European Commission

European Road Safety Observatory

National Road Safety Profile - Germany

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 3,046 people were killed in reported traffic accidents in Germany.
- Germany is 7th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Germany show a relatively high proportion of cyclists and fatalities aged 65 and older.
- Over the past ten years the total number of cyclist fatalities increased while their number remained stable in the European Union.

Road safety performance indicators

- Germany performs worse than the European average in relation to speeding and distracted driving.
- Self-reported drink-driving is lower than the European average.
- The German motorway network shows relatively high road density in comparison with the EU average.

Road safety policy and measures

- Germany is the only EU country with no general speed limit on motorways.
- Both the self-reported frequency of alcohol checks and of drug checks in Germany is much lower than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Germany, a total of 3,046 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 37 road fatalities per million inhabitants, which is well below the EU average (51). Since 2001, the mortality rate in Germany has declined at the same pace as the EU average. Also when the number of vehicles is taken into account, Germany performs better than most EU countries with a rate of 0.53 fatalities per 10,000 registered vehicles in 2019.

The number of fatalities in Germany has decreased sharply between 2011 and 2013 and remained broadly stable between 2013 and 2018. This is similar to the trend observed for the EU as a whole. The number of serious injuries on the other hand, increased slightly between 2010 and 2019.

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

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	3,648	3,046	-17%	29611	22700	-23%
Serious injuries	62,620	65,244	+4%	/	/	/

