



# European Road Safety Observatory

National Road Safety Profile - Ireland

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 2019 a total of 140 people were killed in reported traffic accidents in Ireland. Over the past twenty years this number has decreased more than the EU average.
- Out of 27 EU countries, Ireland has the second lowest number of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Ireland shows a relatively high proportion of car occupants and fatalities that occur in the night-time.

### **Road safety performance indicators**

- Ireland has one of the highest self-reported helmet wearing rates for cyclists.
- Self-reported talking on a handheld phone is much lower than in most European countries.
- The Irish vehicle fleet is smaller than the EU average and passenger cars are considerably younger.

### **Road safety policy and measures**

- Enforcement is more widely perceived as effective in comparison to other countries.

## 2 Road Safety Outcomes

### 2.1 General risk in traffic

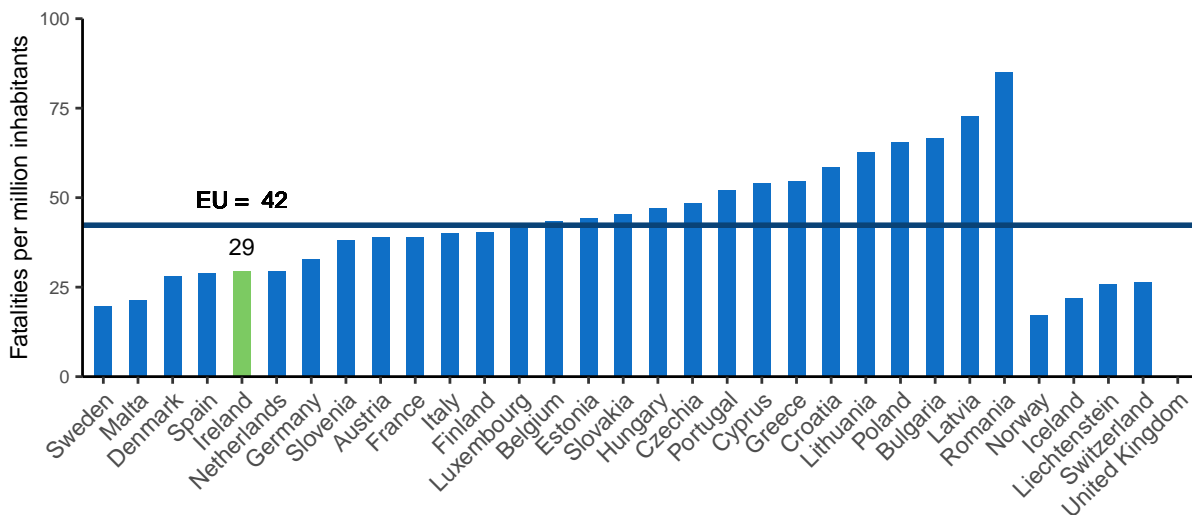
In Ireland, a total of 140 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 28 road fatalities per million inhabitants, which is well below the EU average (51) and the second lowest mortality rate in the European Union. Since 2001, the mortality rate in Ireland has declined more than the EU average. Between 2010 and 2019 the number of fatalities in Ireland has decreased more substantially than the EU average.

When taking into account the number of vehicles, Ireland still performs better than most EU countries with a rate of 0.51 fatalities per 10,000 registered vehicles in 2019.

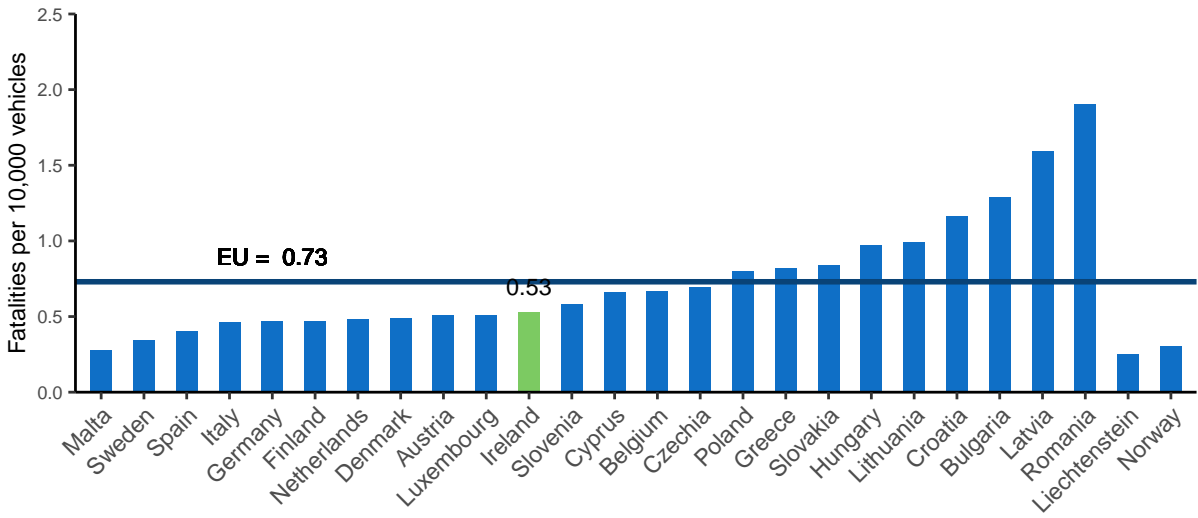
**Table 1.** Number of road fatalities (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
<b>Fatalities</b>	204	146	-28%	28463	18838	-34%

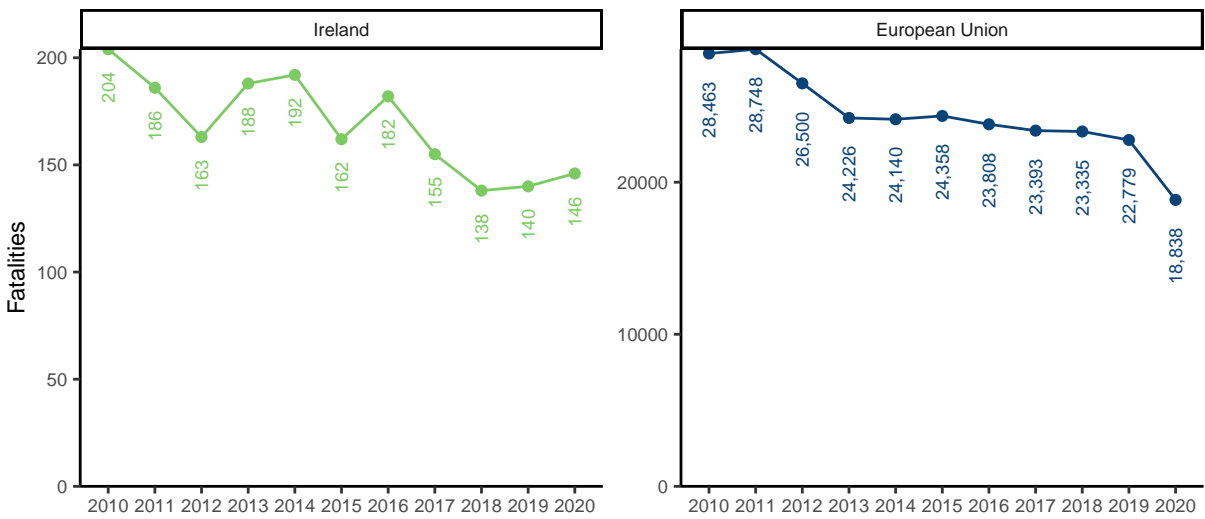
**Figure 1.** Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

