



European Road Safety Observatory

National Road Safety Profile - Romania

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 1,644 people were killed in reported traffic accidents in Romania.
- Out of 27 EU countries, Romania has the highest number of fatalities per million inhabitants. Compared to the EU, this rate has decreased at a significantly slower pace since 2001.
- Compared to the EU average, the distribution of fatalities in Romania shows a relatively high proportion of pedestrians and fatalities that occur on urban roads.
- There has been a strong increase in the number of fatalities and serious injuries on motorways over the past ten years.

Road safety performance indicators

- Romanian road infrastructure is characterized by low road density and its quality is perceived as very low compared to other EU countries.
- The vehicle fleet in Romania is smaller than the EU average and passenger cars are considerably older.

Road safety policy and measures

- Romania is the only country in the European Union with an alcohol limit of 0.8 g/l for all drivers.

2 Road Safety Outcomes

2.1 General risk in traffic

In Romania, a total of 1,644 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 85 road fatalities per million inhabitants, which is the highest mortality rate in the European Union. As opposed to the EU trend, there was an increase of the mortality rate in Romania in the first decade of this century which was followed by a period of reduction. From 2011 the mortality rate remained more or less constant. When the number of vehicles is taken into account, Romania still performs worse than all EU countries with a rate of 1.9 fatalities per 10,000 registered vehicles.

The number of fatalities in Romania decreased by 31% between 2010 and 2019, a little less than the EU trend (-36%). The number of serious injuries decreased by 35% over the same period. 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 and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	2,377	1,644	-31%	29611	18834	-36%
Serious injuries	8,476	5,491	-35%	/	/	/