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

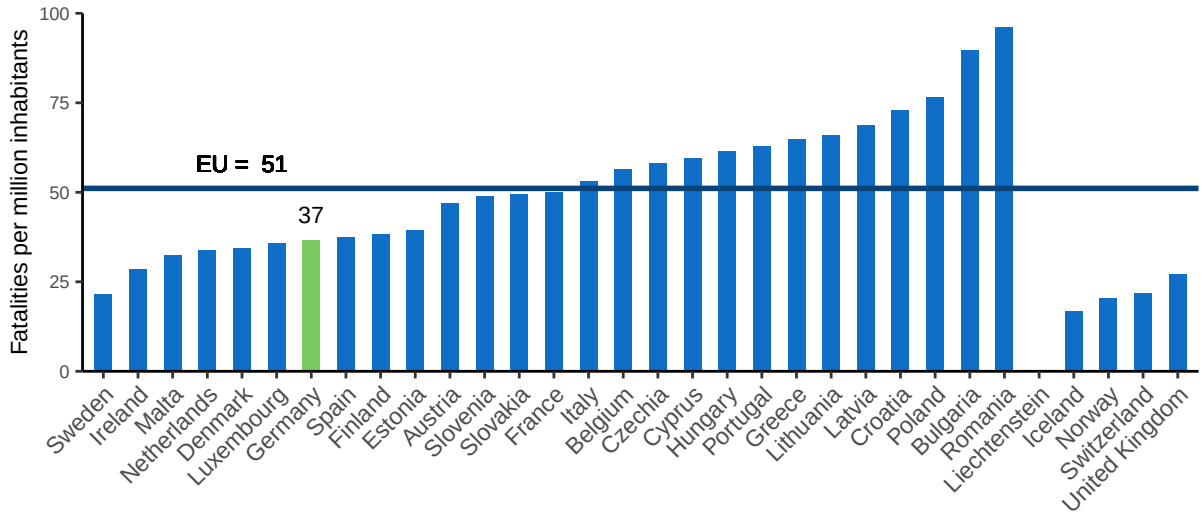


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

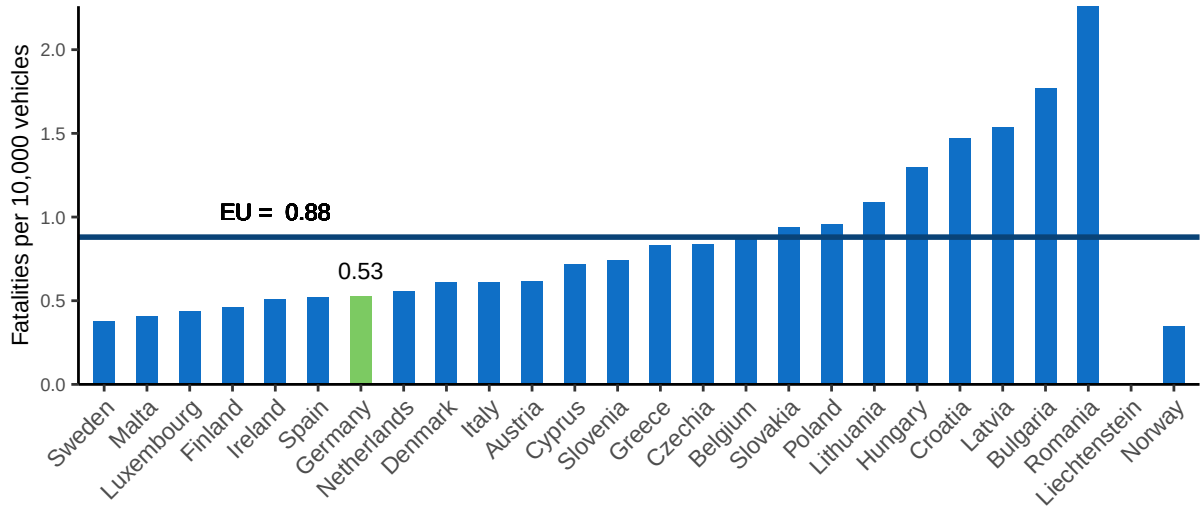


Figure 3. Number of road fatalities (2010-2019). Source: CARE

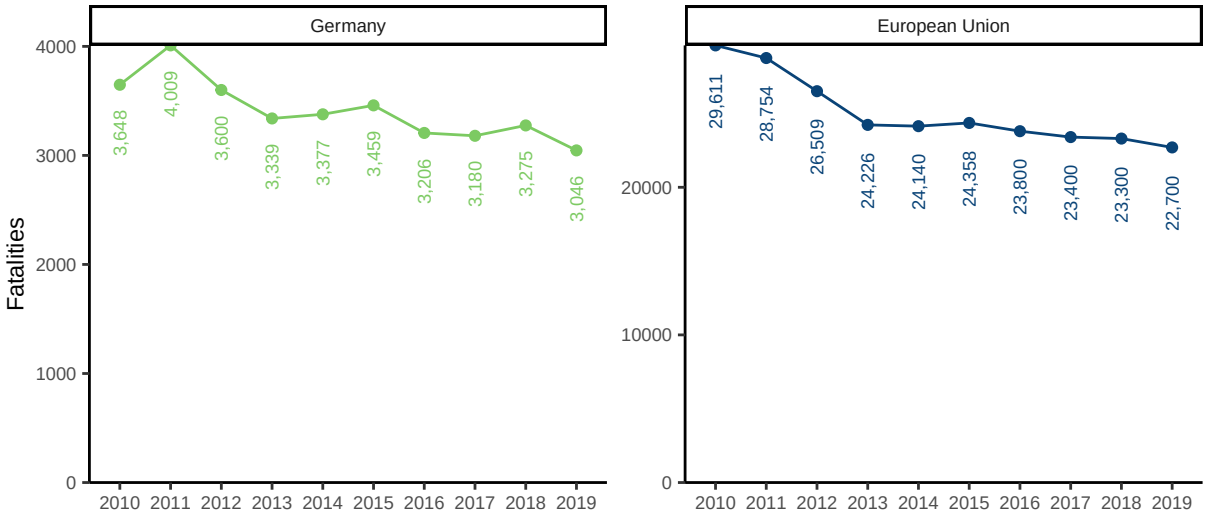


Figure 4. Number of serious injuries (2010-2019). Source: CARE

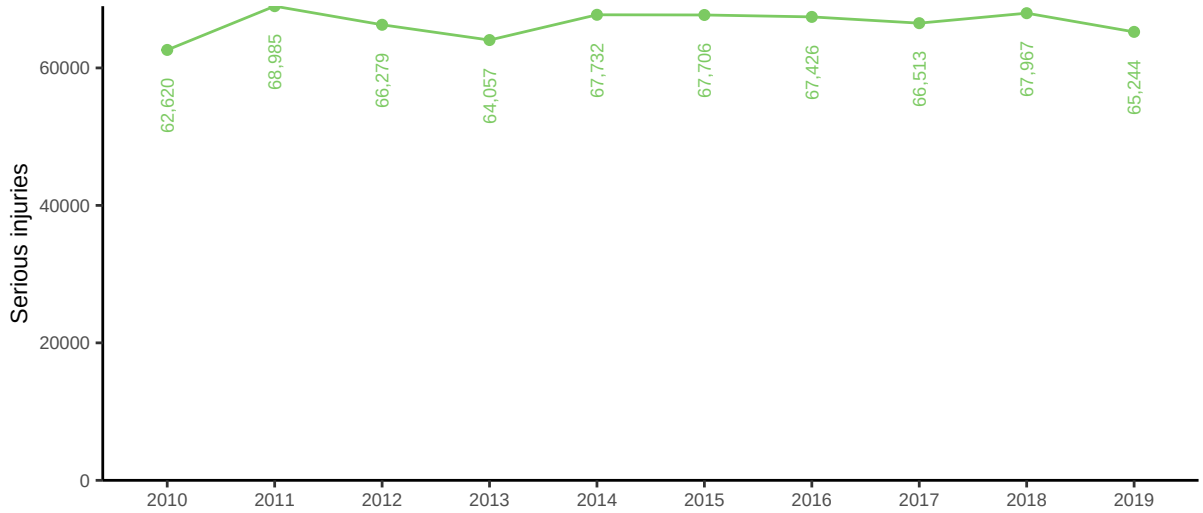
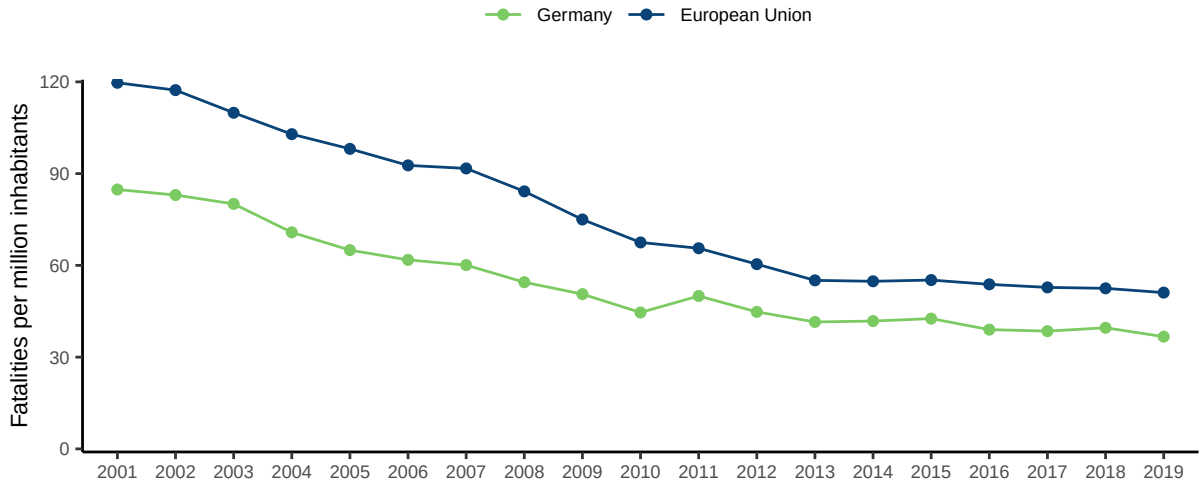


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, cyclists represent 14% of road traffic fatalities in Germany. This percentage is higher than that observed in the European Union as a whole (9%). Pedestrians on the other hand account for only 14% of road fatalities, which is well below the proportion that is seen in the European Union (21%).

Over time there has been a decrease in the number of fatalities in Germany for all modes except cyclists and occupants of lorries under 3.5 tonnes. While the number of cyclist fatalities increased by 7% over the past ten years, their number remained broadly stable in the European Union. The same pattern is observed in urban areas. The number of serious injuries in Germany increased for cyclists and for occupants of buses and coaches. For car occupants the number of serious injuries remained broadly stable. The most favourable trends in terms of transport mode were related to occupants of heavy goods vehicles, with the number of fatalities and serious injuries falling respectively by 25% and 32%.

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

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Germany that were fatally injured, a third were involved in a crash with a car, and 12% were involved in a crash with a lorry or heavy goods vehicle. Only a small proportion of these victims were involved in a bus crash.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Germany has decreased at the same rate as in the European Union (by about 20%). However, the number of cyclists that were killed in a single vehicle crash increased more than in the European Union.