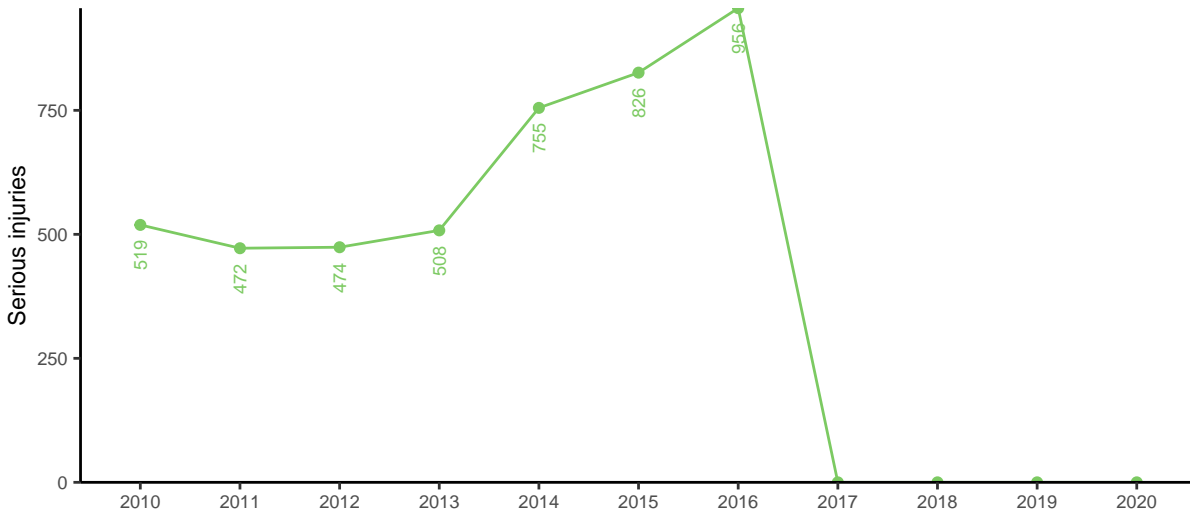
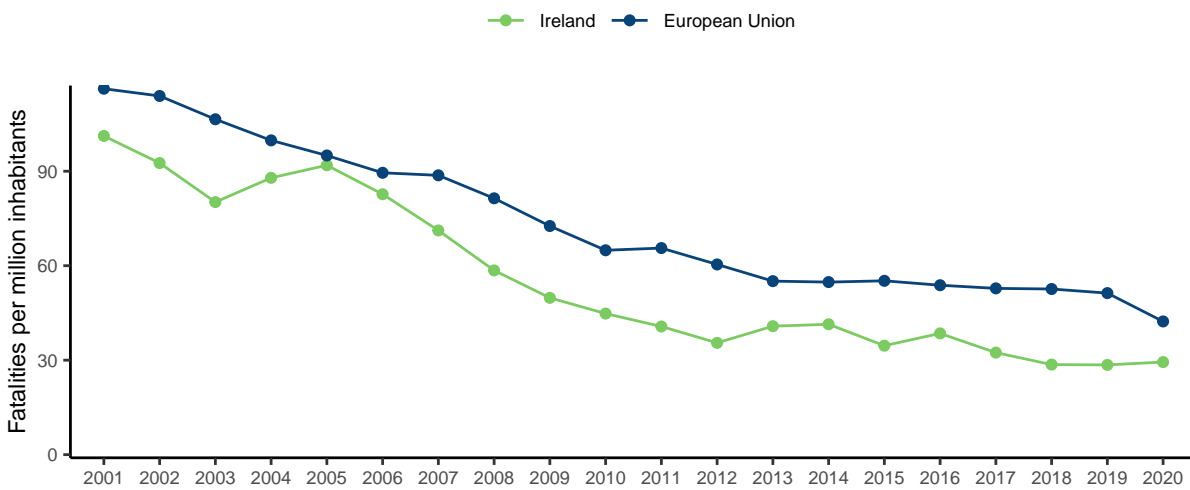


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT



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

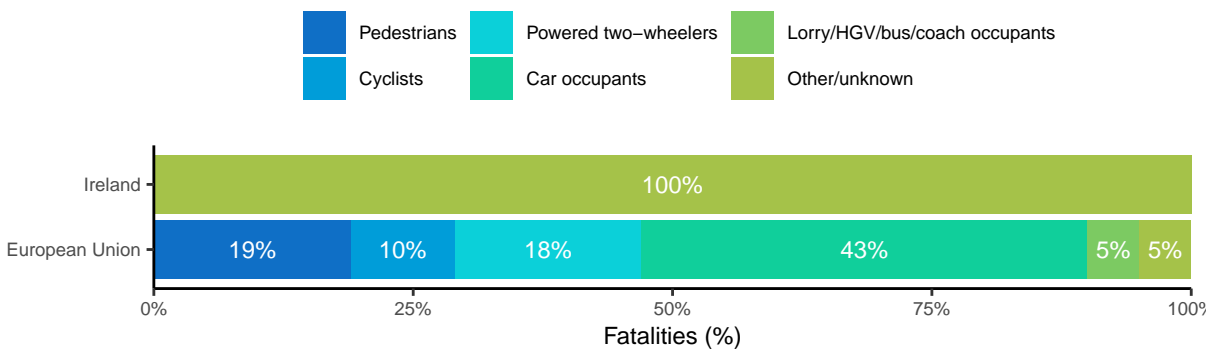


**Figure 4.** Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

## 2.2 Transport modes<sup>1</sup>

In 2019, car occupants accounted for almost 60% of road traffic fatalities in Ireland. This percentage is much higher than that observed in the European Union as a whole (44%). Powered two-wheelers on the other hand account for only 11% of road fatalities, while they are 18% in the European Union. The share of pedestrians and cyclists is also smaller than in European Union.

