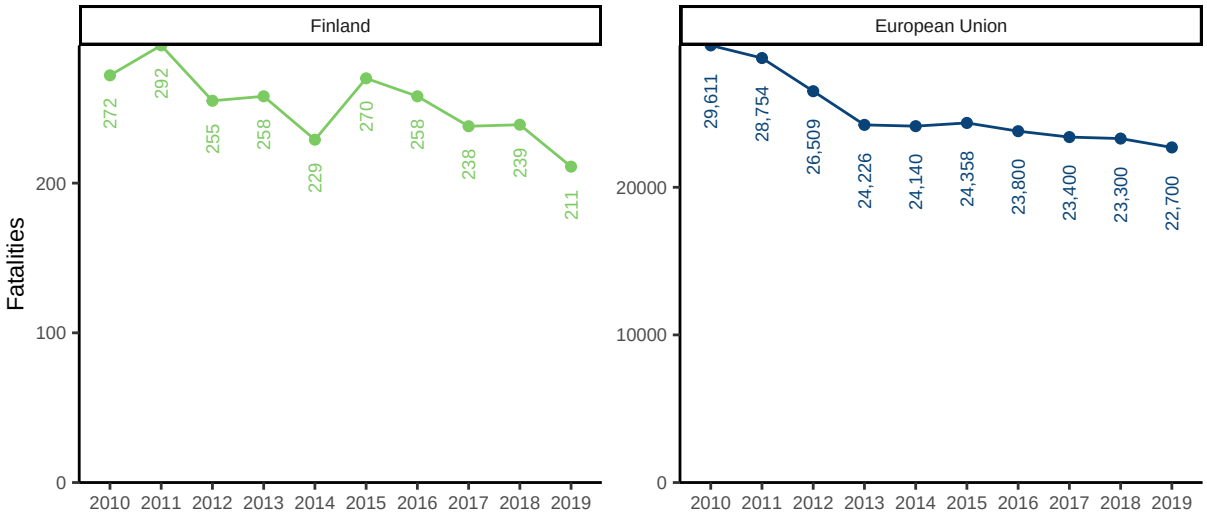


Figure 4. Number of serious injuries (2015-2019). Source: CARE

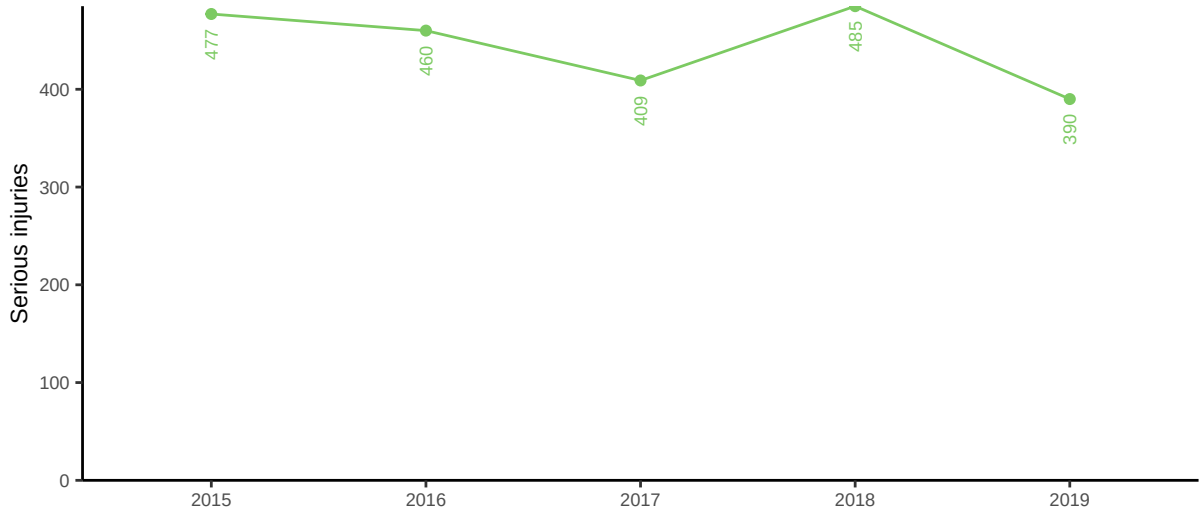
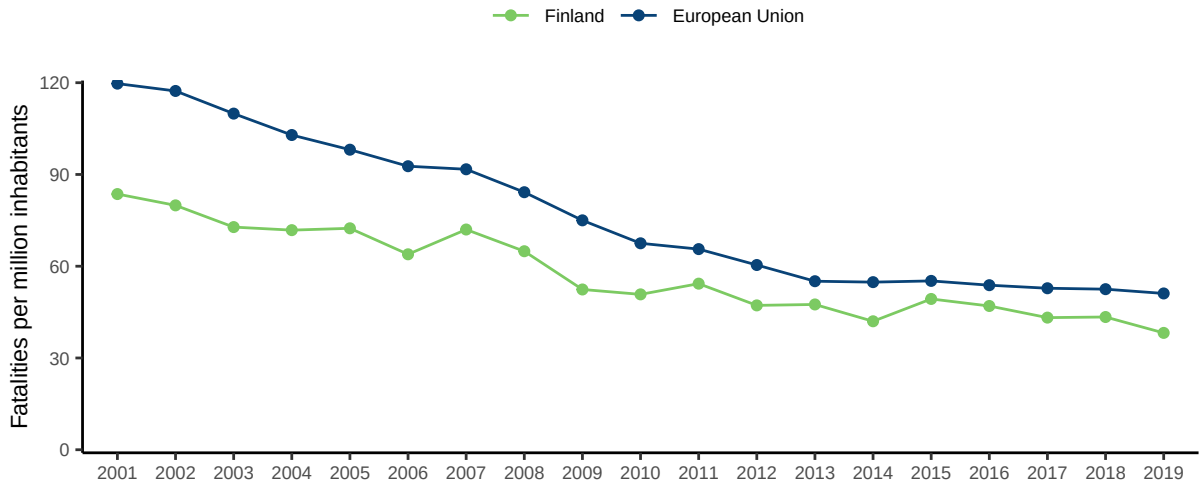


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, car occupants accounted for almost 60% of road traffic fatalities in Finland. This percentage is much higher than that observed in the European Union as a whole (44%). Pedestrians on the other hand account for only 7% of road fatalities, while they are 21% in the European Union. The share of powered two wheelers is also smaller (13%) than in European Union (18%).