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

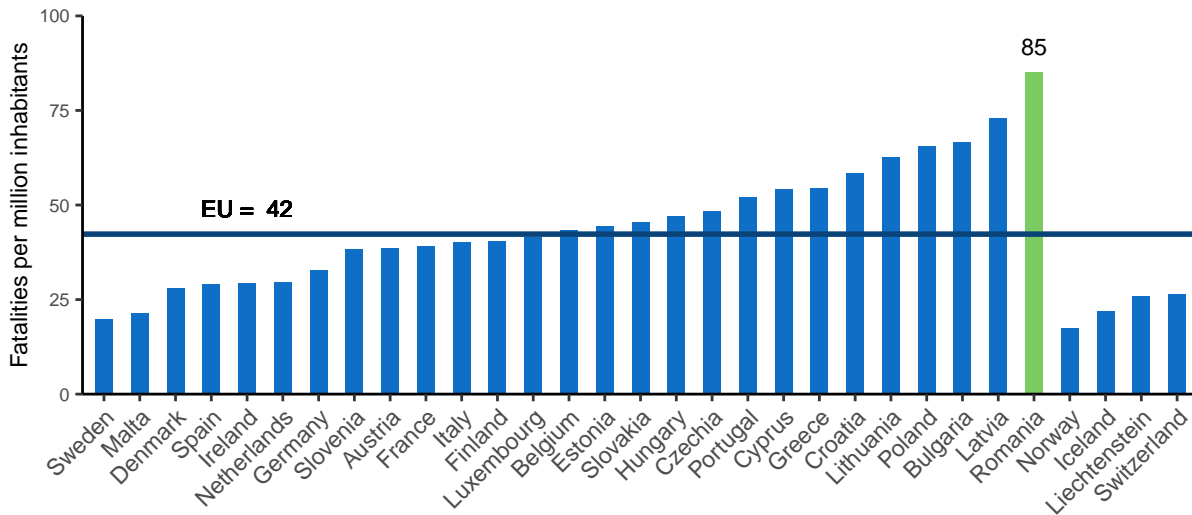


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

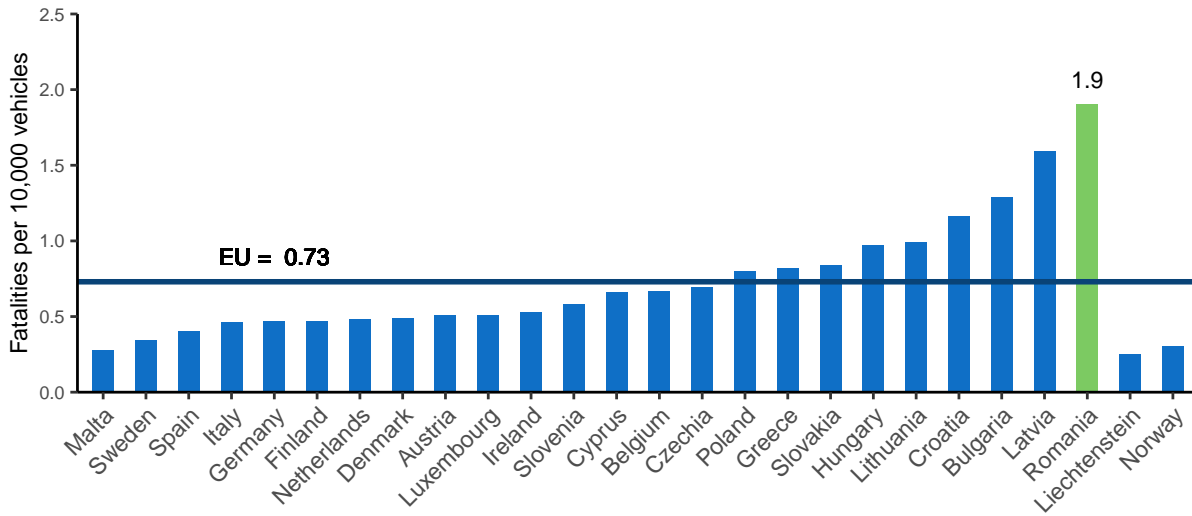


Figure 3. Number of road fatalities (2010-2020). Source: CARE

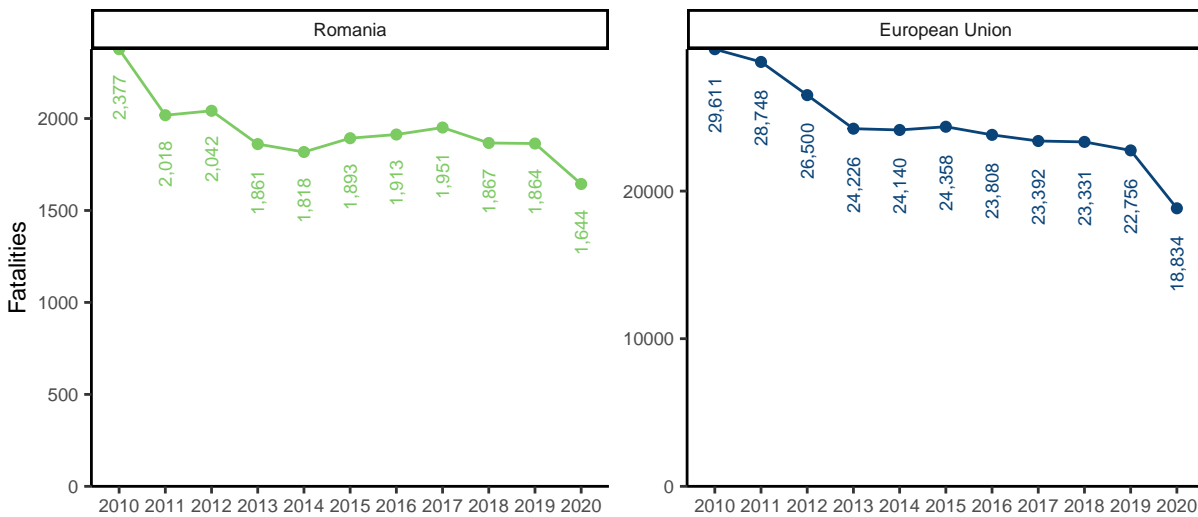
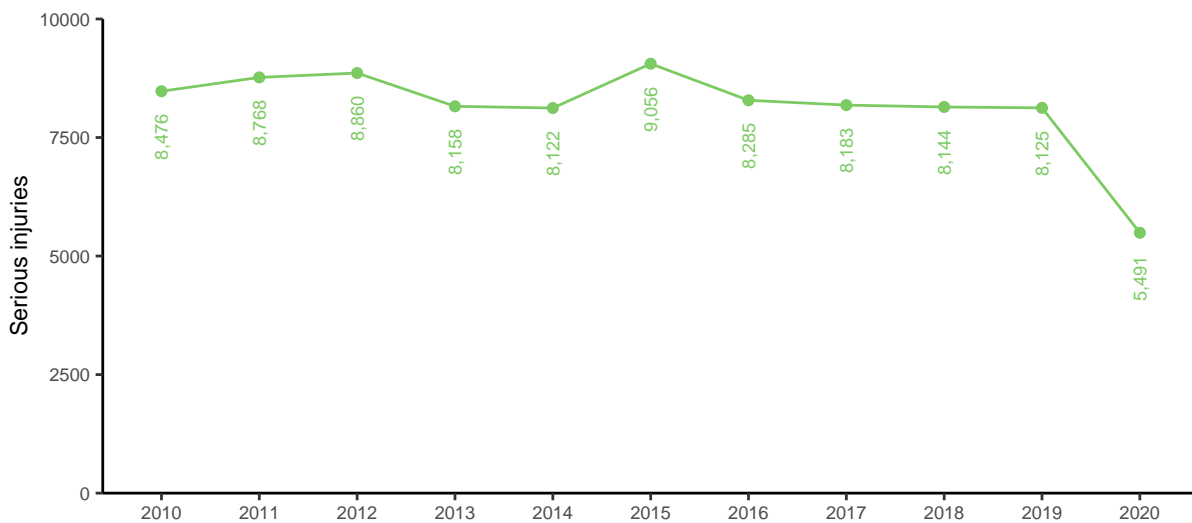
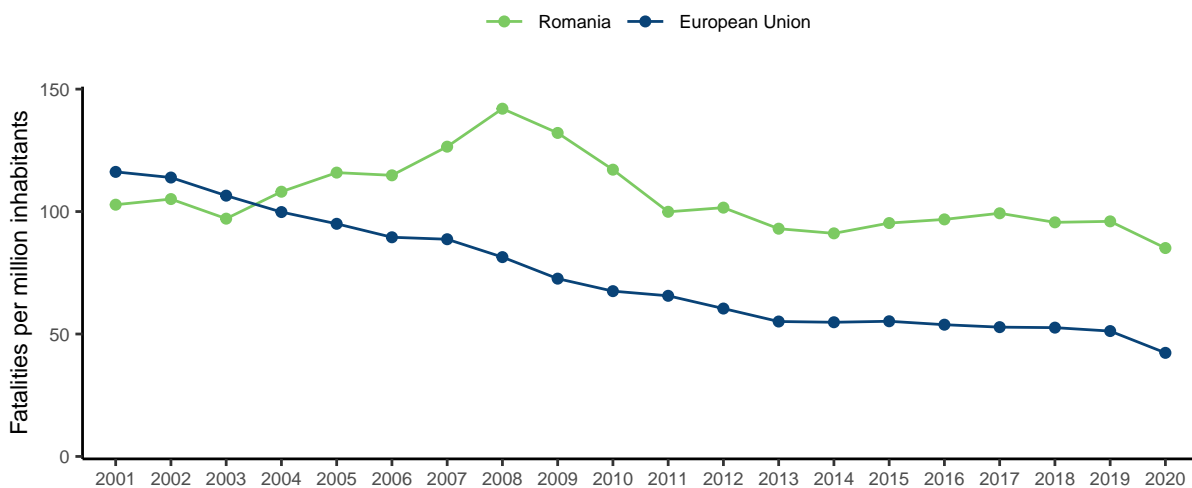


Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, pedestrians represented more than a third of road traffic fatalities in Romania. This percentage is much higher as that observed for the European Union as a whole (19%). Powered two-wheelers on the other hand, account for only 5% of road fatalities, which is well below the proportion seen in the European Union (18%).

Over the past ten years the number of cyclist fatalities in Romania increased by 19% while their number remained broadly stable in the European Union. This increase was even higher in urban areas, with the number of fatally injured cyclists increasing by 35%. Moreover, the number of cyclists that were seriously injured increased considerably by more than 50%. The most favourable trends in terms of transport mode were related to powered two-wheelers, with the number of fatalities and serious injuries both falling by about 50%.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Romania that

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

were fatally injured, 68% were involved in a crash with a car, and 19% were involved in a crash with a lorry or a heavy goods vehicle. In contrast with the downward EU trend, the number of fatally injured vulnerable road users that were involved in car crashes decreased only slightly in Romania.