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

**Figure 6.** Number of road fatalities by transport mode (2020). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Pedestrians</b>	40	/	/	5,793	4,332	-25%
<b>Cyclists</b>	7	/	/	2,023	1,968	-3%
<b>Powered two-wheelers</b>	18	/	/	5,057	3,943	-22%
<b>Car occupants</b>	105	/	/	13,309	9,625	-28%
<b>Lorries, under 3.5t</b>	14	/	/	883	732	-17%
<b>Heavy goods vehicles</b>	1	/	/	498	372	-25%
<b>Bus/coach occupants</b>	1	/	/	102	88	-14%
<b>Other/unknown</b>	3	141	/	1,116	847	/
<b>Total</b>	184	141	-23%	27,904	21,651	-22%

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

	2010 - 2012	2018 - 2020	Trend
<b>Pedestrians</b>	87	/	/
<b>Cyclists</b>	19	/	/
<b>Powered two-wheelers</b>	40	/	/
<b>Car occupants</b>	309	/	/
<b>Lorries, under 3.5t</b>	24	/	/
<b>Heavy goods vehicles</b>	6	/	/
<b>Bus/coach occupants</b>	3	/	/
<b>Other/unknown</b>	7	0	/
<b>Total</b>	488	0	/

**Table 4.** Average number of road fatalities in urban areas by transport mode (2010-2012 and 2014-2016). Source: CARE

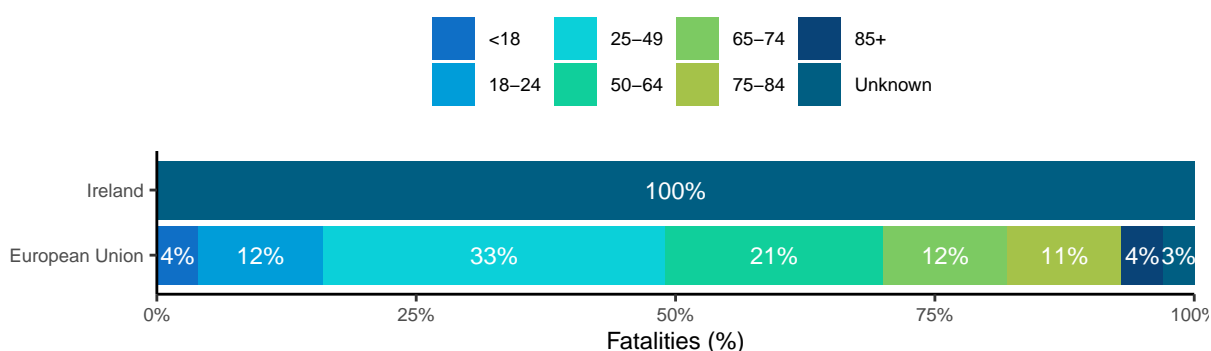
	2010 - 2012	2014 - 2016	Trend	EU 2010 - 2012	EU 2014 - 2016	EU trend
<b>Pedestrians</b>	20	20	+0%	3,944	3,465	-12%
<b>Cyclists</b>	3	5	/	1,113	1,122	+1%
<b>Powered two-wheelers</b>	4	7	/	2,200	1,721	-22%
<b>Car occupants</b>	14	16	/	2,883	2,308	-20%
<b>Lorries, under 3.5t</b>	2	1	/	139	127	-9%
<b>Heavy goods vehicles</b>	0	0	/	68	61	-10%
<b>Bus/coach occupants</b>	0	0	/	24	29	+21%
<b>Other/unknown</b>	1	1	/	219	202	/
<b>Total</b>	43	49	+14%	10,728	9,176	-14%

## 2.3 Age

The distribution of road fatalities across age groups in Ireland is different from that for the European Union. People aged 50 to 64 represent only 16% of road fatalities, while they are 21% in the European Union. The 18 to 24 age group on the other hand, are overrepresented with a share of 17% as opposed to 12% in the European Union.

Over the past ten years, the trend in the number of fatalities in Ireland 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 increased for the 50 to 64 age group and decreased only slightly for the people aged 65 and over. 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 5.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>&lt;18</b>	13	/	/	1,503	918	-39%
<b>18-24</b>	43	/	/	4,398	2,589	-41%
<b>25-49</b>	73	/	/	10,457	7,311	-30%
<b>50-64</b>	21	/	/	5,273	4,605	-13%
<b>65-74</b>	15	/	/	2,730	2,627	-4%
<b>75-84</b>	14	/	/	2,775	2,414	-13%
<b>85+</b>	5	/	/	882	1,075	+22%
<b>Unknown</b>	2	141	/	738	360	/
<b>Total</b>	<b>184</b>	<b>141</b>	<b>-23%</b>	<b>27,904</b>	<b>21,651</b>	<b>-22%</b>

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

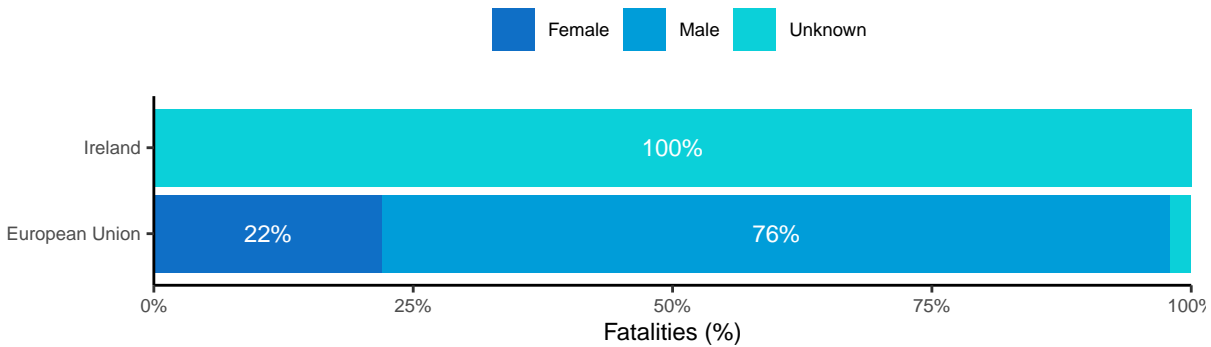
	2010 - 2012	2018 - 2020	Trend
<b>&lt;18</b>	58	/	/
<b>18-24</b>	122	/	/
<b>25-49</b>	200	/	/
<b>50-64</b>	63	/	/
<b>65-74</b>	25	/	/
<b>75-84</b>	17	/	/
<b>85+</b>	4	/	/
<b>Unknown</b>	14	0	/
<b>Total</b>	<b>488</b>	<b>0</b>	<b>/</b>