Over time there has been a decrease in the number of fatalities in Finland for all modes except cyclists for which the number increased slightly (by 5%). The most favourable trend in terms of transport mode was related to pedestrians, with the number of fatalities falling by 37%, which is more than the EU trend for this road user category.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Finland that were fatally injured, a third were involved in a crash with a car, and 16% were involved in a crash with a lorry or heavy goods vehicle. The overall number of fatalities in single vehicle crashes

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

(i.e. only one vehicle and no other road user is involved) in Finland has remained broadly stable, while there was a significant decrease in the European Union.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

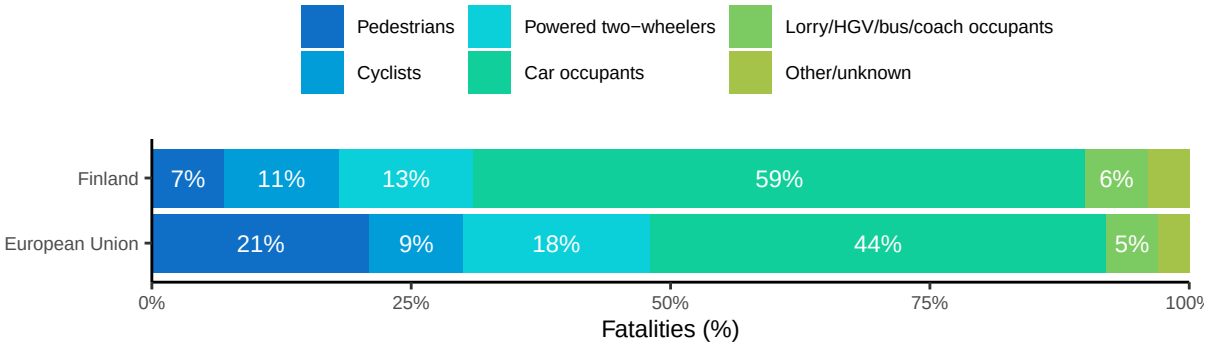


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	35	22	-37%	5,793	4,767	-18%
Cyclists	21	22	+5%	2,023	1,991	-2%
Powered two-wheelers	31	24	-23%	5,058	4,132	-18%
Car occupants	159	134	-16%	13,309	10,445	-22%
Lorries, under 3.5t	10	9	/	898	780	-13%
Heavy goods vehicles	8	5	/	590	408	-31%
Bus/coach occupants	1	2	/	102	98	-4%
Other/unknown	7	9	/	1,119	691	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

Table 3. Average number of serious injuries by transport mode (2017-2019). Source: CARE

Transport mode	2017 - 2019
Pedestrians	40
Cyclists	43
Powered two-wheelers	98
Car occupants	204
Lorries, under 3.5t	15
Heavy goods vehicles	6
Bus/coach occupants	1
Other/unknown	22
Total	*428*

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 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	4	2	/	258	201	-22%
Crashes involving cars	27	19	-30%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	20	11	/	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	21	13	/	3,944	3,303	-16%
Cyclists	12	15	/	1,113	1,134	+2%
Powered two-wheelers	12	8	/	2,200	1,595	-28%
Car occupants	16	13	/	2,883	2,164	-25%
Lorries, under 3.5t	1	0	/	149	132	-11%
Heavy goods vehicles	1	1	/	82	31	-62%
Bus/coach occupants	1	2	/	24	27	+12%
Other/unknown	0	0	/	222	260	/
Total	*64*	*52*	*-19%*	*10,730*	*8,837*	*-18%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	5	10	/	299	381	+27%
Powered two-wheelers	13	10	/	1,746	1,443	-17%
Car occupants	52	53	+2%	5,905	4,471	-24%
Lorries, under 3.5t	2	3	/	365	288	-21%
Heavy goods vehicles	3	1	/	241	147	-39%
Bus/coach occupants	1	1	/	40	35	-12%
Other/unknown	7	7	/	327	341	/
Total	*83*	*85*	*+2%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Finland is slightly different from that for the European Union. People aged 24 and younger represent 22% of road fatalities, which is higher than what is seen in the European Union (16%). On the other hand, the proportion of fatalities aged 65 and older is somewhat smaller.