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

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

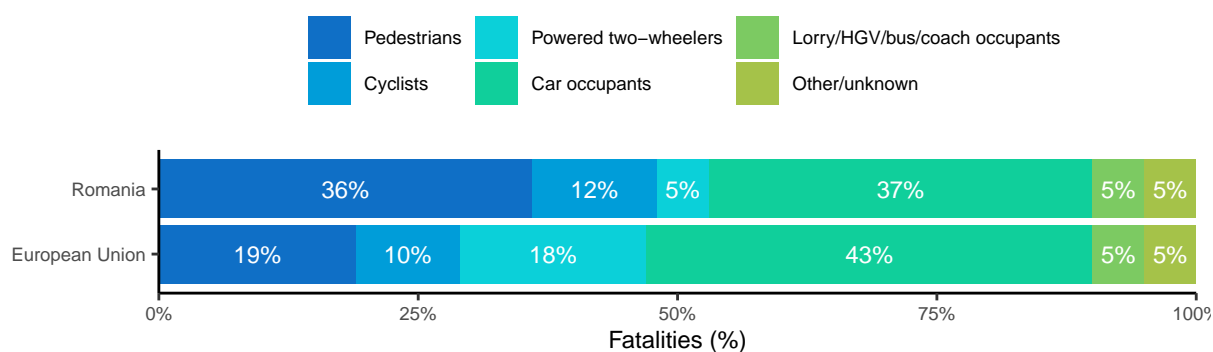


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	781	669	-14%	5,793	4,328	-25%
Cyclists	159	190	+19%	2,023	1,971	-3%
Powered two-wheelers	163	76	-53%	5,057	3,940	-22%
Car occupants	850	679	-20%	13,309	9,597	-28%
Lorries, under 3.5t	70	72	+3%	898	732	-18%
Heavy goods vehicles	20	10	/	590	378	-36%
Bus/coach occupants	10	14	/	102	88	-14%
Other/unknown	93	83	/	1,116	837	/
Total	2,146	1,792	-16%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Pedestrians	2,879	2,067	-28%
Cyclists	576	896	+56%
Powered two-wheelers	1,120	543	-52%
Car occupants	3,323	2,972	-11%
Lorries, under 3.5t	279	226	-19%
Heavy goods vehicles	50	26	-48%
Bus/coach occupants	142	131	-8%
Other/unknown	333	392	/
Total	8,701	7,253	-17%

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 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	34	22	-35%	258	173	-33%
Crashes involving cars	648	608	-6%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	228	170	-25%	1,721	1,321	-23%

Table 5. 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	624	554	-11%	3,944	3,079	-22%
Cyclists	114	154	+35%	1,113	1,125	+1%
Powered two-wheelers	120	52	-57%	2,200	1,562	-29%
Car occupants	374	302	-19%	2,883	2,109	-27%
Lorries, under 3.5t	35	33	-6%	149	137	-8%
Heavy goods vehicles	9	5	/	82	36	-56%
Bus/coach occupants	3	5	/	24	36	+50%
Other/unknown	58	51	/	219	254	/
Total	1,337	1,157	-13%	10,803	8,406	-22%