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

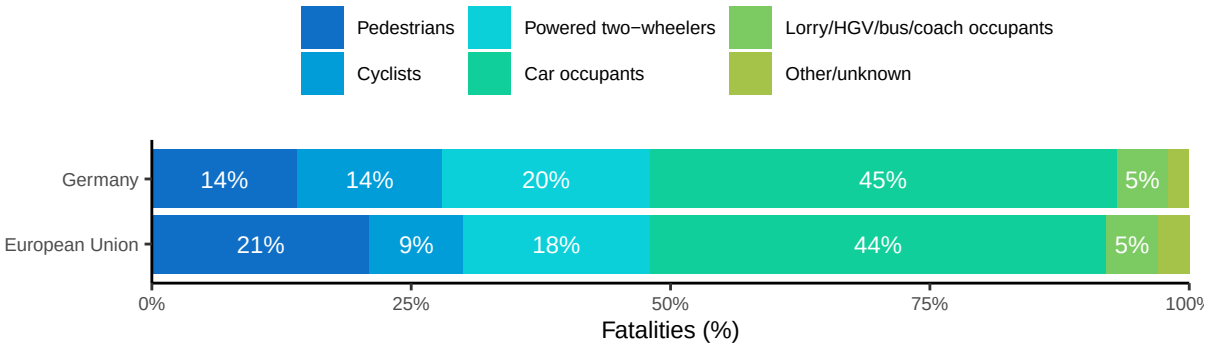


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	539	458	-15%	5,793	4,767	-18%
Cyclists	395	424	+7%	2,023	1,991	-2%
Powered two-wheelers	722	648	-10%	5,058	4,132	-18%
Car occupants	1,872	1,408	-25%	13,309	10,445	-22%
Lorries, under 3.5t	80	82	+2%	898	780	-13%
Heavy goods vehicles	110	82	-25%	590	408	-31%
Bus/coach occupants	15	13	/	102	98	-4%
Other/unknown	45	52	/	1,119	691	/
Total	*3,752*	*3,167*	*-16%*	*28,291*	*23,133*	*-18%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	7,939	7,213	-9%
Cyclists	13,478	14,943	+11%
Powered two-wheelers	12,728	12,491	-2%
Car occupants	28,599	28,910	+1%
Lorries, under 3.5t	1,092	1,012	-7%
Heavy goods vehicles	1,245	851	-32%
Bus/coach occupants	429	471	+10%
Other/unknown	816	683	/
Total	*65,961*	*66,575*	*+1%*

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	23	17	-26%	258	201	-22%
Crashes involving cars	602	531	-12%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	193	180	-7%	1,721	1,333	-23%

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

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	386	334	-13%	3,944	3,303	-16%
Cyclists	237	260	+10%	1,113	1,134	+2%
Powered two-wheelers	176	143	-19%	2,200	1,595	-28%
Car occupants	229	186	-19%	2,883	2,164	-25%
Lorries, under 3.5t	12	6	/	149	132	-11%
Heavy goods vehicles	8	6	/	82	31	-62%
Bus/coach occupants	4	2	/	24	27	+12%
Other/unknown	15	26	/	222	260	/
Total	*1,063*	*964*	*-9%*	*10,730*	*8,837*	*-18%*

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

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	84	118	+40%	299	381	+27%
Powered two-wheelers	217	196	-10%	1,746	1,443	-17%
Car occupants	780	544	-30%	5,905	4,471	-24%
Lorries, under 3.5t	24	19	-21%	365	288	-21%
Heavy goods vehicles	33	17	-48%	241	147	-39%
Bus/coach occupants	5	2	/	40	35	-12%
Other/unknown	28	33	/	327	341	/
Total	*1,171*	*929*	*-21%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Germany is slightly different from that for the European Union. People aged 65 and above represent 34% of road fatalities, which is higher than what is seen in the European Union (28%). On the other hand, the proportion of fatalities aged 25 to 49 is much smaller.

Over the past ten years, the trend in the number of fatalities in Germany 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 of 50 years 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 in Germany.

Figure 7. Number of road fatalities by age group (2019). Source: CARE

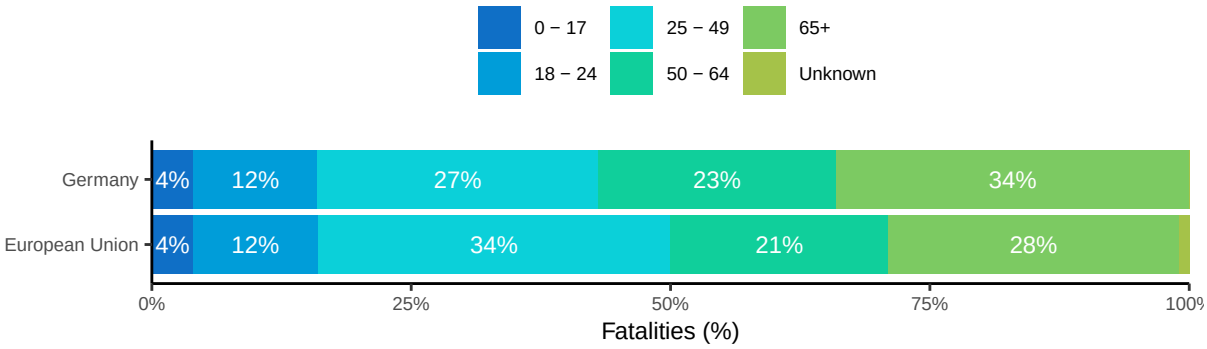


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	88	65	-26%	744	499	-33%
15 - 17	110	74	-33%	761	493	-35%
18 - 24	679	375	-45%	4,399	2,755	-37%
25 - 49	1,221	887	-27%	10,458	7,915	-24%
50 - 64	671	737	+10%	5,273	4,891	-7%
65+	983	1,025	+4%	6,392	6,559	+3%
Unknown	1	4	/	738	148	/
Total	*3,752*	*3,167*	*-16%*	*28,291*	*23,133*	*-18%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	4,677	4,098	-12%
15 - 17	3,316	3,265	-2%
18 - 24	11,565	9,212	-20%
25 - 49	22,943	20,932	-9%
50 - 64	12,378	15,770	+27%
65+	11,053	13,210	+20%
Unknown	29	87	/
Total	*65,961*	*66,575*	*+1%*