Over the past ten years, the trend in the number of fatalities in Finland 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 decreased only slightly for the age group of 50 to 64 and remained constant for the people aged 65 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 (2019). Source: CARE

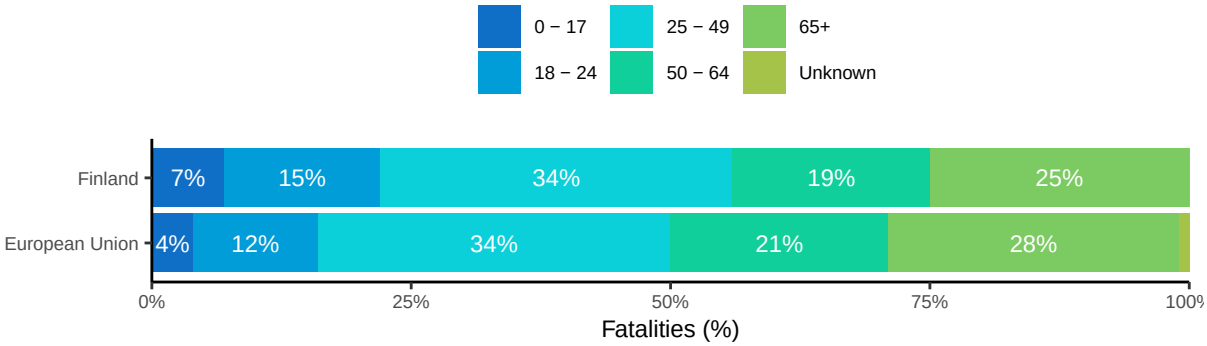


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	7	6	/	744	499	-33%
15 - 17	14	11	/	761	493	-35%
18 - 24	47	32	-32%	4,399	2,755	-37%
25 - 49	90	66	-27%	10,458	7,915	-24%
50 - 64	48	45	-6%	5,273	4,891	-7%
65+	68	69	+1%	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

Table 8. Average number of serious injuries by age group (2017-2019). Source: CARE

Age	2017 - 2019
<15	21
15 - 17	66
18 - 24	72
25 - 49	120
50 - 64	61
65+	88
Unknown	0
Total	*428*

2.4 Gender

The high proportion of males among total road fatalities in Finland (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 (2019). Source: CARE

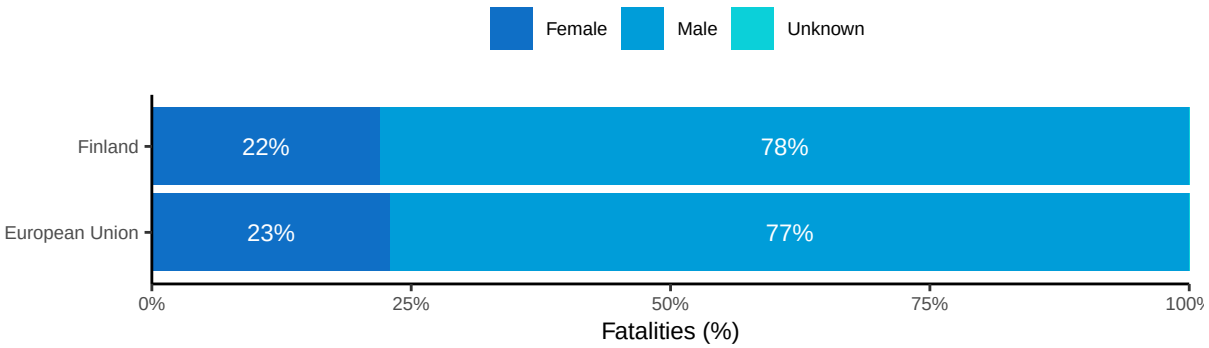


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	71	55	-23%	6,656	5,453	-18%
Male	202	174	-14%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

Table 10. Average number of serious injuries by gender (2017-2019). Source: CARE

Gender	2017 - 2019
Female	122
Male	306
Unknown	0
Total	*428*

2.5 Area

The majority of road fatalities in Finland occurred on rural roads (80%). This percentage is much higher than in the European Union as a whole (52%). The share of fatalities on urban roads and on motorways on the other hand is lower than the EU average. Over the past ten years, fatalities show a downward trend on all road types in Finland.

Figure 9. Number of road fatalities by road type (2019). Source: CARE

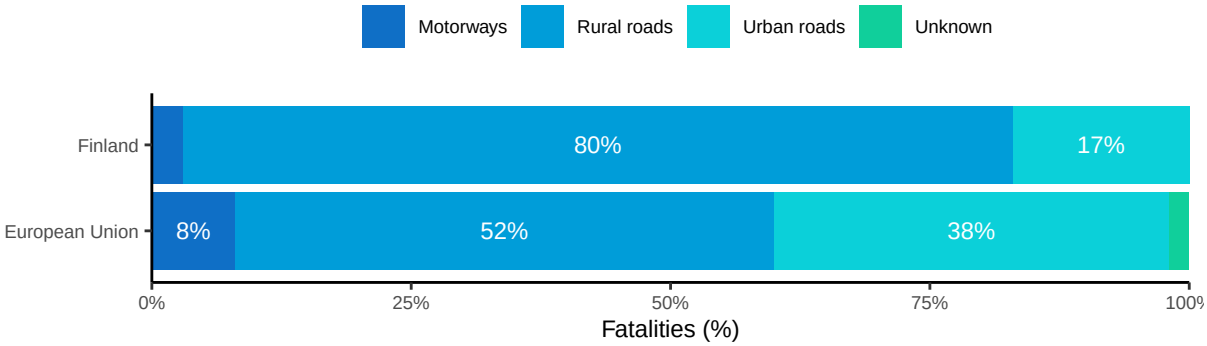


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	9	6	/	2,038	1,969	-3%
Rural	199	171	-14%	15,205	12,200	-20%
Urban	64	52	-19%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

Table 12. Average number of serious injuries by road type (2017-2019). Source: CARE

Road type	2017 - 2019
Motorway	10
Rural	251
Urban	167
Unknown	/
Total	*428*

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 smaller proportion of fatalities that occur in the day-time during the weekends (11%) compared to the European Union (23%). Finland shows a

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

small increase of fatalities in the night-time during the weekends, while there is a significant decrease in the European Union.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE

