

Structure and Culture

Basic Data

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

Basic data of Czech Republic	EU average
- Population: 10,55 million inhabitants (2015)[2]	18,2 million (2016)
- Area: 78.900 km ² (2015)[2] (2,05% water) (2015)[4]	159.678 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 4,3°C	5,1°C
- Average summer temperature (May to Oct.): 14,7C	16,6°C
- Annual precipitation level: 455,6 mm	691,5 mm
- Exposure: 51.020 million vehicles km (2015) [1]	168.260 million vehicle km (2015)
- 0,56 vehicles per person (2015) [2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] DG MOVE; [4] CIA

The Czech Republic is a densely populated country with a low GDP per capita.

Country characteristics

Table 2: Characteristics of Czech Republic in comparison to the EU average

Characteristics of Czech Republic	EU average
- Population density: 136,6 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
15,2% children (0-14 years)	15,6% children
67,0% adults (15-64 years)	65,6% adults
17,8% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €15.820 (2015) [2]	€27.198 (2015)
- 73% of population lives inside urban area (2015)[4]	72,% (2015)
- Special characteristics[4]: Bohemia in the west consists of rolling plains, hills, and plateaus surrounded by low mountains; Moravia in the east consists of very hilly country	

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

Structure of road safety management

In Czech Republic policy making is centralised.

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

Table 3: Key actors per function in Czech Republic

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport (MoT) - Czech Governmental Council for Road Safety
2. Monitoring of the RS development in the country	- Ministry of Transport
3. Improvements in road infrastructure	- Transport Research Centre (CDV) - MoT
4. Vehicle improvement	- Ministry of Infrastructure, Transport and Networks: vehicle licensing and technical inspection
5. Improvement in road user education	- Ministry of Transport - Ministry of Education - Transport Research Centre (CDV)
6. Publicity campaigns	- MoT - The Ministry of Interior - The police - NGOs
7. Enforcement of road traffic laws	- Police
8. Other relevant actors	- The Ministry of Health; - The Transport Research Centre (CDV) - NGOs: NGOs (mainly campaigning and road traffic education) e.g.: National Healthy Cities Network, Partnership Foundation, Central Auto Club, Auto Club of the Czech Republic, Road Safety Foundation, CESMAD Bohemia, the association of road haulers, Czech Association of Road Accident Victims

Sources: national sources

The Czech Ministry of Transport is the main responsible for road safety issues.

Attitudes towards risk taking

- Czech drivers are more supportive for stricter legislation on alcohol than drivers in other countries.
- The perceived probability of being checked and also the number of police checks is higher than the ESRA-average.

Czech drivers are more supportive for stricter legislation on alcohol than drivers in other countries.

Table 4: Road safety attitudes and behaviour of drivers

	Czech Republic	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?	60%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	41%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	74%	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	62%	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	84%	80%
Do you support each of the following measures?: Zero tolerance for alcohol (0,0‰) for all drivers	26%	39%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, how many times have you been stopped by the police for a check? (once or more)	45%	29%
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)	40%	37%
In the past 12 months, how many times were you checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	33%	19%

Source: ESRA 2016/2017

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

The Czech road safety plan starts from the idea that road safety is a right and responsibility of everybody.

Road safety inspections, audits and high risk site treatment are obligatory in the Czech Republic.

Programmes and measures

Road Safety Strategy of the Czech Republic

The latest road safety plan of the Czech Republic starts from the idea that road safety is a right and responsibility of everybody.

National strategic plans and targets

- The main target of the National Road Safety Strategic Plan for the years 2011-2020 is to decrease the fatality rate (deaths per 100.000 inhabitants) to the European average.
- Targets (referred to 2009)

Table 5: Road safety targets for the Czech Republic

Year	Fatalities	Serious injuries
2020	-60%	-40%

Source: IRTAD, 2016

- Priority topics:
 - more enforcement
 - traffic education
 - strengthened driving licence system
 - traffic infrastructure audit and inspection
 - penetration of safer vehicles into the fleet

(Sources: IRTAD, 2017)

Road infrastructure

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

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	130

Source: EC DG-Move, 2017

- Special rules for:
 - 110 km/h on expressways
 - 80 km/h on expressways and motorways in urban areas
- Guidelines and strategic plans for infrastructure are available in the Czech Republic.

Table 7: Obligatory parts of infrastructure management in the Czech Republic and other EU countries

Obligatory parts in Czech Republic:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: IRTAD, 2016

Since 1st January 2016, all expressways were reclassified as motorways.

- Recent infrastructural actions have been addressing:
 - Since 1st January 2016, expressways are newly classified as 2nd class motorways. Second class motorways have slightly lower standards.
 - Safety improvement of railway crossings has become a priority.