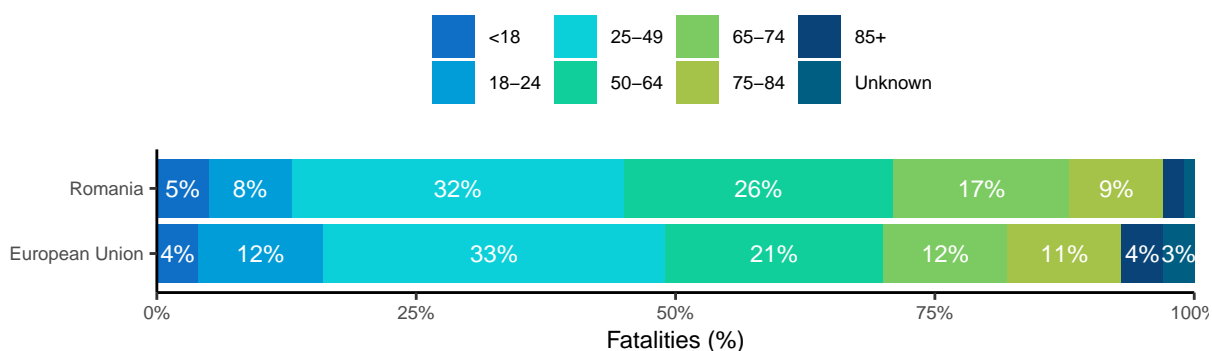
Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	28	50	+79%	299	400	+34%
Powered two-wheelers	69	28	-59%	1,746	1,429	-18%
Car occupants	389	277	-29%	5,905	4,187	-29%
Lorries, under 3.5t	26	29	+12%	365	271	-26%
Heavy goods vehicles	11	7	/	241	143	-41%
Bus/coach occupants	3	4	/	40	33	-18%
Other/unknown	44	38	/	327	309	/
Total	570	433	-24%	8,923	6,772	-24%

2.3 Age

The distribution of road fatalities across age groups in Romania is similar to that for the European Union with a slight overrepresentation of people aged 50 to 64. The share of people aged 18 to 24 in the number of fatalities in Romania on the other hand, is somewhat smaller than in the European Union.

Over the past ten years, the trend in the number of fatalities in Romania 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 people aged 65 to 74 and 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. A similar trend can be observed for seriously injured victims.

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

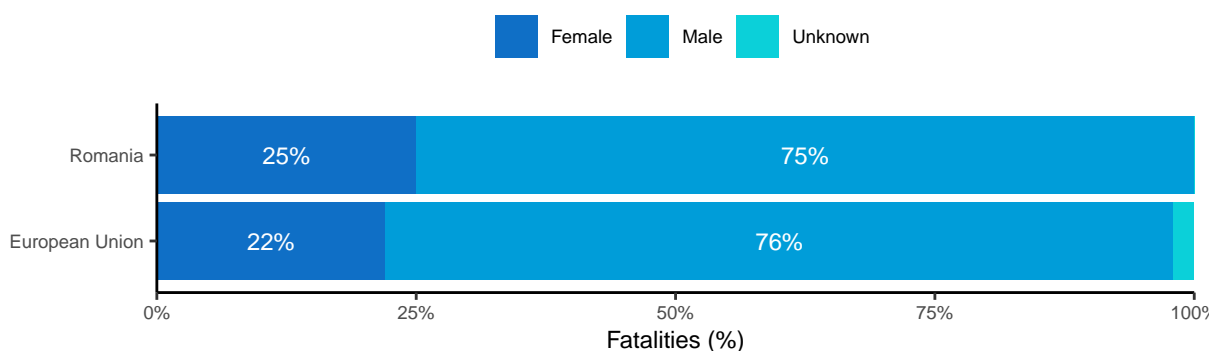
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	135	88	-35%	1,503	918	-39%
18-24	263	150	-43%	4,398	2,589	-41%
25-49	771	578	-25%	10,457	7,311	-30%
50-64	505	447	-11%	5,273	4,605	-13%
65-74	240	291	+21%	2,730	2,627	-4%
75-84	183	169	-8%	2,775	2,414	-13%
85+	45	64	+42%	882	1,075	+22%
Unknown	4	6	/	738	360	/
Total	2,146	1,792	-16%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
<18	1,091	894	-18%
18-24	1,318	825	-37%
25-49	3,340	2,574	-23%
50-64	1,723	1,566	-9%
65-74	680	783	+15%
75-84	452	428	-5%
85+	92	181	+97%
Unknown	5	3	/
Total	8,701	7,253	-17%

2.4 Gender

The high proportion of males among total road fatalities in Romania (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 9.** 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	516	445	-14%	6,655	4,960	-25%
Male	1,630	1,347	-17%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	2,146	1,792	-16%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Female	3,027	2,576	-15%
Male	5,675	4,677	-18%
Unknown	0	0	/
Total	8,701	7,253	-17%

2.5 Area

Contrary to the EU average, the majority of road fatalities in Romania occurred on urban roads (65%). Over the past ten years Romania has seen a particularly unfavourable trend in the number of fatalities and serious injuries on motorways, while the EU average has declined.