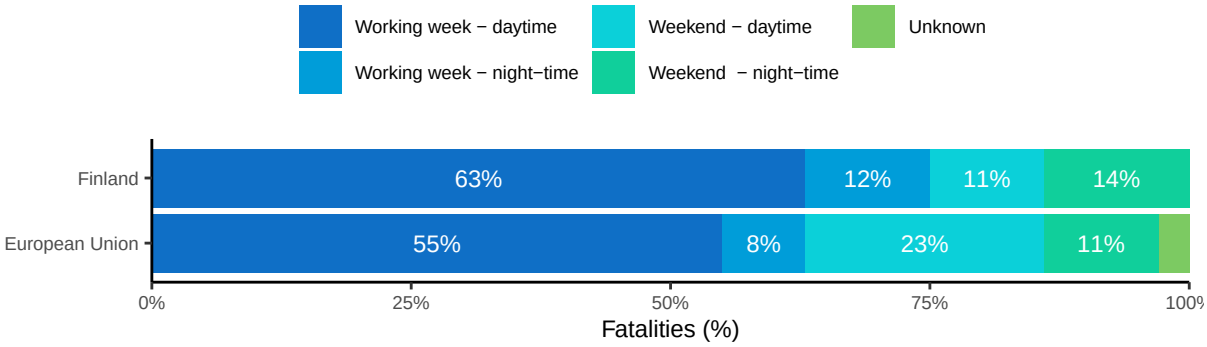


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	164	137	-16%	15,404	13,265	-14%
Working week - night-time	28	24	-14%	2,566	1,980	-23%
Weekend - daytime	51	38	-25%	6,353	5,383	-15%
Weekend - night-time	30	31	+3%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in Finland occur on dry roads. Snow, frost, ice and slush account for 18% of road fatalities, which is higher than in the European Union as a whole. Regarding light conditions, a quarter of fatalities occur when it is dark.

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE

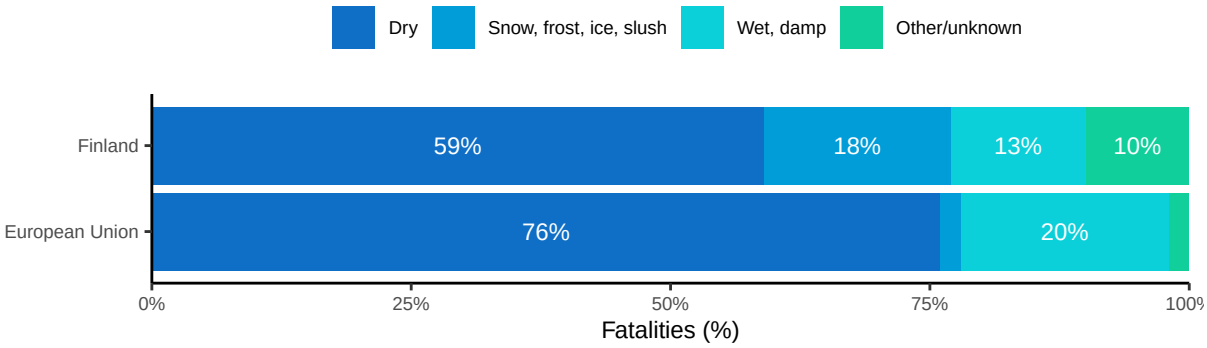


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	155	123	-21%	21,091	17,711	-16%
Snow, frost, ice, slush	57	43	-25%	988	442	-55%
Wet, damp	44	38	-14%	5,636	4,663	-17%
Other/unknown	/	/	/	2,458	446	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

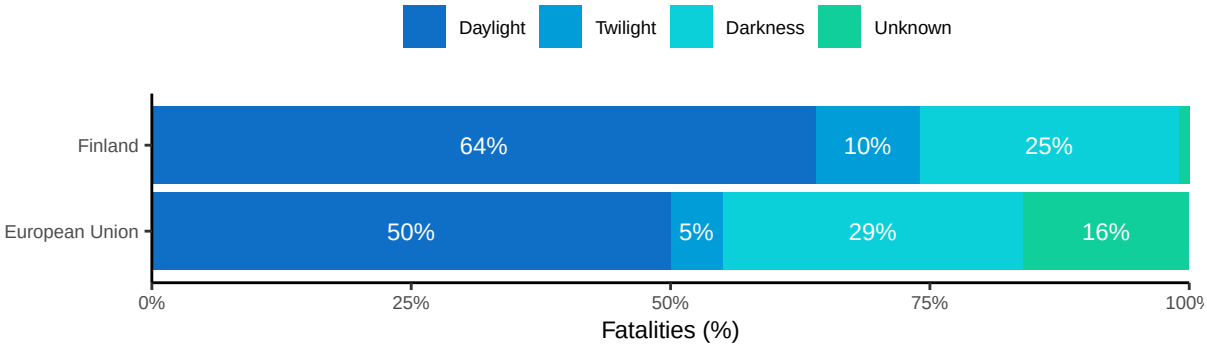


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	77	62	-19%	8,918	6,782	-24%
Daylight	175	143	-18%	13,706	11,932	-13%
Twilight	21	22	+5%	1,498	1,228	-18%
Unknown	/	3	/	5,301	3,908	/
Total	*273*	*229*	*-16%*	*28,291*	*23,133*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

