



European Road Safety Observatory

National Road Safety Profile - Cyprus



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.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 2.0, February 21, 2023

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Referencing: Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2022) National Road Safety Profile Cyprus. Brussels, European Commission, Directorate General for Transport.

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1 Highlights

Road safety outcomes

- In 2020 a total of 48 people were killed in reported traffic accidents in Cyprus.
- Cyprus is 20th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Cyprus shows a relatively high proportion of powered two-wheelers and fatalities aged 18 to 24.

Road safety performance indicators

- Road infrastructure in Cyprus is characterized by high road density.
- The vehicle fleet is larger than the EU average and passenger cars are slightly older.

Road safety policy and measures

- Cyprus is the only country with a speed limit of 65 km/h on urban roads, which is higher than in other EU countries.
- Enforcement is less widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Cyprus, a total of 48 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 54 road fatalities per million inhabitants, which is above the EU average (42). Since 2001, the mortality rate in Cyprus has declined at the same pace as the EU average. Taking into account the number of vehicles, Cyprus performs slightly better than the EU average with a rate of 0.66 fatalities per 10,000 registered vehicles in 2020.

Over the past ten years, the number of fatalities in Cyprus has declined by only 20% while the EU average has fallen by 36%. The number of serious injuries on the other hand, showed a more favorable trend over the same period with a decrease of more than 60%. 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	60	48	-20%	29611	18834	-36%
Serious injuries	586	211	-64%	/	/	/