2.4 Gender

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

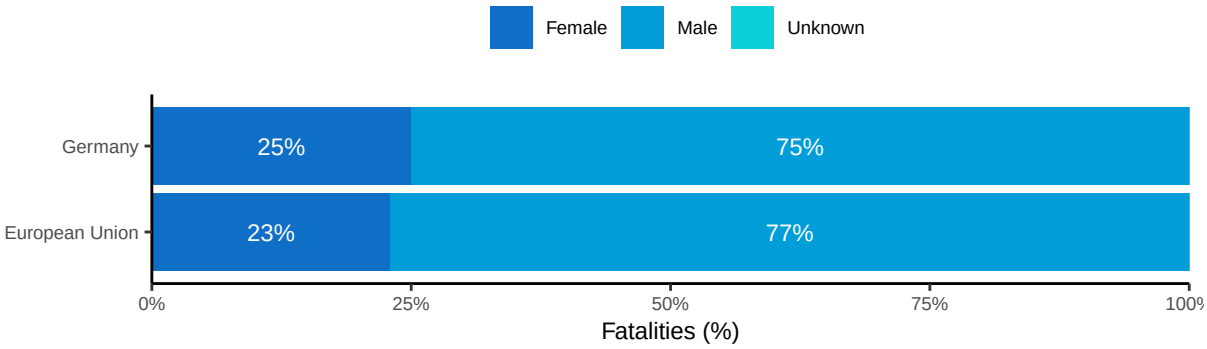


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	995	793	-20%	6,656	5,453	-18%
Male	2,757	2,373	-14%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	*3,752*	*3,167*	*-16%*	*28,291*	*23,133*	*-18%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	25,162	25,417	+1%
Male	40,794	41,149	+1%
Unknown	5	9	/
Total	*65,961*	*66,575*	*+1%*

2.5 Area

The majority of road fatalities in Germany occurred on rural roads (58%). This percentage is slightly higher than in the European Union as a whole. The share of fatalities that occur on urban roads on the other hand, is much lower (30%) compared to the EU average (38%).

Over the past ten years, the number of fatalities in Germany showed a downward trend on all road types. The number of serious injuries on the other hand increased on motorways and remained constant on rural and urban roads.

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

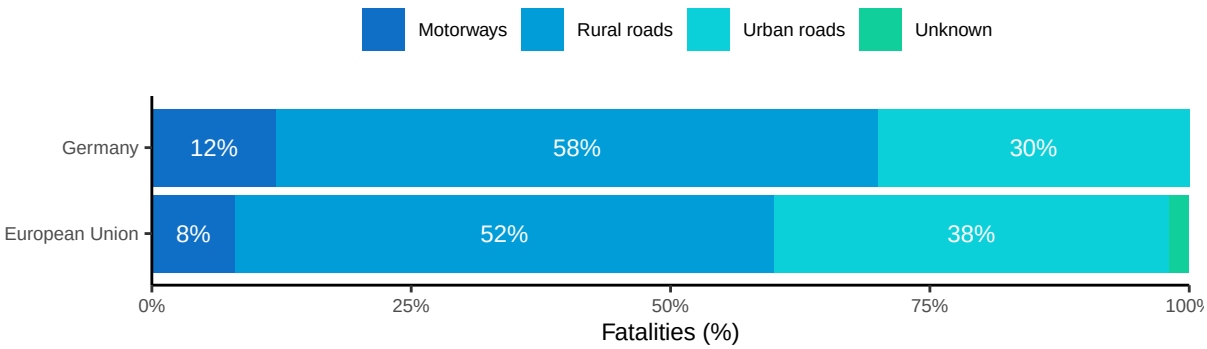


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	423	396	-6%	2,038	1,969	-3%
Rural	2266	1807	-20%	15,205	12,200	-20%
Urban	1063	964	-9%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*3752*	*3167*	*-16%*	*28,291*	*23,133*	*-18%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	5103	5906	+16%
Rural	25669	25700	+0%
Urban	35189	34969	-1%
Unknown	/	/	/
Total	*65961*	*66575*	*+1%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a smaller proportion of fatalities that occur in the night-time during the weekend (8%) than in the European Union (11%). Over the past ten years, Germany shows a more favourable downward trend regarding night-time fatalities (both during the week and at weekends), which is in line with the EU average.