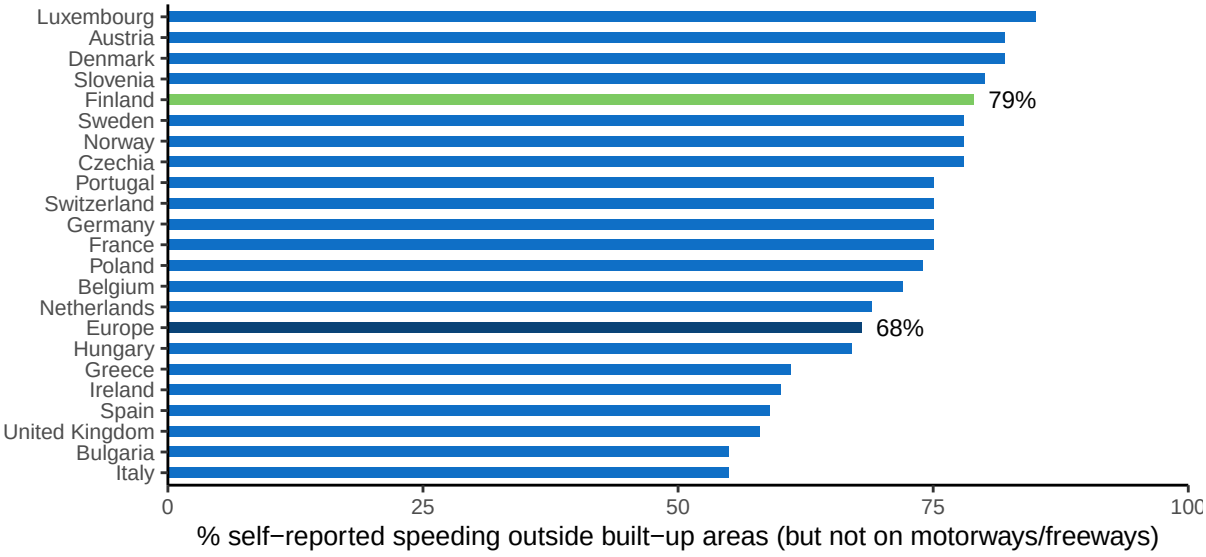
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Finland performs worse than the European average in relation to speeding, wearing a seatbelt in the back and wearing a helmet as a cyclist. Moreover, it has the highest self-reported frequency of talking on a handheld phone while driving. On the other hand, Finland has one of the best scores in Europe for driving under the influence of alcohol.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2017)

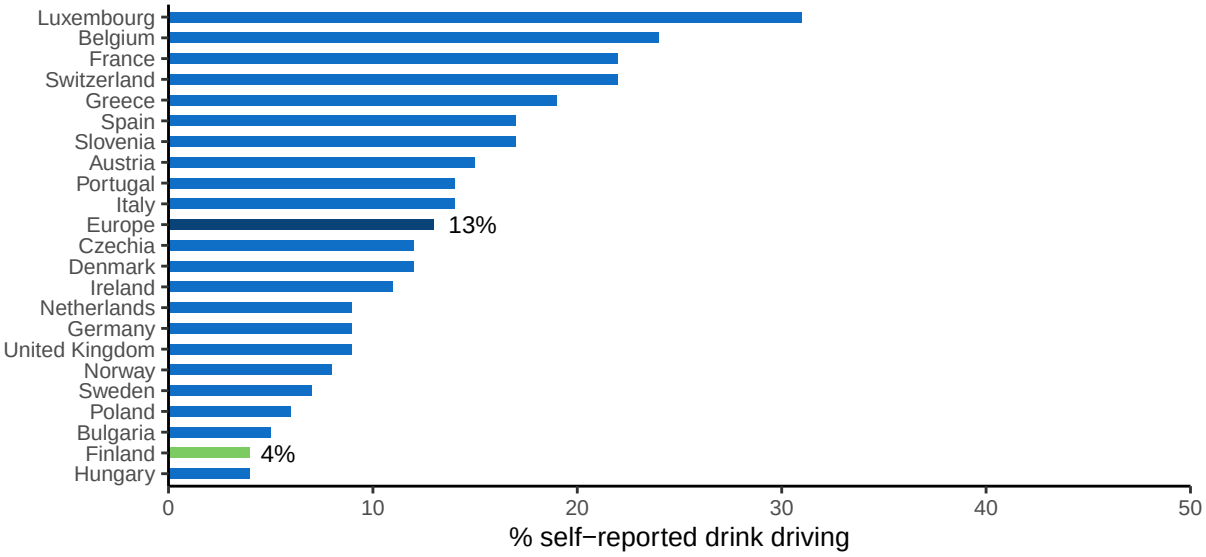
	Mean speed (km/h)	Percentage offenders
Rural roads (80km/h)	83	63%
Rural roads (100km/h)	98	46%
Motorways (120km/h)	115	NA%
Motorways (100km/h)	100	NA%
Motorways (80km/h)	82	NA%

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

Table 17. Observed seatbelt wearing rate. Source: IRTAD (2019)

	Seatbelt wearing rate
Car drivers on urban roads	95%
Car drivers on rural roads	96%
Car drivers	95%
Front seat passengers	95%
Rear seat passengers	87%