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

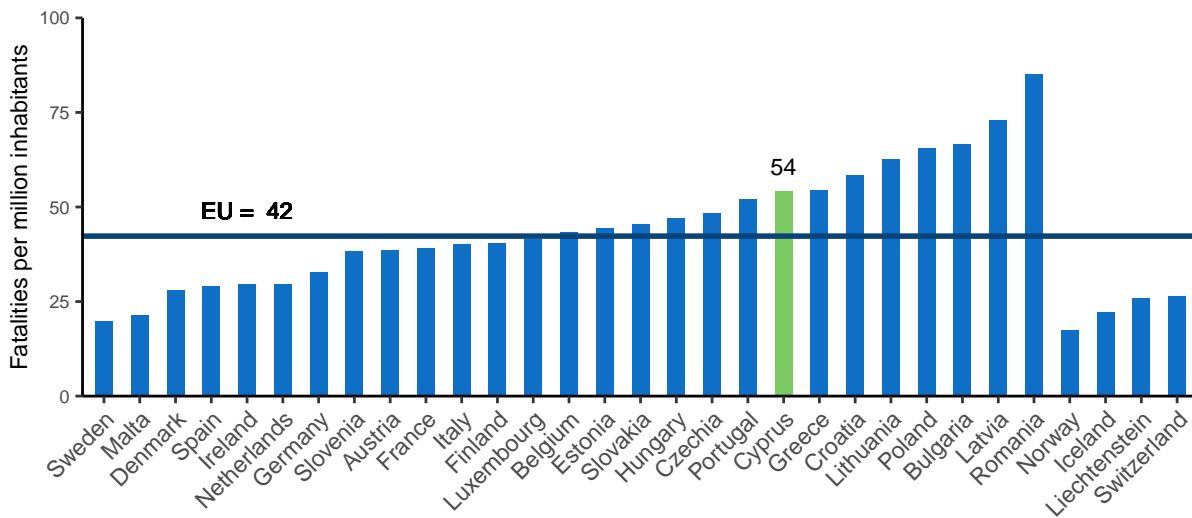


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

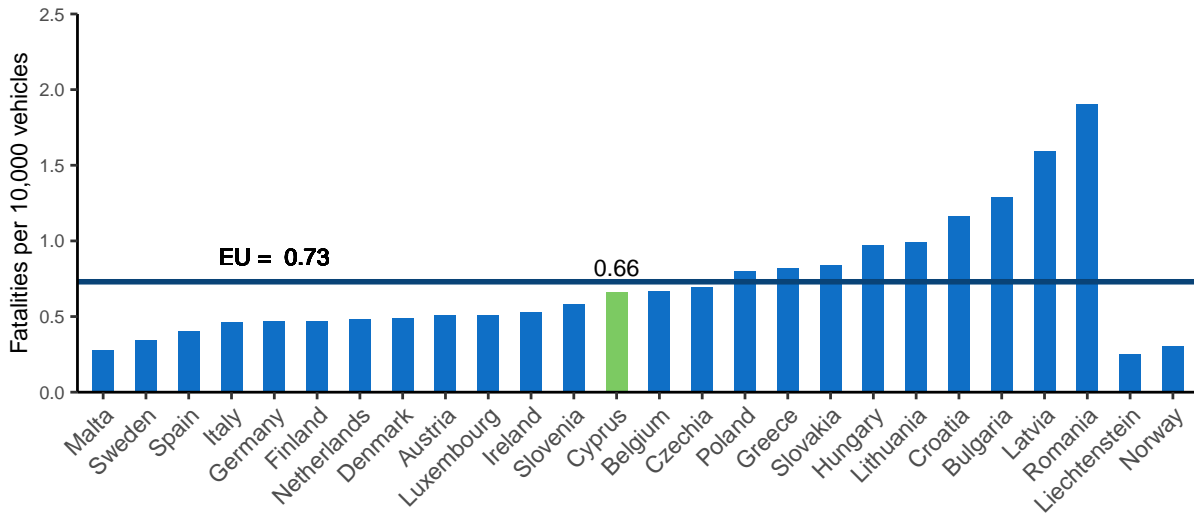