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

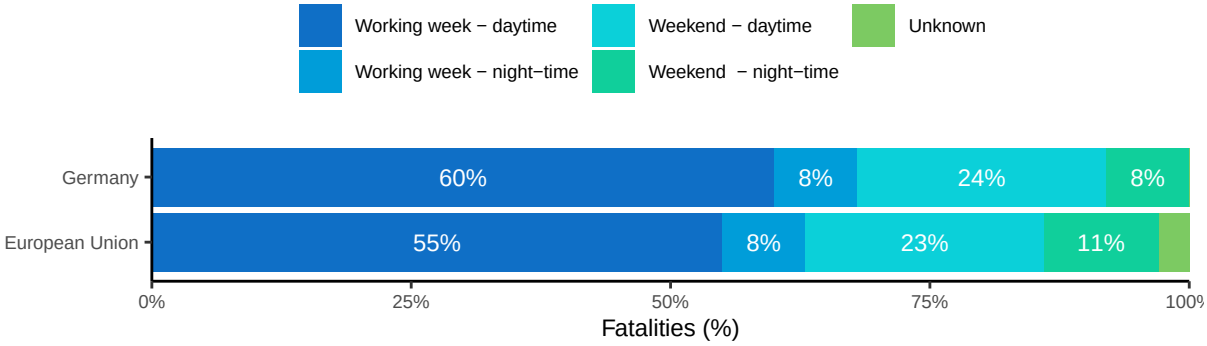


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	2,154	1956	-9%	15,404	13,265	-14%
Working week - night-time	282	226	-20%	2,566	1,980	-23%
Weekend - daytime	783	718	-8%	6,353	5,383	-15%
Weekend - night-time	381	267	-30%	3,540	2,593	-27%
Unknown	3,828	/	/	4,071	662	/
Total	*3,752*	*3167*	*-16%*	*28,291*	*23,133*	*-18%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Germany as well as for the European Union as a whole. Regarding light conditions, 27% of fatalities occur when it is

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

dark, which is similar to the EU average.

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

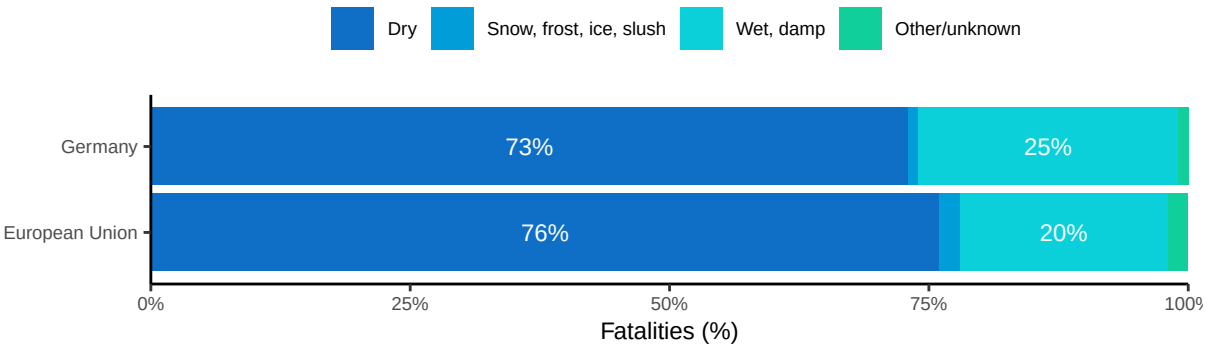


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	2686	2349	-13%	21,091	17,711	-16%
Snow, frost, ice, slush	179	51	-72%	988	442	-55%
Wet, damp	865	749	-13%	5,636	4,663	-17%
Other/unknown	/	/	/	2,458	446	/
Total	*3752*	*3167*	*-16%*	*28,291*	*23,133*	*-18%*

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

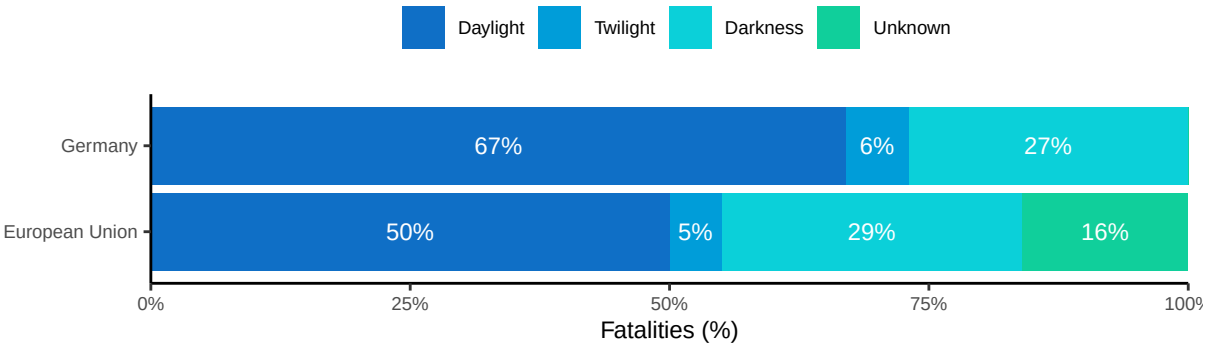


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	1184	869	-27%	8,918	6,782	-24%
Daylight	2391	2133	-11%	13,706	11,932	-13%
Twilight	177	165	-7%	1,498	1,228	-18%
Unknown	/	/	/	5,301	3,908	/
Total	*3752*	*3167*	*-16%*	*28,291*	*23,133*	*-18%*