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

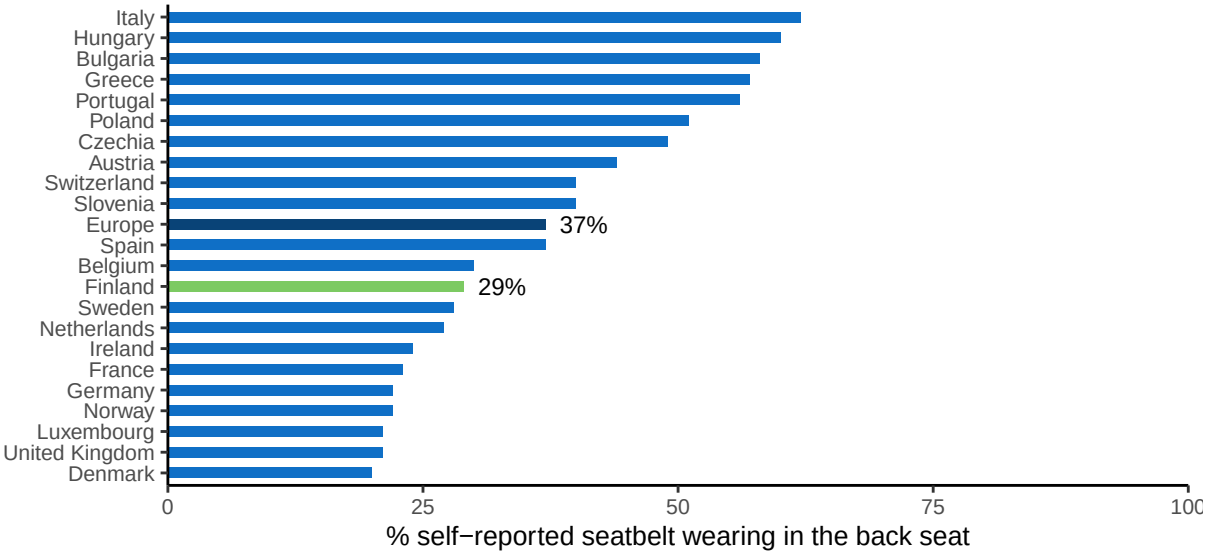
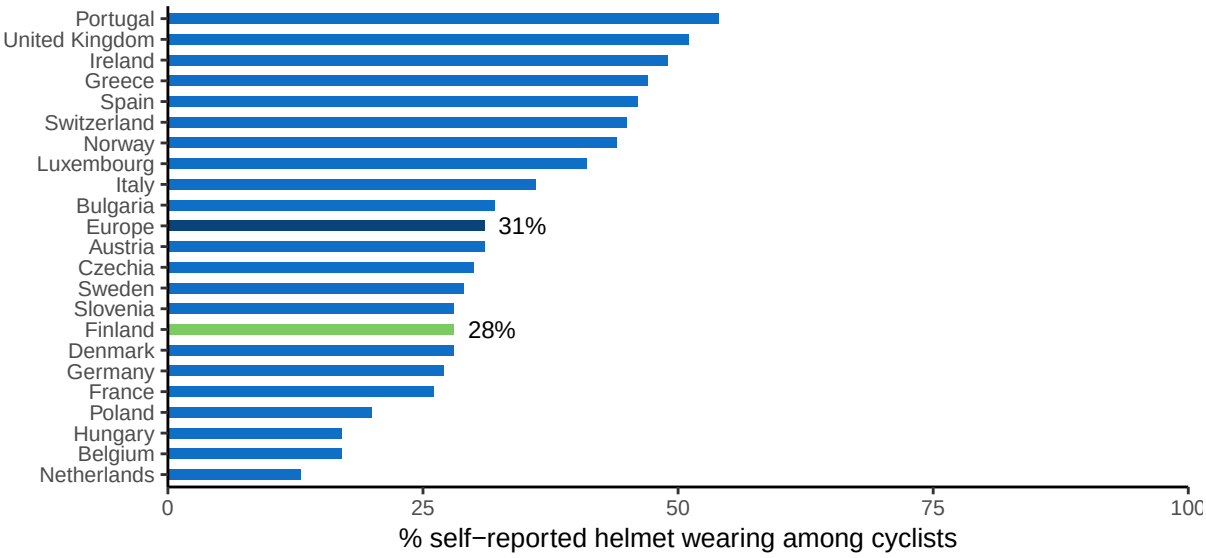
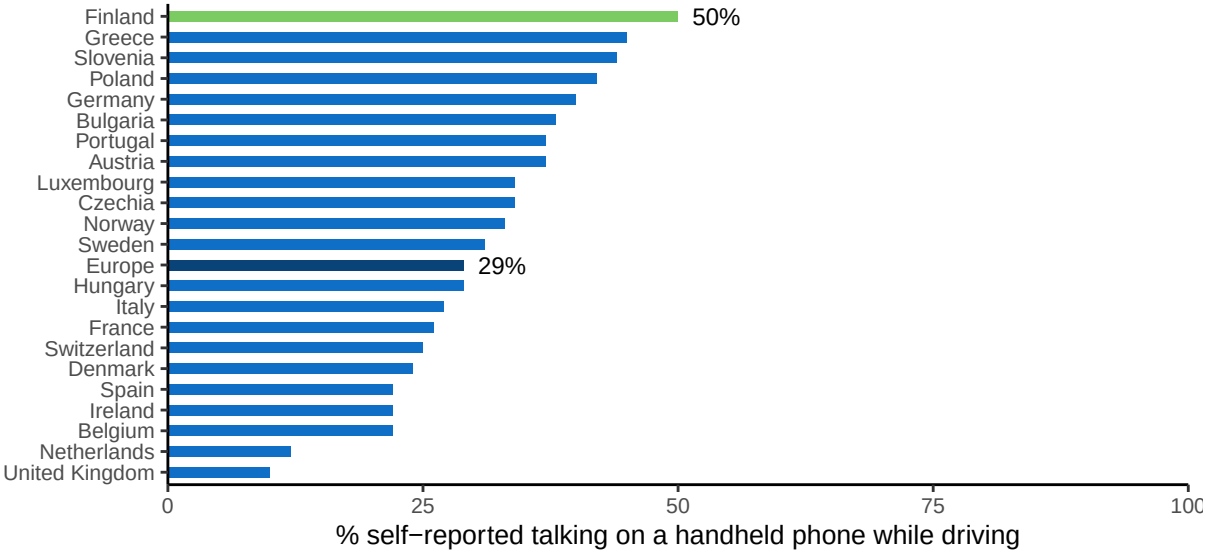


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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

The overall road network in Finland shows relatively low road density in comparison with the EU average. Motorway density is extremely low compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Finland, a score of 5.4 (on a value scale from 1 to 7) is given, which is above the score of most other countries.