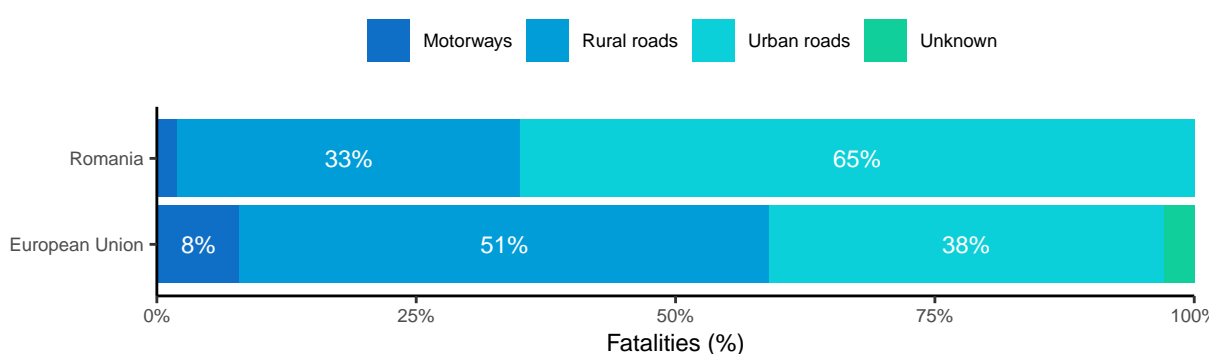
Figure 9. Number of road fatalities by road type (2020). Source: CARE

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

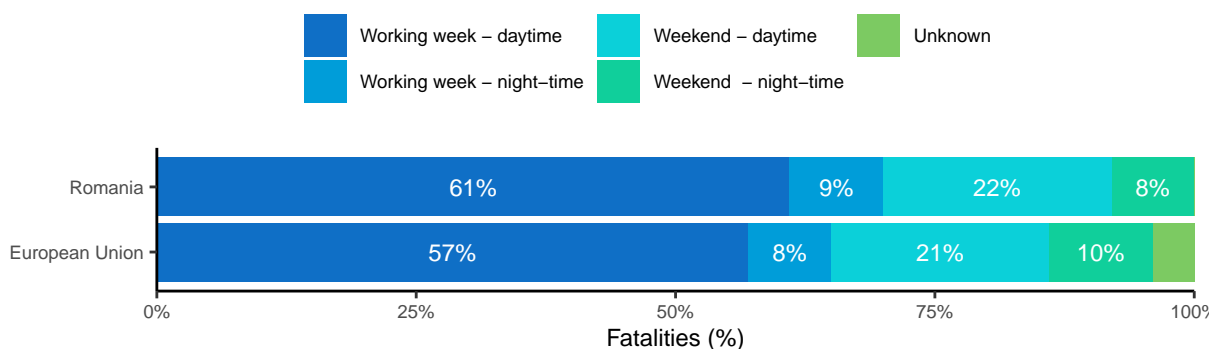
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	17	33	+94%	2,072	1,812	-13%
Rural	792	602	-24%	15,280	11,430	-25%
Urban	1337	1157	-13%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	2146	1792	-16%	28,286	21,640	-23%

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	47	81	+72%
Rural	2060	1687	-18%
Urban	6594	5485	-17%
Unknown	/	/	/
Total	8701	7253	-17%

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. Furthermore, both Romania and the European Union show a more favourable trend regarding night-time fatalities during weekends.