(Source: IRTAD, 2017)

Traffic laws and regulations

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

Regulations in Czech Republic [1]	Most common in EU (% of countries)
Allowed BAC¹ levels:	
- General population: 0,0‰	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 mandatory.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2017; [2] WHO, 2013

Enforcement

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

Issue	Score for Czech Republic	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	9	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

Seat-belt law enforcement is more effective than in most EU countries; effectiveness of other traffic issues is at EU average.

¹ Blood Alcohol Concentration

Road safety education is voluntary in the Czech Republic, but child safety education is also a topic for national campaigns.

Road User Education and Training

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

Education and training in Czech Republic	Most common in EU (% of countries)
General education programmes:	
- Primary school: voluntary	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 years for A1 category; 18 years for A2 category; 20-24 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 21 years	21 years (71%)

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

Public Campaigns

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

Campaigns in Czech Republic	Most common issues in EU (% of countries)
Organisation:	
- The Ministry of Transport	
- The Ministry of Interior	
- The police	
- NGOs	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat belt	Speeding (86%)
- Speeding	Seat-belt (79%)
- Child Safety Education	

Sources: SUPREME; ETSC, 2011; national sources

Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months	Every 12 months (39%)
Motorcycles: first inspection after 4 years, then every 24 months	Every 24 months (32%)
Buses or coaches: no information	Every 12 months (61%)
Lorries or trucks: no information	Every 12 months (68%)

Sources: EC website, national sources

No information is available on mandatory inspections for buses/coaches and lorries/trucks in the Czech Republic.

Mean speed has dropped on all roads in the Czech Republic, as well as the number of speed tickets per population.

Road Safety Performance Indicators

Speed

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

Measure	2006	2009	Average annual change	EU average (2011)
Number of speed tickets/ 1.000 population	30	19	-14,1%	108

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

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

Road type	2004	2009	Average annual change	EU average
Motorways	11%	35%*	78,4%	n/a
Rural roads	32%**	17%	-14,6%	n/a
Urban roads	42%	21%	-12,9%	n/a

Source: ETSC, 2010

*Data from 2006

**Data from 2005

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

Road type	2004	2009	Average annual change	EU average
Motorways	107 km/h	105 km/h*	-0,9%	n/a
Rural roads	70 km/h**	68 km/h	-0,7%	n/a
Urban roads	51 km/h	41 km/h	-4,3%	n/a

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

*Data from 2006

**Data from 2005

Alcohol

Table 16: Road side surveys for drink-driving in Czech Republic 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

In the Czech Republic there is no information on the amount of drink-driving offences.

In the Czech Republic, the vehicle fleet is older but relatively safer than the EU average.

Seat-belt wearing rates are higher than the EU average.

Vehicles

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

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 9,6%	<2 years: 10,5%
- 2 to 5 years: 10,0%	2 to 5 years: 12,5%
- 5 to 10 years: 20,1%	6 to 10 years: 26,0%
- > 10 years: 60,1%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 57,3%	5 stars: 52,5%
- 4 stars: 1,9%	4 stars: 4,5%
- 3 stars: 2,2%	3 stars: 2,9%
- 2 stars: 0,4%	2 stars: 0,5%
- not tested: 38,2%	not tested: 39,6% ²

Sources: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Czech Republic versus the average in EU

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans (2015):	(2016)
- 95% front	not available
- 95% driver	91,6% driver
- 95% front passenger	92,4% front passenger
- 98% rear	70,9% rear
- 98% child restraints (2012)	not available
Helmet use (2015):	
- nearly 100% motorcycle and moped riders	not available
- no information on cyclists	

Source: IRTAD, 2017

² Based on data of 25 EU countries (excl. HR, LU and MT).

³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

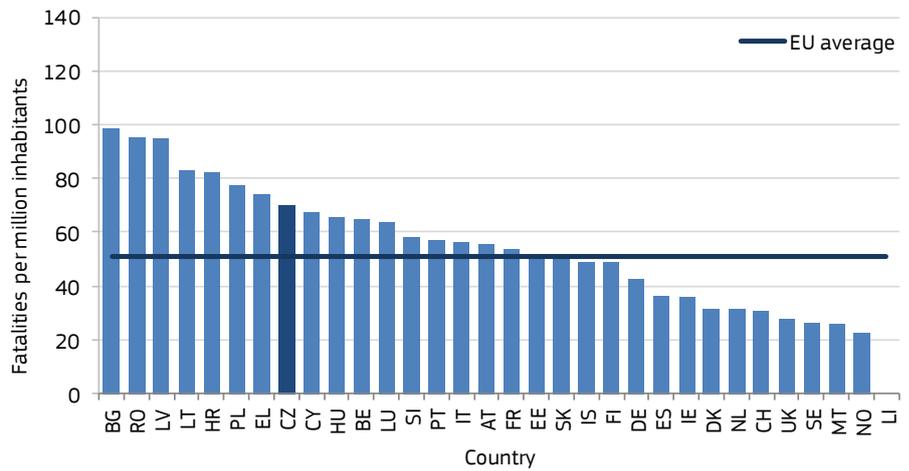
Road Safety Outcomes

General positioning

The fatality rate of the Czech Republic is higher than the EU average (around 70 fatalities per million population in 2015). Since 2008, the fatality rate of the Czech Republic and the EU average rate have shown similar developments.