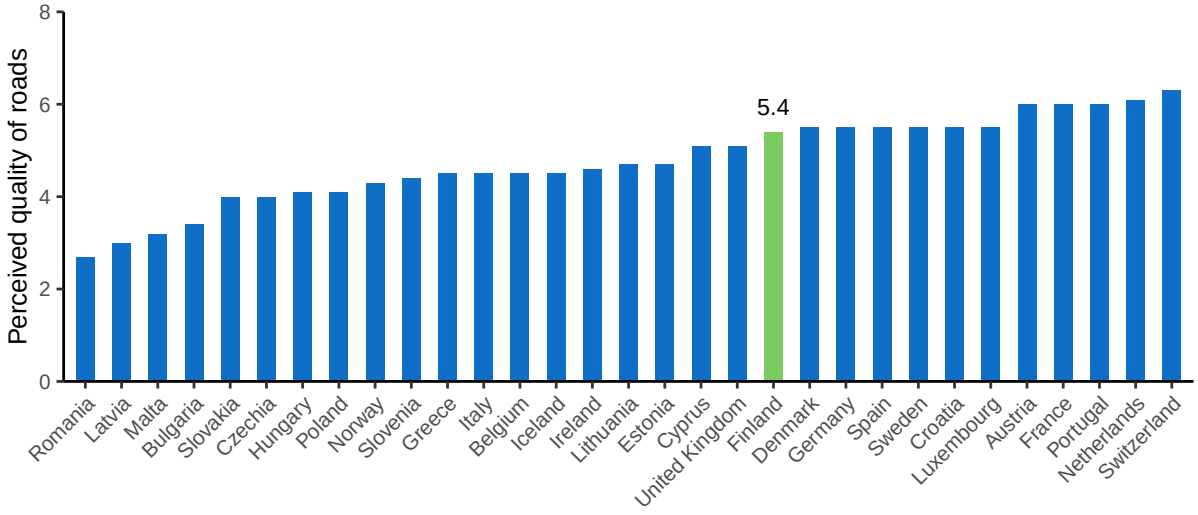
3.2.1 Road density

Table 18. Road density. Source: EUROSTAT (2019)

	Finland	European Union
Inside built-up areas	22 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	205 km road/1000 km²	609 km road/1000 km²
Motorways	3 km road/1000 km²	15 km road/1000 km²
Total	324 km road/1000 km²	942 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 (2017-2018)



3.3 Vehicle fleet

The size of the Finnish vehicle fleet, expressed per 100 inhabitants, is larger than the EU average. The number of trailers and semi-trailers per 100 inhabitants is considerably larger than the EU average. Regarding the age of the vehicles, Finnish passenger cars appear to be older than the EU average, with 27% passenger cars over 20 years.

Table 19. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Finland	European Union
All vehicles (except trailers and motorcycles)	78	63
Total utility vehicles	14	9
Lorries	12	7
Road tractors	0	1
Trailers and semi-trailers	20	4
Motorcycles	5	6
Passenger cars	65	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	2	1

Table 20. Age of registered passenger cars. Source: EUROSTAT (2019)

	Finland	European Union
Percentage of total number of passenger cars		
Less than 2 years	7%	12%
From 2 to 5 years	11%	15%
From 5 to 10 years	18%	21%
From 10 to 20 years	38%	42%
Over 20 years	27%	11%

4 Road safety policy and measures

4.1 Legislation[3]

National road safety legislation in Finland is different in several respects from that in most EU countries. The maximum speed on rural roads (80km/h) and on motorways (120 km/h) is lower than in most other EU countries. The drink driving legislation is somewhat less strict than in other countries: the alcohol limit for professional drivers is 0.5 g/l while in most countries the limit is lower. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Finland and helmet fastening is not required.

Table 21. National road safety legislation. Source: WHO (2018)

	Finland	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	80 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	120 km/h	No limit1; 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: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 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 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; 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	Not restricted	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	No	Yes: 18; No: 9
Standard referred to and / or specified	No	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, Finland scores well above the EU average for all legislation surveyed. Furthermore, the self-reported frequency of alcohol checks in Finland is much higher than the European average.

[3] 100 km/h is also a common speed limit on rural main roads in summer half of the year.