Figure 3. Number of road fatalities (2010-2020). Source: CARE

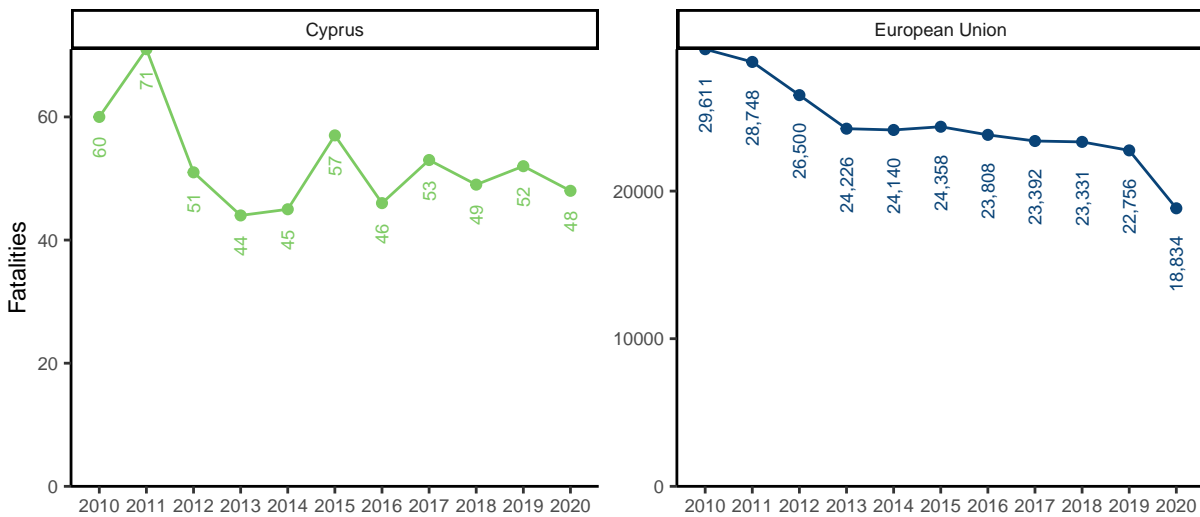
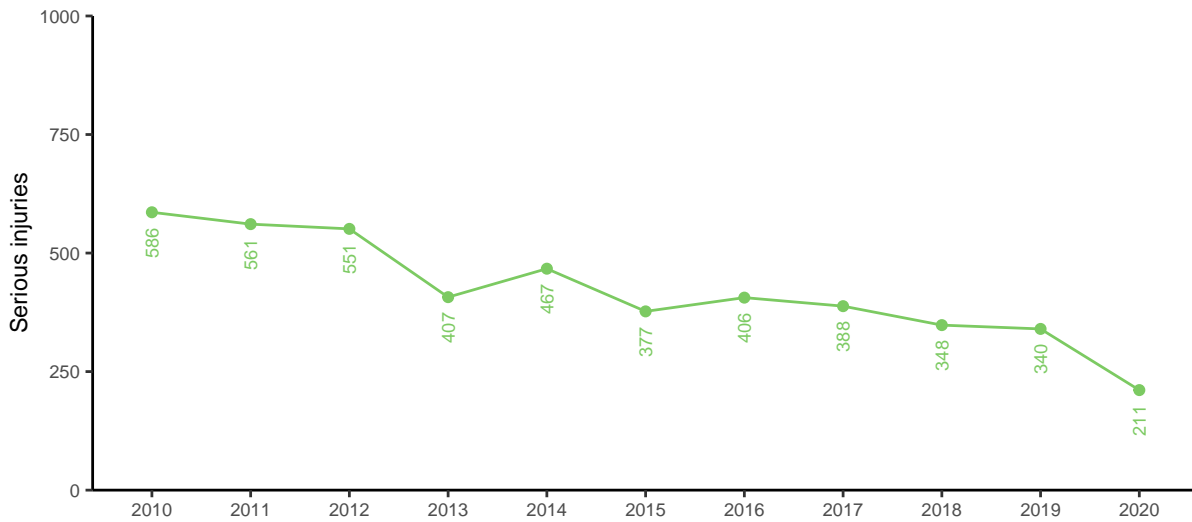
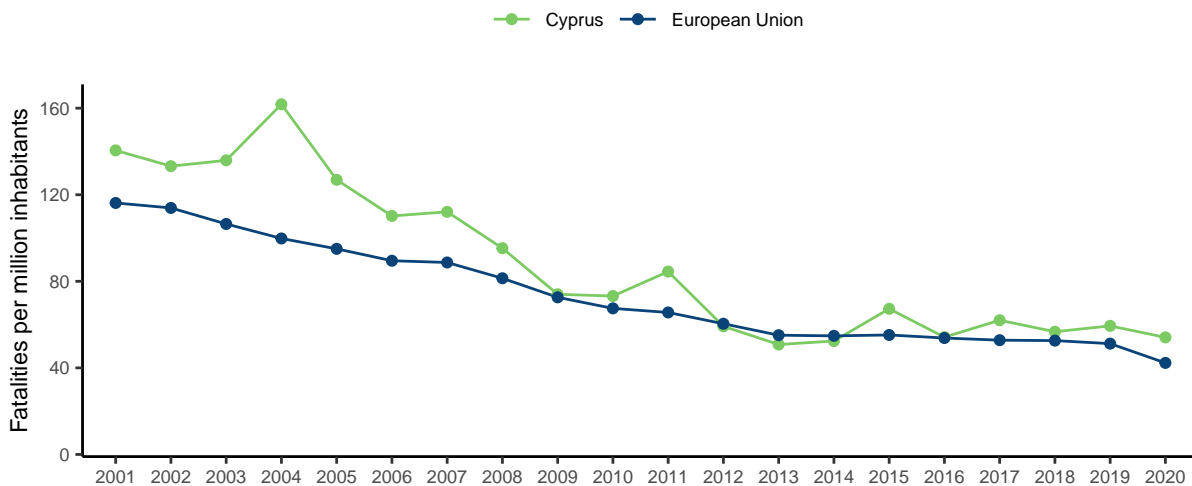
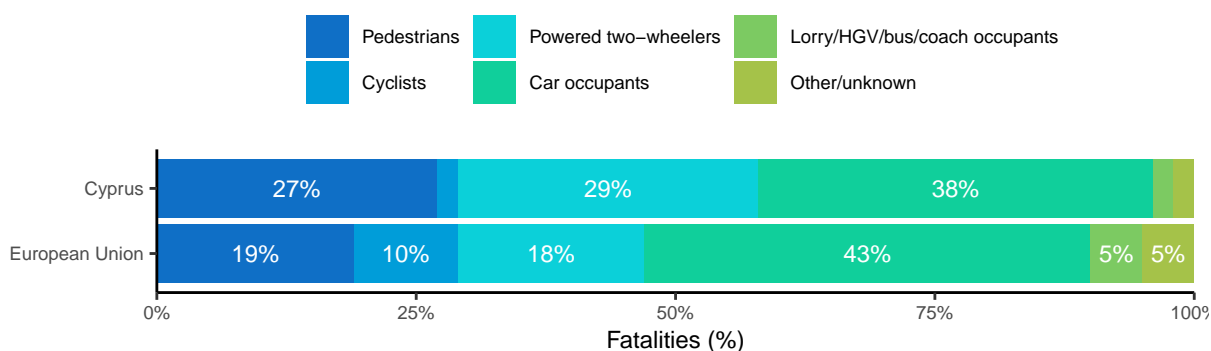


Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for more than half of road traffic fatalities in Cyprus. This percentage is higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of powered two-wheelers, which represented one third of Cyprus's road fatalities, as opposed to 18% in the European Union. Also the share of pedestrians is higher in Cyprus (27%) than in the European Union (19%). Cyclists on the other hand account for only 2% of road fatalities, which is well below the proportion that is seen in the European Union (10%). The most favourable trends were related to car occupants.

¹For 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
Pedestrians	12	11	/	5,793	4,328	-25%
Cyclists	2	1	/	2,023	1,971	-3%
Powered two-wheelers	17	15	-12%	5,057	3,940	-22%
Car occupants	23	16	-30%	13,309	9,597	-28%
Lorries, under 3.5t	4	4	/	898	732	-18%
Heavy goods vehicles	0	0	/	590	378	-36%
Bus/coach occupants	0	0	/	102	88	-14%
Other/unknown	3	2	/	1,116	837	/
Total	61	50	-18%	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	105	58	-45%
Cyclists	18	9	/
Powered two-wheelers	194	117	-40%
Car occupants	197	96	-51%
Lorries, under 3.5t	34	14	/
Heavy goods vehicles	1	3	/
Bus/coach occupants	1	1	/
Other/unknown	17	2	/
Total	566	300	-47%

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

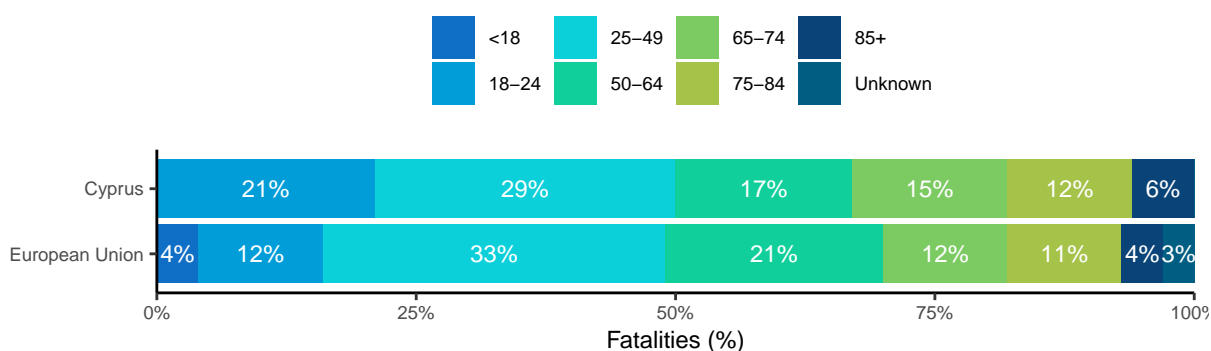
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	0	1	/	258	173	-33%
Crashes involving cars	1	9	/	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	0	3	/	1,721	1,321	-23%

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	11	9	/	3,944	3,079	-22%
Cyclists	1	0	/	1,113	1,125	+1%
Powered two-wheelers	14	11	/	2,200	1,562	-29%
Car occupants	8	7	/	2,883	2,109	-27%
Lorries, under 3.5t	2	1	/	149	137	-8%
Heavy goods vehicles	0	0	/	82	36	-56%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	2	1	/	219	254	/
Total	38	29	-24%	10,803	8,406	-22%

2.3 Age

The distribution of road fatalities across age groups in Cyprus is different from that for the European Union. People aged 18 to 25 represent 21% of road fatalities, which is higher than what is seen in the European Union (12%). Over the past ten years, the trend in the number of serious injuries in Cyprus was downward for all age groups.