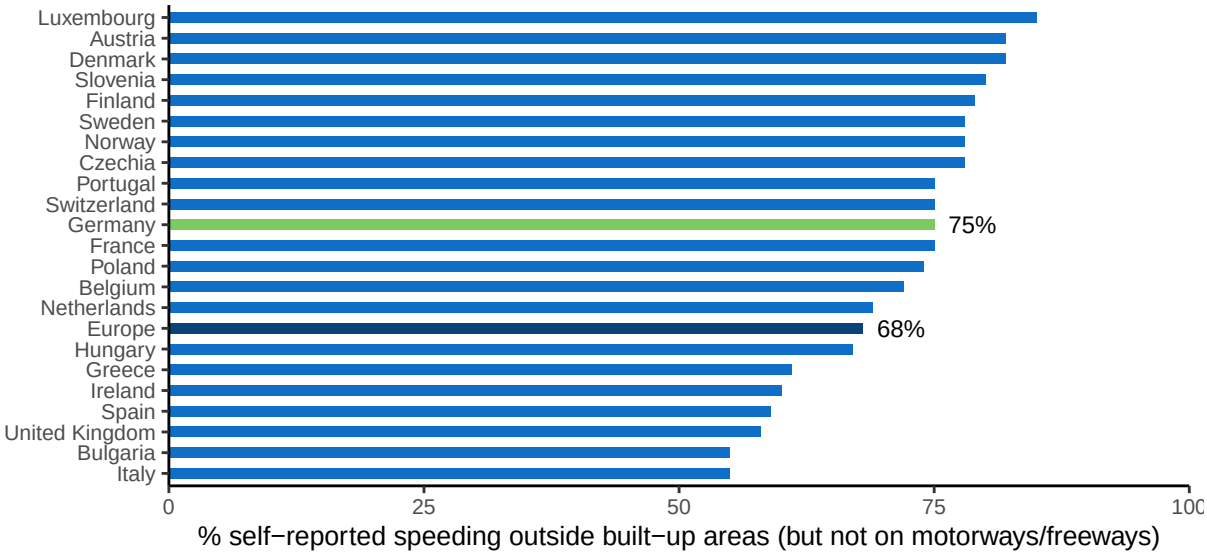
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour in traffic are based on self- reported behaviour. Germany performs worse than the European average in relation to speeding and distracted driving. The self-reported use of a helmet among cyclists and seatbelt wearing rate in the back seat are lower than the European average. On the other hand, self-reported drink-driving in Germany is lower than the European average.

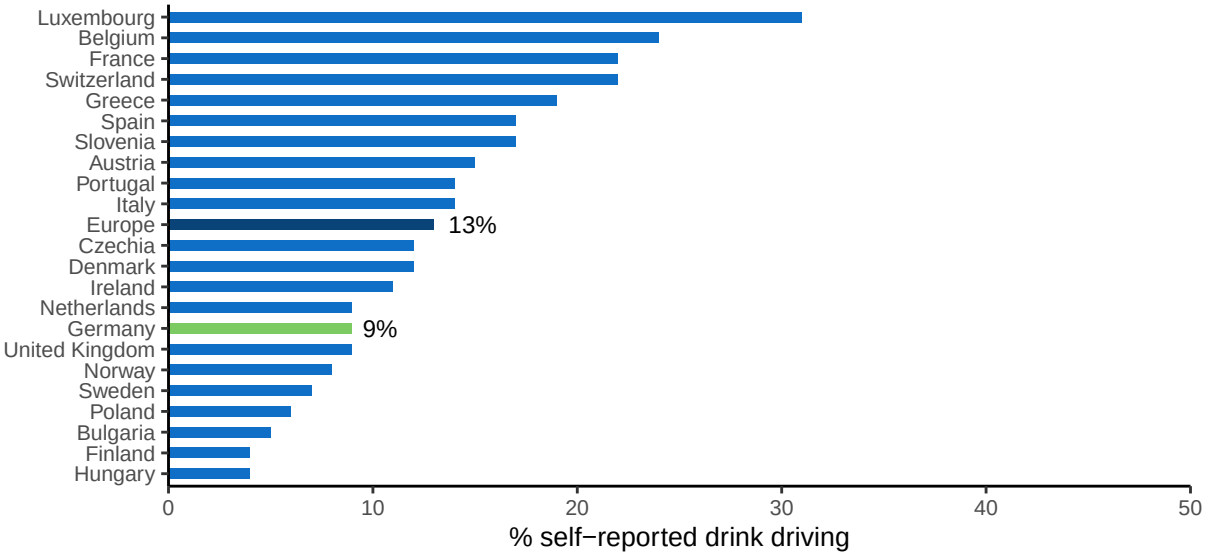
3.1.1 Speeding

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 16. Observed seatbelt wearing rate. Source: National sources