## 2.4 Gender

The high proportion of males among total road fatalities in Ireland (75%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

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



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

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Female</b>	52	/	/	6,619	4,970	-25%
<b>Male</b>	131	/	/	21,163	16,681	-21%
<b>Unknown</b>	2	141	/	1,309	260	/
<b>Total</b>	184	141	-23%	27,904	21,651	-22%

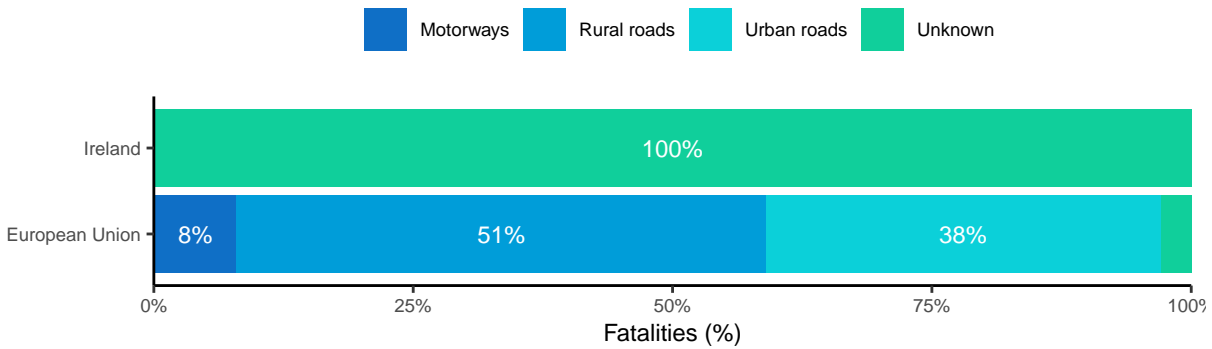
**Table 8.** Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Female</b>	162	/	/
<b>Male</b>	316	/	/
<b>Unknown</b>	10	0	/
<b>Total</b>	488	0	/

## 2.5 Area

The majority of road fatalities in Ireland occurred on rural roads (59%). This percentage is 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 have increased on urban roads in Ireland, while their number decreased in the European Union.

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



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

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Motorway</b>	7	/	/	1,983	1,814	-9%
<b>Rural</b>	134	/	/	15,053	11,450	-24%
<b>Urban</b>	43	/	/	10,728	8,417	-22%
<b>Unknown</b>	/	141	/	924	552	/
<b>Total</b>	184	141	-23%	27,904	21,651	-22%

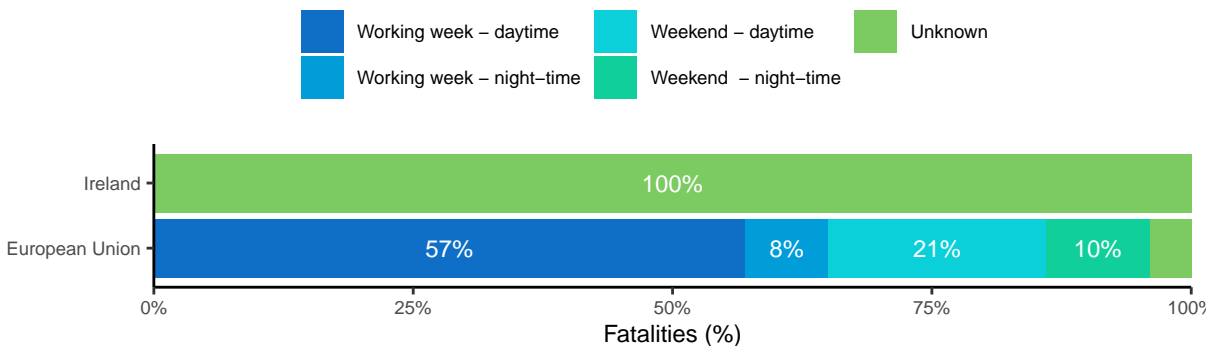
**Table 10.** Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Motorway</b>	10	/	/
<b>Rural</b>	313	/	/
<b>Urban</b>	166	/	/
<b>Unknown</b>	/	0	/
<b>Total</b>	488	0	/

## 2.6 Time <sup>2</sup>

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 higher proportion of fatalities that occur in the night-time during the weekend (16%).

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



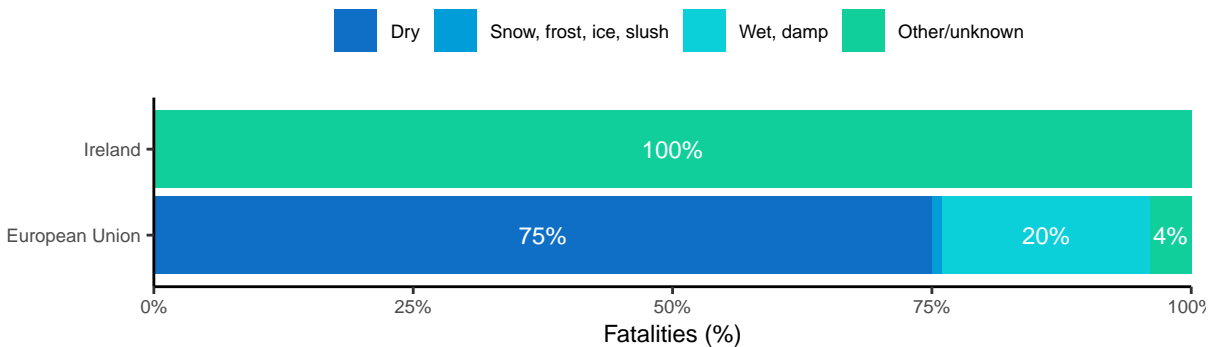
<sup>2</sup>For more details about the time periods used in this subsection, please see section 6.2 Definitions.