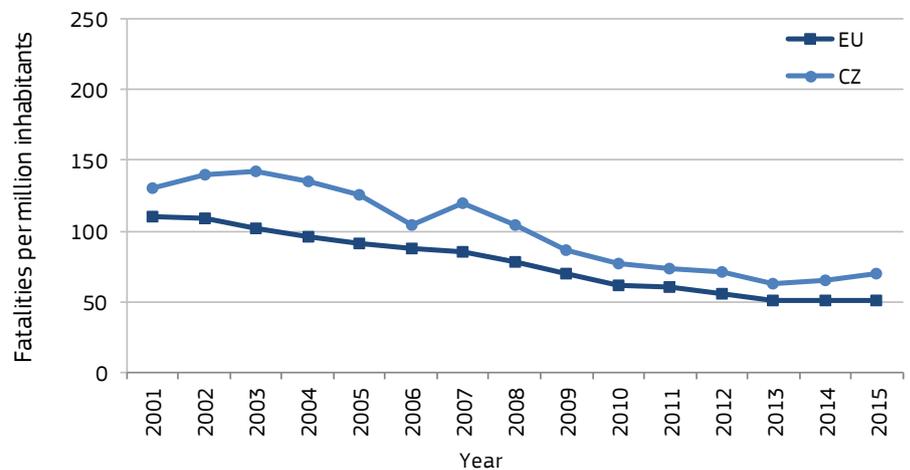
The fatality rate of the Czech Republic is higher than the EU average; the development is similar to the EU average in the period 2008-2015.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for the Czech Republic and the EU average



Sources: CARE, Eurostat

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

Transport mode

The share of car occupant fatalities is a bit higher than the EU average. While there was no reduction in motorcyclist fatalities, the average annual reduction between 2001 and 2015 was 5% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 6% and 4% respectively.

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

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	322	150	-6%	20%	21%
Car occupants	715	365	-5%	50%	46%
Motorcyclists	86	91	0%	12%	15%
Mopeds	9	6	-3%	1%	3%
Cyclists	141	84	-4%	11%	9%
Bus/coach occupants	7	1	-14%	0%	0%
Lorries or truck occupants	49	24	-5%	3%	5%

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	17	0	-100%	0%	1%
15 – 17 years	15	1	-19%	0%	1%
18 – 24 years	50	19	-7%	3%	3%
25 – 49 years	105	47	-6%	7%	6%
50 – 64 years	56	34	-4%	5%	4%
65+ years	94	53	-4%	7%	10%
Males					
0-14 years	21	0	-100%	0%	1%
15 – 17 years	22	2	-17%	0%	2%
18 – 24 years	186	84	-6%	12%	11%
25 – 49 years	414	234	-4%	33%	29%
50 – 64 years	196	115	-4%	16%	16%
65+ years	147	125	-1%	18%	17%
Nationality of killed person					
National	1.241	673	-5%	94%	n/a
Non-national	92	59	-3%	8%	n/a

Sources: CARE, national sources

The Czech Republic has a higher share of road fatalities of people aged 25 to 49 than the EU average.

Fatalities in rural areas are over-represented in the Czech Republic.

Location

Fatalities in rural areas are over-represented in the Czech Republic compared to the EU average.

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

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	525	220	-6%	30%	37%
Rural areas	765	483	-3%	66%	54%
Motorways	43	31	-2%	4%	8%
Junctions	241	131	-5%	18%	20%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	n/a	470	n/a	64%	52%
During night-time	508	225	-6%	31%	31%
Weather conditions					
While raining	130	79	-4%	11%	9%

Sources: CARE, national sources

The proportion of fatal single vehicle accidents is similar to the EU average.