Figure 7. Number of road fatalities by age group (2020). Source: CARE**Table 6.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

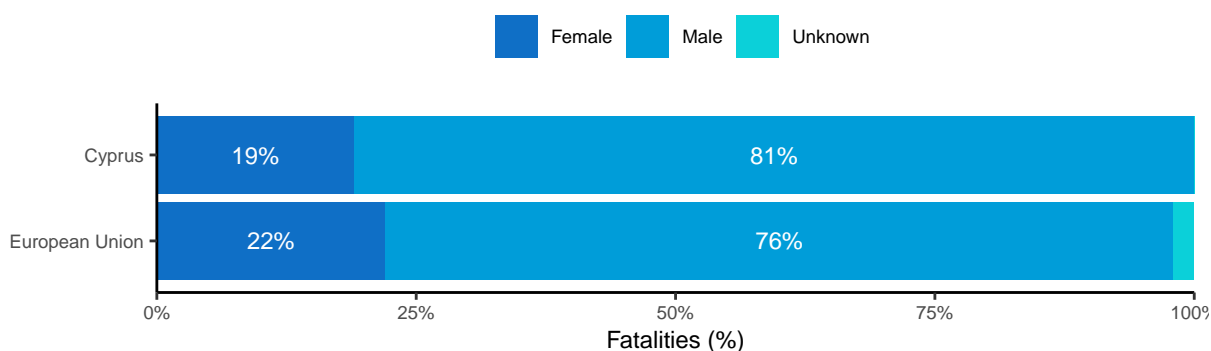
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	2	3	/	1,503	918	-39%
18-24	12	8	/	4,398	2,589	-41%
25-49	29	17	-41%	10,457	7,311	-30%
50-64	7	7	/	5,273	4,605	-13%
65-74	4	9	/	2,730	2,627	-4%
75-84	4	5	/	2,775	2,414	-13%
85+	2	2	/	882	1,075	+22%
Unknown	0	/	/	738	360	/
Total	61	50	-18%	28,286	21,640	-23%

Table 7. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	58	20	-66%
18-24	121	55	-55%
25-49	239	123	-49%
50-64	76	46	-39%
65-74	34	31	-9%
75-84	30	20	-33%
85+	9	5	/
Unknown	0	/	/
Total	566	300	-47%

2.4 Gender

The high proportion of males among total road fatalities in Cyprus (81%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE**Table 8.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	12	10	/	6,655	4,960	-25%
Male	48	39	-19%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	61	50	-18%	28,286	21,640	-23%

Table 9. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	164	84	-49%
Male	402	216	-46%
Unknown	0	0	/
Total	566	300	-47%

2.5 Area

As opposed to the EU average, the majority of road fatalities in Cyprus occurred on urban roads (61%). The percentage of fatalities on rural roads (31%) is much smaller than in the European Union (51%).

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

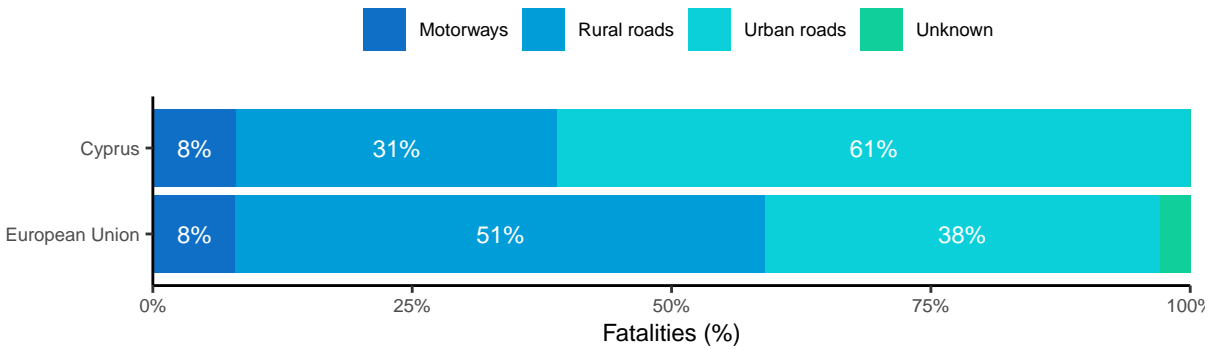


Table 10. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	6	5	/	2,072	1,812	-13%
Rural	17	16	-6%	15,280	11,430	-25%
Urban	38	29	-24%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	61	50	-18%	28,286	21,640	-23%