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

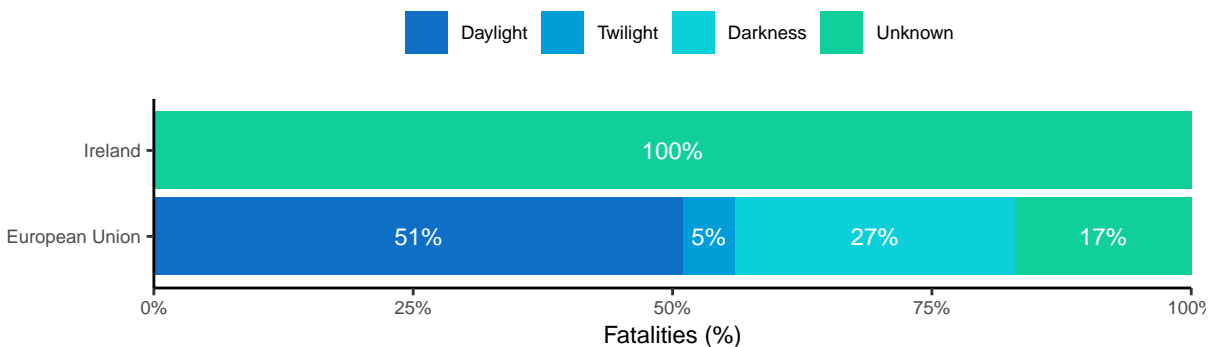
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Working week - daytime</b>	81	/	/	15,495	12,506	-19%
<b>Working week - night-time</b>	23	/	/	2,573	1,848	-28%
<b>Weekend - daytime</b>	42	/	/	6,383	4,974	-22%
<b>Weekend - night-time</b>	41	/	/	3,549	2,327	-34%
<b>Unknown</b>	/	141	/	4,226	562	/
<b>Total</b>	184	141	-23%	27,904	21,651	-22%

## 2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in Ireland occur on dry roads. Wet roads account for 40% of road fatalities, which is much higher than in the European Union as a whole. Regarding light conditions, 41% of fatalities occur when it is dark, which is more 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
<b>Dry</b>	104	/	/	21,098	16,600	-21%
<b>Snow, frost, ice, slush</b>	8	/	/	988	363	-63%
<b>Wet, damp</b>	71	/	/	5,637	4,337	-23%
<b>Other/unknown</b>	/	/	/	2,486	580	/
<b>Total</b>	184	141	-23%	27,904	21,651	-22%

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

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

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Darkness</b>	95	/	/	8,922	6,285	-30%
<b>Daylight</b>	88	/	/	13,715	11,253	-18%
<b>Twilight</b>	/	/	/	1,498	1,156	-23%
<b>Unknown</b>	4	141	/	5,326	3,729	/
<b>Total</b>	184	141	-23%	27,904	21,651	-22%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

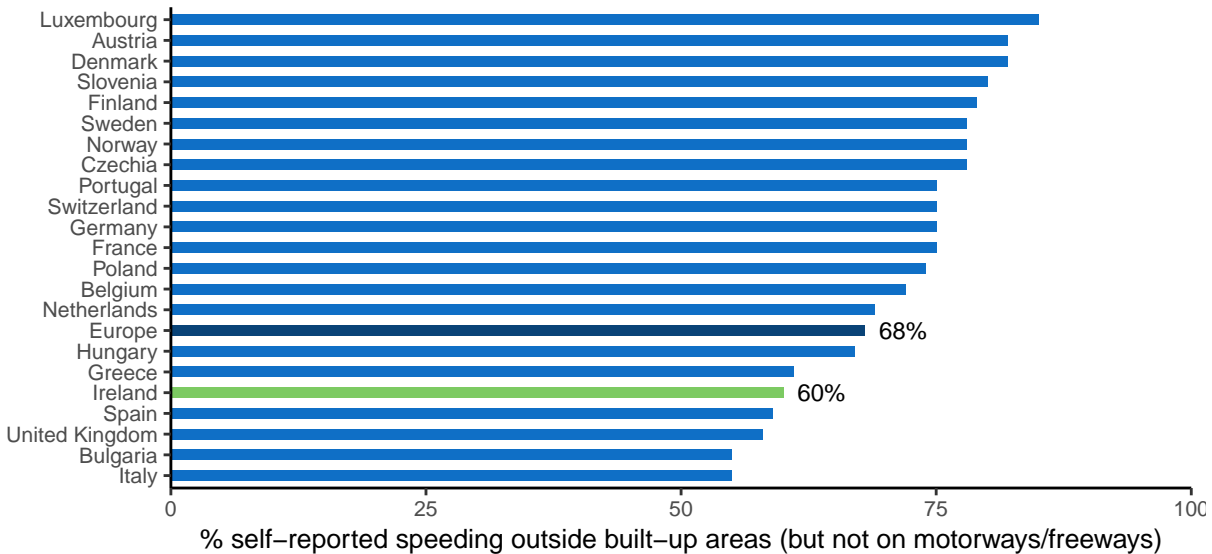
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Ireland performs better than the European average in relation to speeding, drink-driving, wearing a helmet as a cyclist and distracted driving. On the other hand, the self-reported seatbelt wearing rate in the back in Ireland is lower than the European average.

##### 3.1.1 Speeding

**Table 14.** Observed speeding. Source: ETSC (2016)

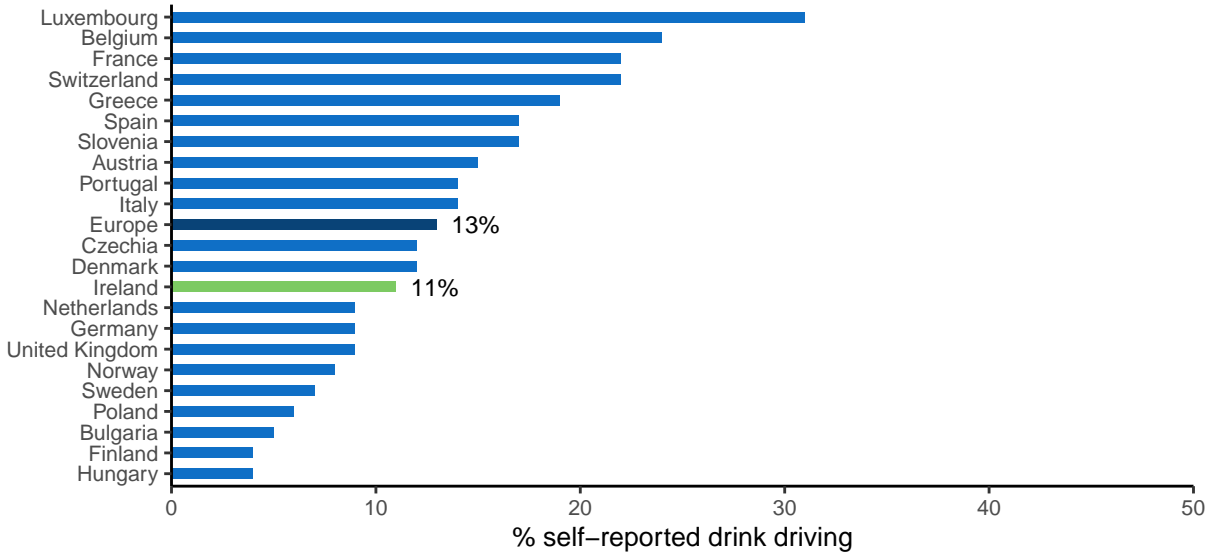
	Mean speed (km/h)	Percentage offenders
<b>Urban roads (50km/h) urban area</b>	57	68%
<b>Urban roads (50km/h) residential area</b>	41	10%
<b>Rural roads (100km/h)</b>	92	20%
<b>Rural roads (80km/h)</b>	78	39%
<b>Motorways (120km/h)</b>	113	23%