Single vehicle accidents

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

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	359	201	-4%	27%	29%

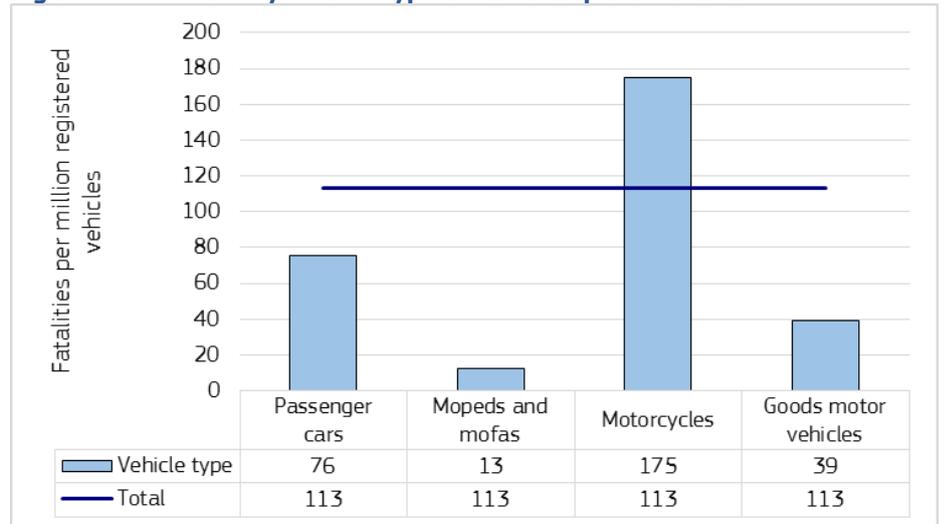
Sources: CARE, national sources

Under-reporting of casualties

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

Risk Figures

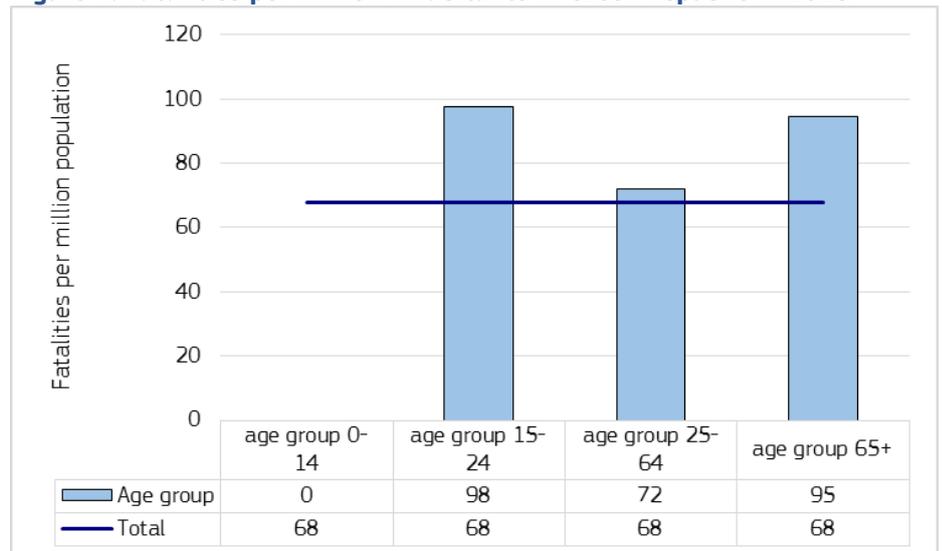
Figure 3: Fatalities by vehicle type in Czech Republic in 2015



Sources: CARE, IRTAD

In Czech Republic risk is high for motorcyclists and youngsters.

Figure 4: Fatalities per million inhabitants in Czech Republic in 2015



Sources: CARE, EUROSTAT

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 (VSL⁴ 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 Czech Republic 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

In the Czech Republic, the costs of road accident casualties are lower than in the EU on average.

⁴ Value of Statistical Life

Seat-belt law enforcement is more effective than in most EU countries, which is also reflected by the seat-belt wearing rates.

Synthesis

Safety position

- The fatality rate of the Czech Republic is higher than the EU average (around 70 fatalities per million population in 2015).

Scope of problem

- Most fatalities occur among car occupants and pedestrians. The share of car occupant fatalities is a bit higher compared to the EU average.
- The Czech Republic has a higher share of road fatalities of people aged 25 to 49 than the EU average.
- Fatalities in rural areas are over-represented in the Czech Republic compared to the EU average.
- The percentage of speed offenders on motorways has increased, and a drop has been recorded in the number of speed tickets per population.

Recent progress

- Since 2008, the fatality rate of the Czech Republic and the EU average rate have shown similar developments.

Remarkable road safety policy issues

- The Czech road safety plan starts from the idea that road safety is a right and responsibility of everybody.
- Since 1st January 2016, expressways are newly classified as 2nd class motorways. Second class motorways have slightly lower standards.
- The Czech Republic has a zero tolerance for drink-driving, which is much stricter than in the rest of the EU.
- Seat-belt law enforcement is more effective than in most EU countries, which is also reflected by the seat-belt wearing rates. Effectiveness of other traffic issues is at the same level of most EU countries.

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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 2017.

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 2017 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 – Czech Republic, European Commission, Directorate General for Transport, September 2017.



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