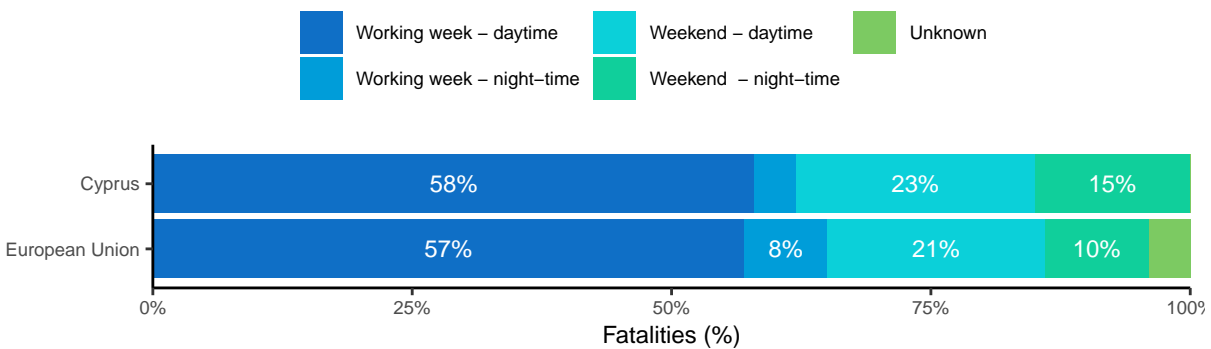
Table 11. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	31	21	-32%
Rural	81	46	-43%
Urban	455	233	-49%
Unknown	/	/	/
Total	566	300	-47%

2.6 Time ²

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

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



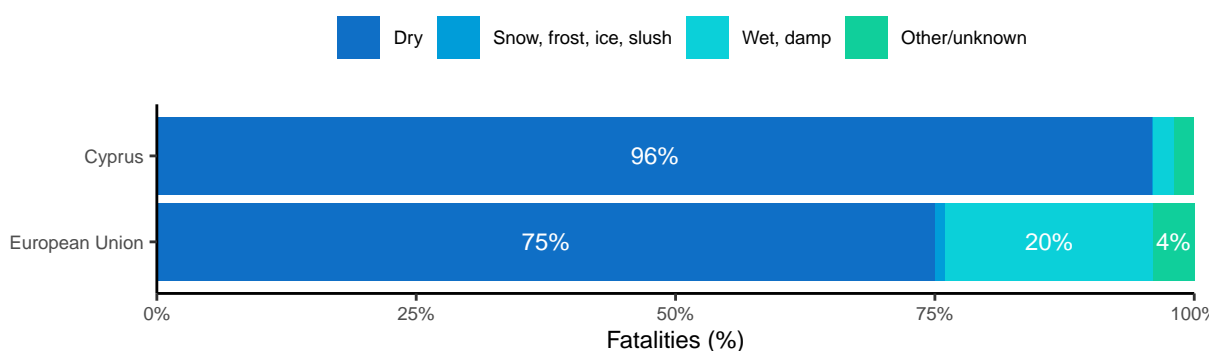
²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Table 12. 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	26	26	+0%	15,495	12,506	-19%
Working week - night-time	9	5	/	2,573	1,848	-28%
Weekend - daytime	13	12	/	6,383	4,974	-22%
Weekend - night-time	13	7	/	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	61	50	-18%	28,286	21,640	-23%

2.7 Road conditions

The majority of road fatalities in Cyprus occur on dry roads. Only a very small percentage of road fatalities occur on wet roads while in the European Union as a whole the proportion of fatalities in wet road conditions is much larger. Regarding light conditions, almost half of road fatalities occur when it is dark.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE**Table 13.** 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	57	46	-19%	21,101	16,582	-21%
Snow, frost, ice, slush	0	0	/	988	362	-63%
Wet, damp	4	2	/	5,638	4,328	-23%
Other/unknown	0	2	/	2,486	580	/
Total	61	50	-18%	28,286	21,640	-23%