**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)

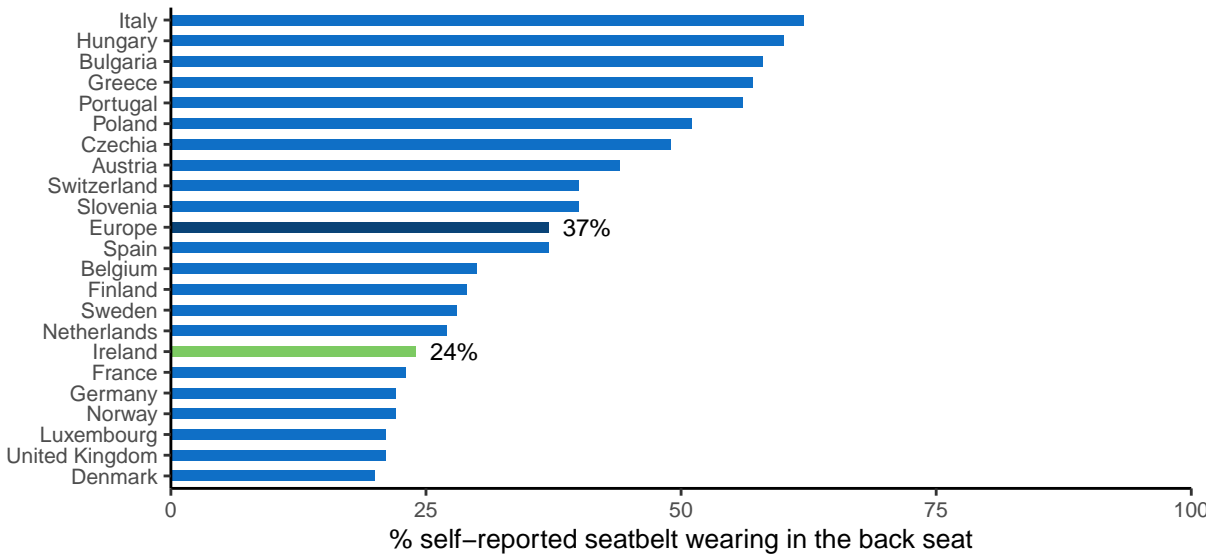


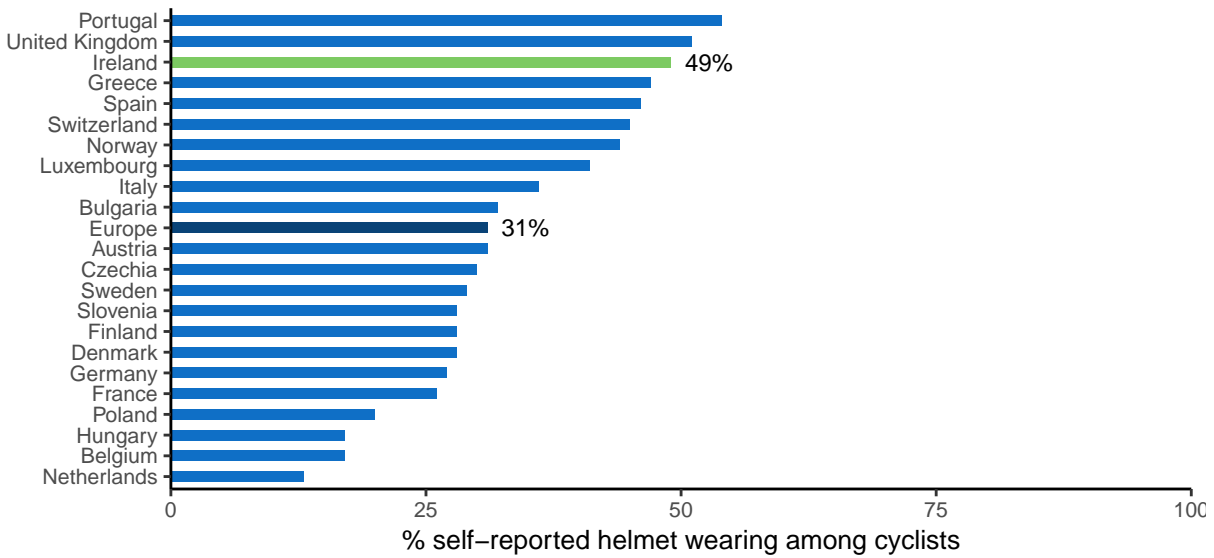
### 3.1.3 Use of protective systems

**Table 15.** Observed seatbelt wearing rate. Source: IRTAD (2018)

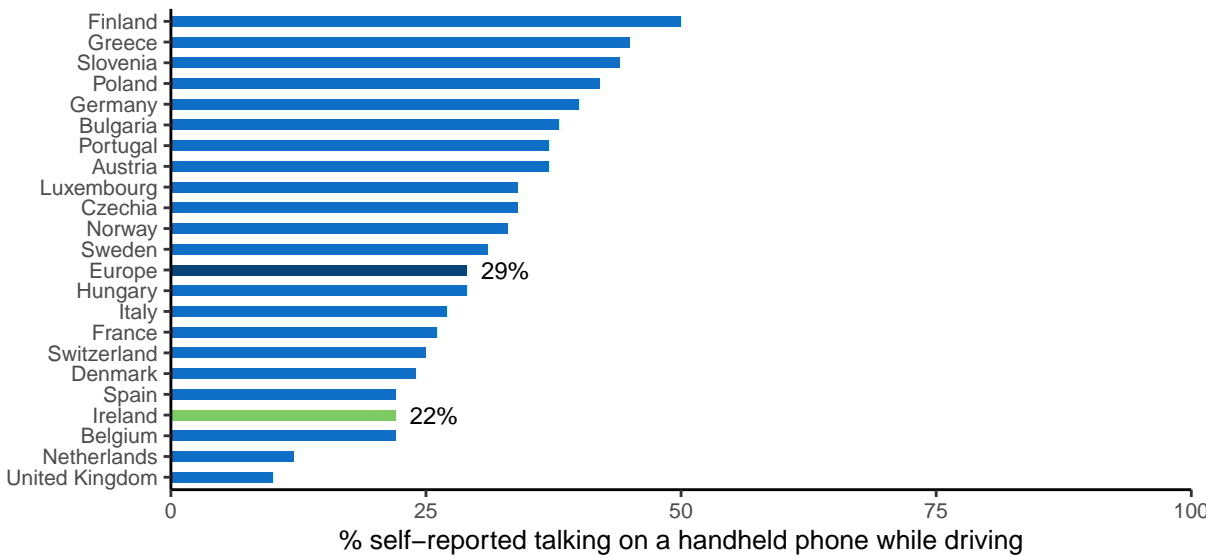
	Seatbelt wearing rate
<b>Car drivers on urban roads</b>	96%
<b>Car drivers on rural roads</b>	96%
<b>Car drivers</b>	96%
<b>Front seat passengers</b>	96%
<b>Rear seat passengers</b>	90%

**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 Ireland shows relatively high road density in comparison with the EU average. Motorway density is similar to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Ireland, a score of 4.6 (on a value scale from 1 to 7) is given, which is average compared to other countries.