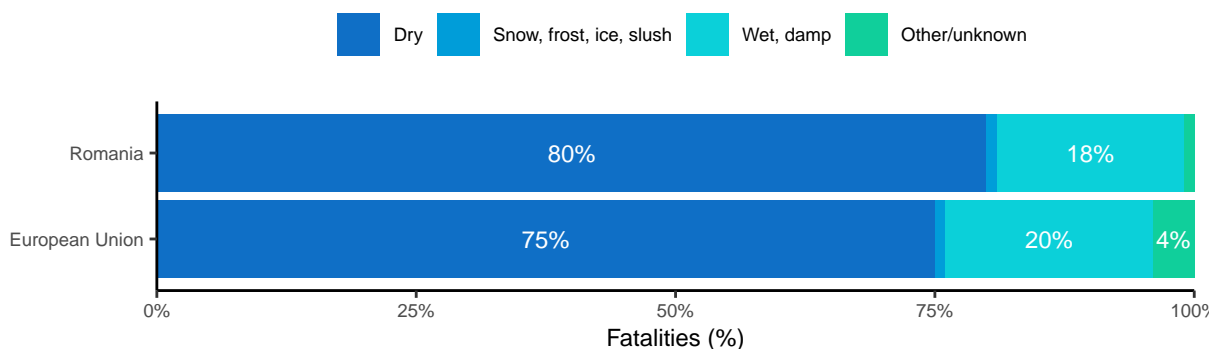
Figure 10. Number of road fatalities by period of time (2020). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	1199	1036	-14%	15,495	12,506	-19%
Working week - night-time	196	159	-19%	2,573	1,848	-28%
Weekend - daytime	485	422	-13%	6,383	4,974	-22%
Weekend - night-time	265	175	-34%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	2146	1792	-16%	28,286	21,640	-23%

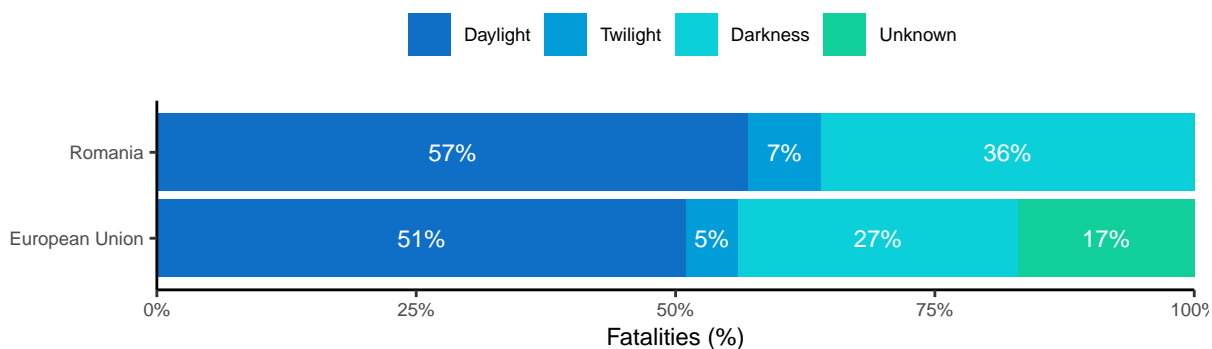
2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Romania, as well as for the European Union as a whole. Regarding light conditions, 36% of fatalities occur when it is dark, which is slightly more than the EU average.

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

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE**Table 14.** 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	1,680	1,406	-16%	21,101	16,582	-21%
Snow, frost, ice, slush	70	31	-56%	988	362	-63%
Wet, damp	354	330	-7%	5,638	4,328	-23%
Other/unknown	41	25	/	2,486	580	/
Total	2,146	1,792	-16%	28,286	21,640	-23%

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** 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
Darkness	830	674	-19%	8,922	6,275	-30%
Daylight	1146	991	-14%	13,717	11,235	-18%
Twilight	169	127	-25%	1,499	1,156	-23%
Unknown	/	/	/	5,326	3,729	/
Total	2146	1792	-16%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

For Romania there is no data available about behaviour in traffic that is comparable with other EU countries.

3.2 Infrastructure

The overall road network in Romania shows relatively low road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. With 3 (on a value scale from 1 to 7) Romania has the lowest score.