Table 22. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

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

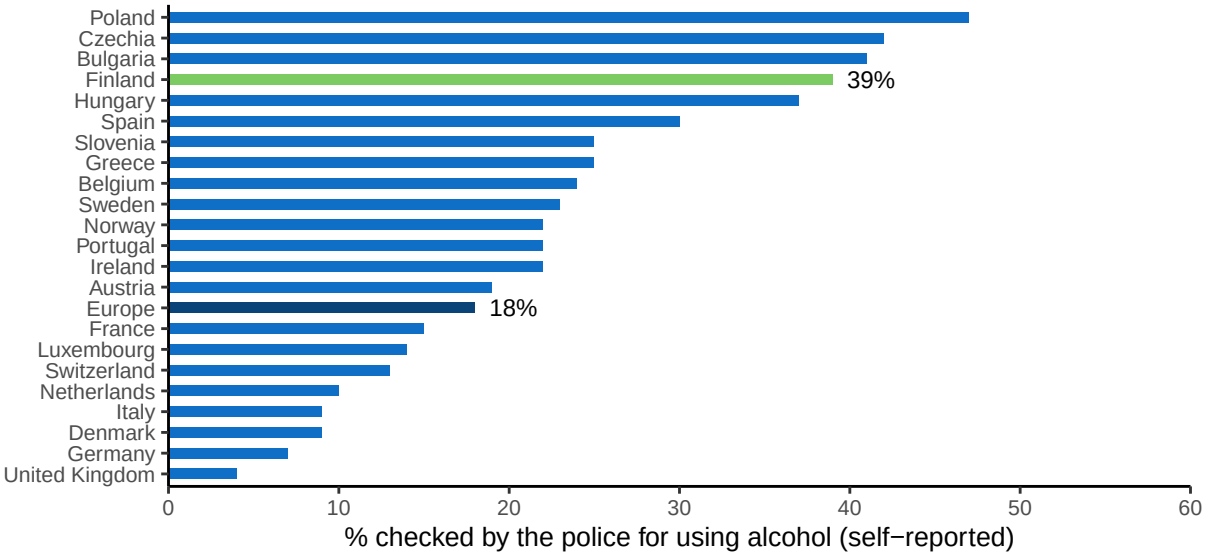
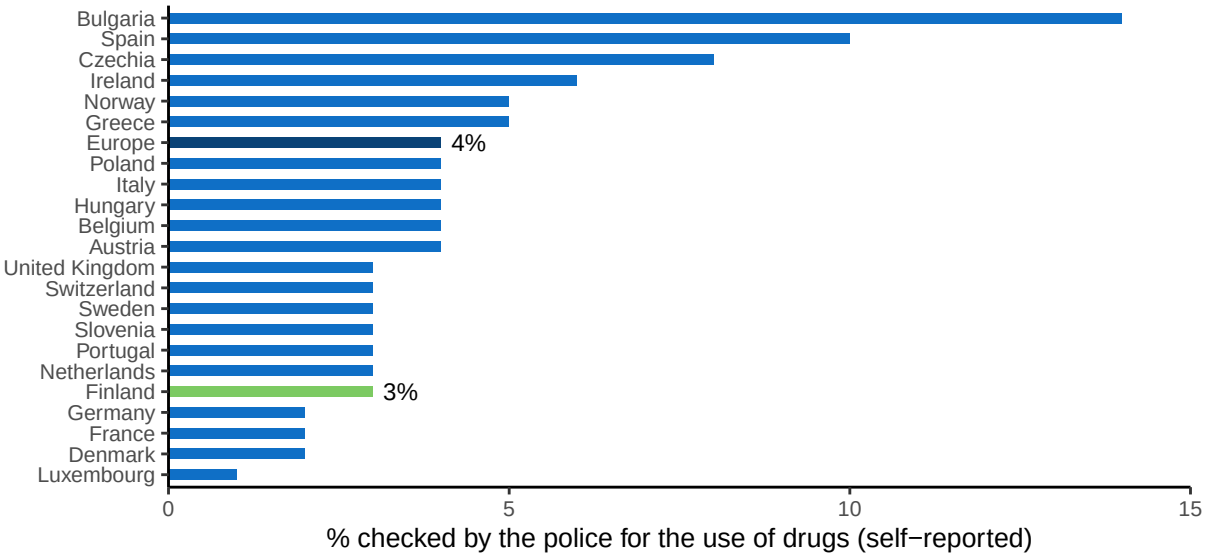


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 23. Infrastructure-related policy. Source: WHO (2018)

	Finland	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	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 24. Policy related to post-crash care. Source: WHO (2018)

	Finland	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	Yes	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 Finland is much lower than the EU average and its GDP per capita is above that of the European Union.

Table 25. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Finland
Population-related data (2020)		
Population (2020)	447319916	5525292
Population density (inhabitants/km²)	106	16
% Children (0-14)	15%	16%
% Adults (15-64)	64%	62%
% Elderly (65+)	21%	22%
Urbanization (2019)		
% living in cities	38%	39%
% living in suburbs and towns	34%	32%
% living in rural areas	28%	29%
Economic data		
GDP per capita (EUR, 2020)	29768.3	42978.2
Unemployment rate (2020)	7%	8%
% GDP dedicated to road spending (2019)	0.6%	0.8%

5.2 Structure of road safety management

Table 26. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Communications
	Traffic Planning Departments (Provincial State Offices): set road safety goals for each province
	The State Provincial Offices: coordination of road
	safety work of municipalities (via the Provincial Traffic Safety Committees)
Improvements in road infrastructure	Finnish Transport Infrastructure Agency
	Municipalities: local roads
Improvement in vehicles	Finnish Transport Safety Agency (TRAFI): The Vehicular and Driver Data Register contains information on the technical specifications, identity, inspection and approval, and purpose of use of vehicles, as well as information on driving licenses, driving rights, and drivers examinations
Improvement in road user education	Finnish Transport and Communications Agency Traficom
	Liikenneturva (Finnish Road Safety Council)
Publicity campaigns	Police
	Liikenneturva (Finnish Road Safety Council)
	Ministry of Education
	Ministry of Social Affairs and Health
	Finnish Institute for Health and Welfare (THL)
Enforcement of traffic laws	Police
Other relevant actors	Automobile Club of Finland
	Research: Technical Research Centre of Finland, University of Helsinki
	University of Tampere - Transport Research Centre Verne
	The Finnish Crash Data Institute (OTI)

5.3 Attitudes

Table 27. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Finland	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	13%	12%	13/22
I will do my best to respect speed limits in the next 30 days	75%	71%	14/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	1/22
I will do my best not to drive after drinking alcohol in the next 30 days	82%	76%	18/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	16/22
I often check my messages on the mobile phone while driving	5%	4%	22/22
I will do my best not to use my mobile phone while driving in the next 30 days	70%	74%	4/22

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: 26th of March, 2021. 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: 7th of August 2020

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 http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

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 (2019). 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 2019 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.