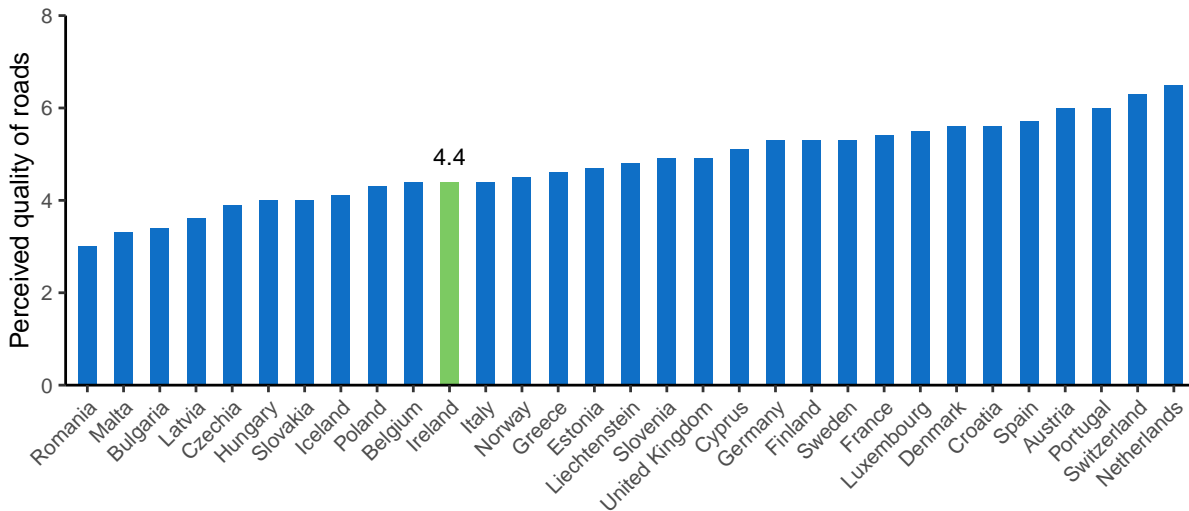
### 3.2.1 Road density

**Table 16.** Road density. Source: EUROSTAT (2020)

	Ireland	European Union
<b>Motorways</b>	14 km road/1000 km <sup>2</sup>	15 km road/1000 km <sup>2</sup>
<b>Total</b>	1415 km road/1000 km <sup>2</sup>	918 km road/1000 km <sup>2</sup>

### 3.2.2 Road quality

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



### 3.3 Vehicle fleet

The size of the Irish vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Irish passenger cars appear to be considerably younger than the EU average, with only 27% passenger cars over 10 years.

**Table 17.** Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Ireland	European Union
<b>All vehicles (except trailers and motorcycles)</b>	55	64
<b>Total utility vehicles</b>	9	9
<b>Lorries</b>	7	7
<b>Road tractors</b>	0	1
<b>Motorcycles</b>	0	6
<b>Passenger cars</b>	46	56
<b>Motor coaches, buses and trolley buses</b>	0	0
<b>Special vehicles</b>	1	1



**Table 18.** Age of registered passenger cars. Source: EUROSTAT (2020)

	Ireland	European Union
<b>Percentage of total number of passenger cars</b>		
<b>Less than 2 years</b>	17%	11%
<b>From 2 to 5 years</b>	28%	15%
<b>From 5 to 10 years</b>	26%	20%
<b>From 10 to 20 years</b>	29%	41%
<b>Over 20 years</b>	/	12%

## 4 Road safety policy and measures

### 4.1 Legislation

National road safety legislation in Ireland is different in several respects from that in most EU countries. The maximum speed on rural roads (100 km/h) is higher than in most other countries and the maximum speed on motorways (120 km/h) is lower than in most EU countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Ireland.

**Table 19.** National road safety legislation. Source: WHO (2018)

	Ireland	EU countries
<b>Speed limits for passenger cars</b>		
Urban roads	50 km/h	50 km/h: 27
Rural roads	100 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	120 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
<b>Allowed BAC (blood alcohol concentration) levels</b>		
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	0.2 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	0.2 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
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
<b>Transport of children</b>		
Child restraint required	Up to 36 kg / 150 cm	Up to 150 cm: 13; 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	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
<b>Motorcycle helmets</b>		
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: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
<b>Mobile phone restriction</b>		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

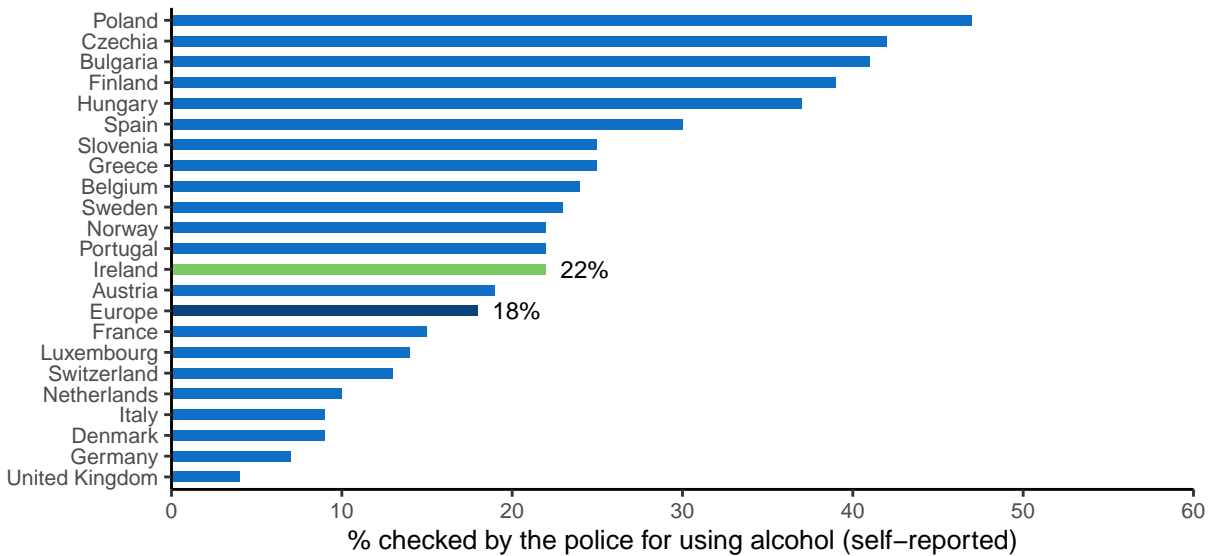
### 4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Ireland has the maximum score for all legislation surveyed. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Ireland is above the European average.