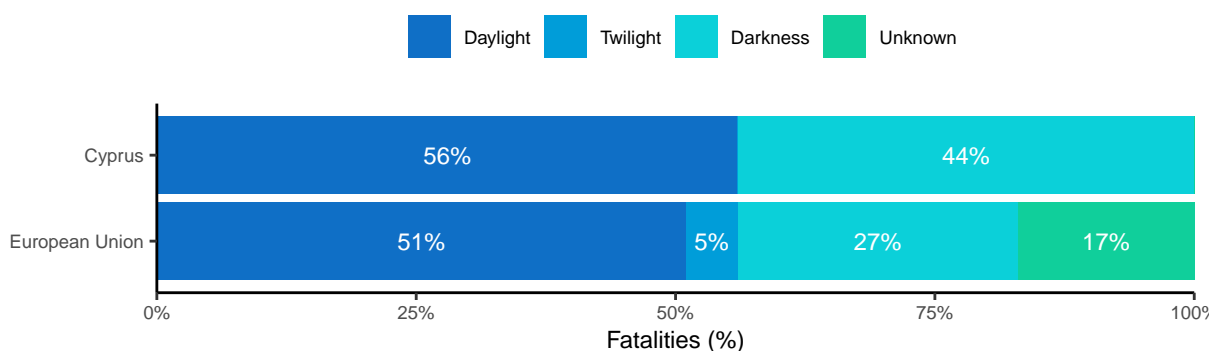
Figure 12. Number of road fatalities by light conditions (2020). Source: CARE

Table 14. 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	33	23	-30%	8,922	6,275	-30%
Daylight	25	26	+4%	13,717	11,235	-18%
Twilight	3	1	/	1,499	1,156	-23%
Unknown	/	0	/	5,326	3,729	/
Total	61	50	-18%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

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

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link³. For Cyprus the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

3.2 Infrastructure

In Cyprus both the overall road network and the motorway network show high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Cyprus, a score of 5.1 (on a value scale from 1 to 7) is given, which is average compared to the score of other EU countries.

In the framework of the EU Baseline-project a new road safety performance indicator related to road infrastructure is estimated. The KPI is defined as the percentage of distance driven over roads with a safety rating above an agreed threshold. The values should be available from early 2023 via this link⁴.

3.2.1 Road density

Table 15. Road density. Source: EUROSTAT (2020)

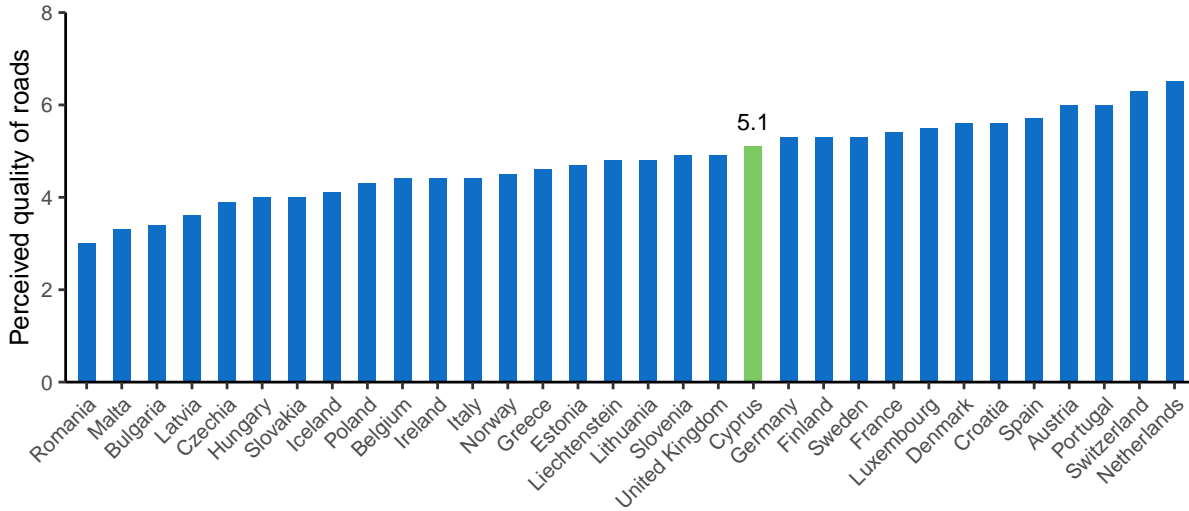
	Cyprus	European Union
Motorways	28 km road/1000 km ²	15 km road/1000 km ²
Total	1420 km road/1000 km ²	918 km road/1000 km ²