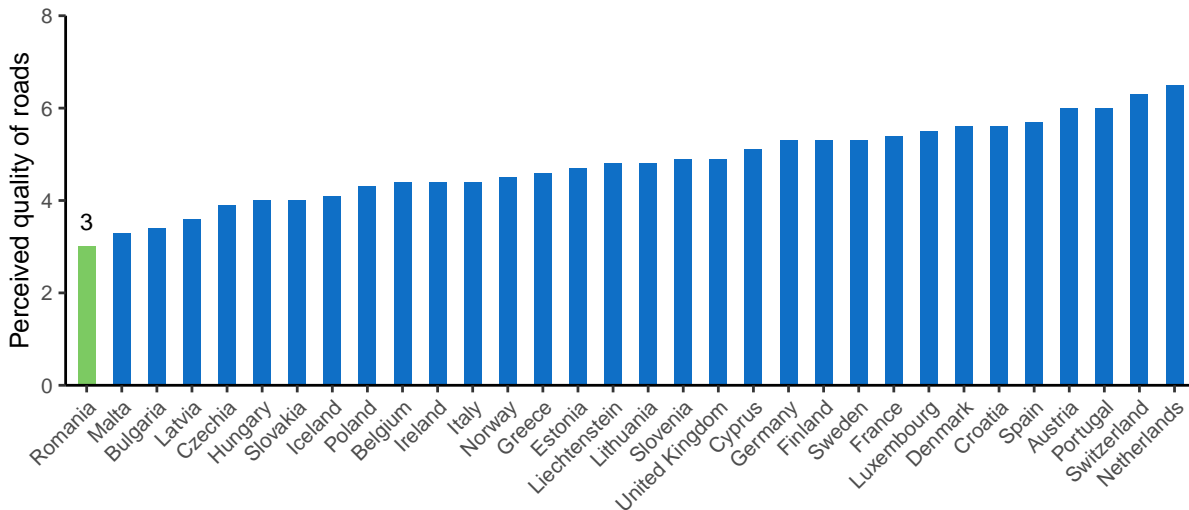
3.2.1 Road density

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

	Romania	European Union
Motorways	4 km road/1000 km ²	15 km road/1000 km ²
Total	364 km road/1000 km ²	918 km road/1000 km ²

3.2.2 Road quality

Figure 13. 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 vehicle fleet in Romania, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Romanian passenger cars appear to be significantly older than the EU average, with 80% passenger cars over 10 years.

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

	Romania	European Union
All vehicles (except trailers and motorcycles)	44	64
Total utility vehicles	6	9
Lorries	5	7
Road tractors	1	1
Trailers and semi-trailers	3	4
Motorcycles	1	6
Passenger cars	38	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

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

	Romania	European Union
Percentage of total number of passenger cars		
Less than 2 years	4%	11%
From 2 to 5 years	5%	15%
From 5 to 10 years	11%	20%
From 10 to 20 years	56%	41%
Over 20 years	24%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Romania generally reflects the situation in the majority of EU countries with one exception: it is the only country with a general alcohol limit of 0.8 g/l while all EU countries apply a lower limit.

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

	Romania	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 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	0.8 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	0.8 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	0.8 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 135 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 14 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	No	Yes: 19; No: 8
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, Romania scores above the EU average for speeding and drink-driving legislation.

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

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

4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

	Romania	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	No	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

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

	Romania	EU countries
Trauma registry	None	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 Romania is lower than the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Romania
Population-related data (2021)		
Population (2021)	447218763	19201662
Population density (inhabitants/km ²)	106	81
% Children (0-14)	15%	16%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	19%
Urbanization (2021)		
% living in cities	39%	30%
% living in suburbs and towns	35%	28%
% living in rural areas	26%	42%
Economic data		
GDP per capita (EUR, 2021)	32438.4	12506.9
Unemployment rate (2021)	7%	6%

5.2 Structure of road safety management

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

Key functions	Key actors
Formulation of national road safety strategy	The Sectoral Operational Programme Transport
	Romanian Road Authority
	Ministry of Transports and Infrastructure, Directorate for Road Transport Ministry of Transports and Infrastructure
	Directorate for Road Transport
Monitoring of the road safety development	Romanian Road Authority
Improvements in road infrastructure	Romanian Road Authority
Improvement in vehicles	Romanian Automotive Register
Improvement in road user education	Romanian Road Authority
	Road Traffic Assistance Association
Publicity campaigns	Traffic Police
Enforcement of traffic laws	The Traffic Police (under Ministry of Administration and Interior)

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.