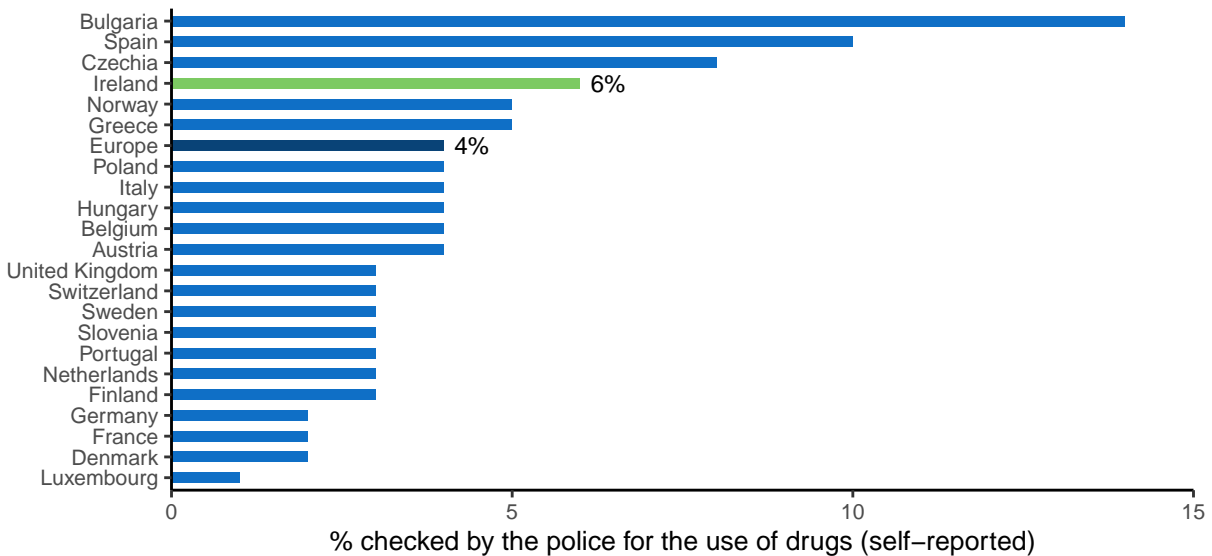
**Table 20.** Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Ireland	European average
<b>Speed legislation</b>	10	6.8
<b>Drink-driving legislation</b>	10	7
<b>Seatbelt legislation</b>	10	7
<b>Child restraint system legislation</b>	10	7
<b>Motorcycle helmet legislation</b>	10	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 21.** Infrastructure-related policy. Source: WHO (2018)

	Ireland	EU countries
<b>Audits or star rating required for new road infrastructure</b>	Partial	Yes: 10 Partial: 17
<b>Inspections / star rating of existing roads</b>	Yes	Yes: 26 No: 1
<b>Design standards for the safety of pedestrians / cyclists</b>	Yes	Yes: 25 Partial: 2 No: 0
<b>Investments to upgrade high risk locations</b>	Yes	Yes: 20 No: 7
<b>Policies &amp; investment in urban public transport</b>	Yes	Yes: 23 No: 4
<b>Policies promoting walking and cycling</b>	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

**Table 22.** Policy related to post-crash care. Source: WHO (2018)

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

## 5 Structure and culture

### 5.1 Country characteristics

Population density in Ireland is lower than the EU average, and its population is mainly settled in rural areas. The percentage of elderly (65+) in the population (14%) is smaller than the EU average. Ireland's GDP per capita is above that of the European Union.

**Table 23.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Ireland
<b>Population-related data (2021)</b>		
Population (2021)	447218763	5006324
Population density (inhabitants/km <sup>2</sup> )	106	72
% Children (0-14)	15%	20%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	15%
<b>Urbanization (2021)</b>		
% living in cities	39%	34%
% living in suburbs and towns	35%	26%
% living in rural areas	26%	39%
<b>Economic data</b>		
GDP per capita (EUR, 2021)	32438.4	85149.0
Unemployment rate (2021)	7%	6%
% GDP dedicated to road spending (2019)	0.6%	0.3%

### 5.2 Structure of road safety management

**Table 24.** Road safety management structure. Source: National sources

Key functions	Key actors
<b>Formulation of national road safety strategy</b>	Department of transport
	Road safety Agency (RSA)
<b>Monitoring of the road safety development</b>	RSA
	Oireachtas Committee on Transport
	National Road Authority (NRA)
<b>Improvements in road infrastructure</b>	The NRA: responsible for national roads
	Local road authorities: non-national roads
<b>Improvement in vehicles</b>	RSA
	Department of Transport
<b>Improvement in road user education</b>	Nationwide Road Safety Education Service within RSA
	Department of Transport
	Health and Safety Authority
<b>Publicity campaigns</b>	RSA
	Department of Transport
	Society of the Irish Motor Industry (SIMI)
<b>Enforcement of traffic laws</b>	Police
<b>Other relevant actors</b>	Medical Bureau of Road Safety (MBRS)

### 5.3 Attitudes

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

	Ireland	European average	Ranking among European countries
<b>% of respondents that agree</b>			
<b>Speeding</b>			
I often drive faster than the speed limit	12%	12%	12/22
I will do my best to respect speed limits in the next 30 days	80%	71%	22/22
<b>Drink-driving</b>			
I often drive after drinking alcohol	3%	2%	20/22
I will do my best not to drive after drinking alcohol in the next 30 days	88%	76%	20/22
<b>Use of a mobile phone while driving</b>			
I often talk on a hand-held mobile phone while driving	4%	3%	13/22
I often check my messages on the mobile phone while driving	4%	4%	16/22
I will do my best not to use my mobile phone while driving in the next 30 days	83%	74%	22/22

## 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/](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/](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.