³<https://baseline.vias.be/>

⁴<https://baseline.vias.be/>

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 Cyprus, expressed per 100 inhabitants, is larger than the EU average. Regarding the age of the vehicles, Cypriot passenger cars appear to be slightly older than the EU average, with over 60% passenger cars over 10 years.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link⁵.

Table 16. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Cyprus	European Union
All vehicles (except trailers and motorcycles)	79	64
Total utility vehicles	14	9
Lorries	13	7
Road tractors	0	1
Trailers and semi-trailers	2	4
Motorcycles	3	6
Passenger cars	65	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

⁵<https://baseline.vias.be/>

Table 17. Age of registered passenger cars. Source: EUROSTAT (2020)

	Cyprus	European Union
Percentage of total number of passenger cars		
Less than 2 years	4%	11%
From 2 to 5 years	10%	15%
From 5 to 10 years	20%	20%
From 10 to 20 years	49%	41%
Over 20 years	17%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Cyprus reflects the situation in the majority of EU countries with a few exceptions. Cyprus is the only country with a speed limit on urban roads of 65 km/h which is higher than in all other EU countries (50 km/h). The speed limit on motorways on the other hand, is lower than in other EU countries.

Table 18. National road safety legislation. Source: WHO (2018)

	Cyprus	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	80 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	100 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 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
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 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Cyprus scores below the EU average for all legislation surveyed, except drink-driving legislation.

Table 19. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

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

4.3 Road infrastructure

Table 20. Infrastructure-related policy. Source: WHO (2018)

	Cyprus	EU countries
Audits or star rating required for new road infrastructure	Partial	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: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 21. Policy related to post-crash care. Source: WHO (2018)

	Cyprus	EU countries
Trauma registry	Subnational	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	No	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Cyprus is below the EU average, and its population is mainly settled cities. The percentage elderly in the population is lower than the EU average. The GDP per capita in Cyprus is below that of the European Union.

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	Cyprus	European Union
Population-related data (2021)		
Population (2021)	896007	447218763
Population density (inhabitants/km ²)	97	106
% Children (0-14)	16%	15%
% Adults (15-64)	68%	64%
% Elderly (65+)	16%	21%
Urbanization (2021)		
% living in cities	60%	39%
% living in suburbs and towns	22%	35%
% living in rural areas	18%	26%
Economic data		
GDP per capita (EUR, 2021)	26806.6	32438.4
Unemployment rate (2021)	8%	7%

5.2 Structure of road safety management

Table 23. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Communications and Works
	Road Safety Council which is the national statutory body for the coordination of all government authorities involved in road safety
Monitoring of the road safety development	Road Safety Unit
Improvements in road infrastructure	Department of Public Works of the Ministry of Communications and Works
	District Administration of Ministry of Interior and Municipalities
Improvement in vehicles	Road Transport Department of the Ministry of Communications and Works
Improvement in road user education	Ministry of Education and Culture
	Ministry of Communications and Works (Department of Road Transport): driver training Road Safety Unit
Publicity campaigns	Road Safety Council
	Traffic Police
Enforcement of traffic laws	Traffic Police
	Road Safety Unit
	Ministry of Justice and Public Order
	General Police
Other relevant actors	The Ministry of Health: responsible for emergency medical care
	The Cyprus Radio Foundation, the Cyprus Scientific Technical Chamber, the Cyprus Safety and Health Association: involved in the Road Safety Council
	The Cyprus Youth Organisation, the Automobile Association, the Association of Cyprus Insurance Companies Universities and research institutes

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.