	Seatbelt wearing rate
Car drivers on urban roads	96.3%
Car drivers on rural roads	98.7%
Car drivers on motorways	98.9%
Car drivers	98.1%
Front seat passengers	97.6%

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)

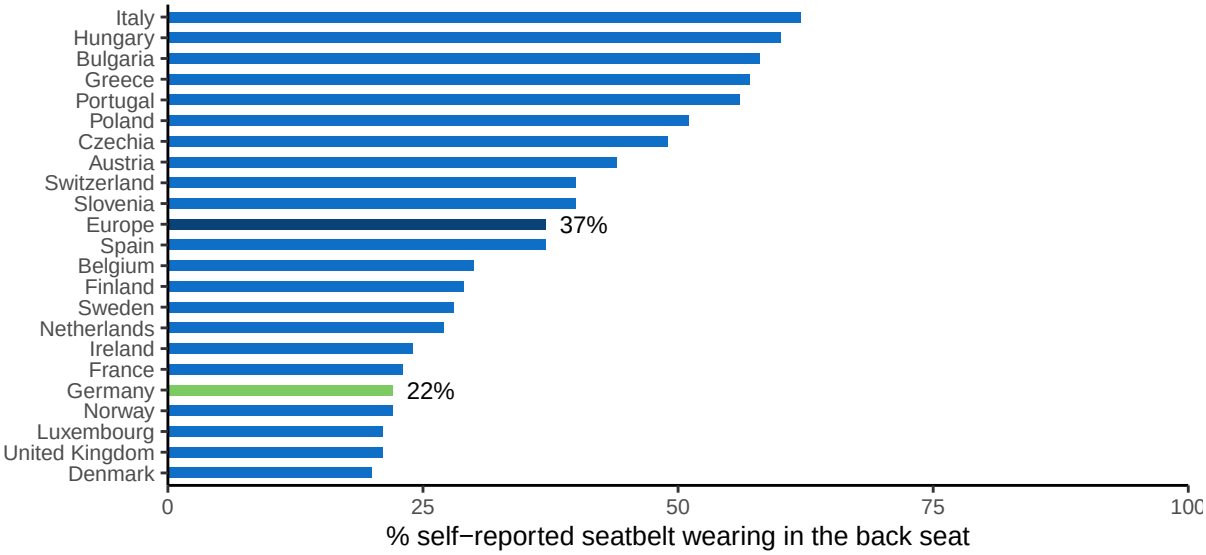
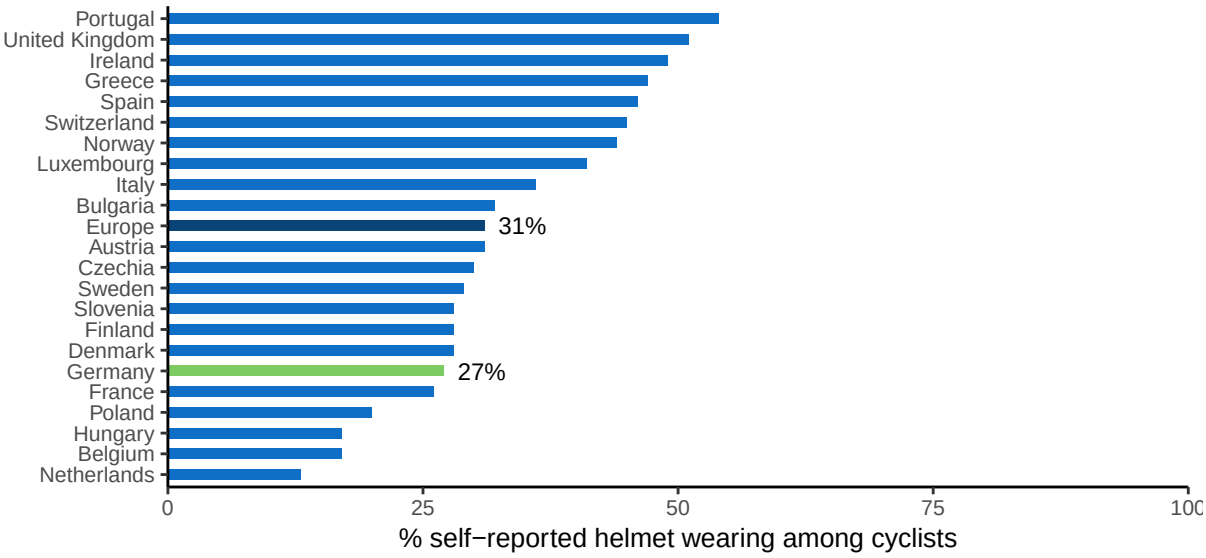
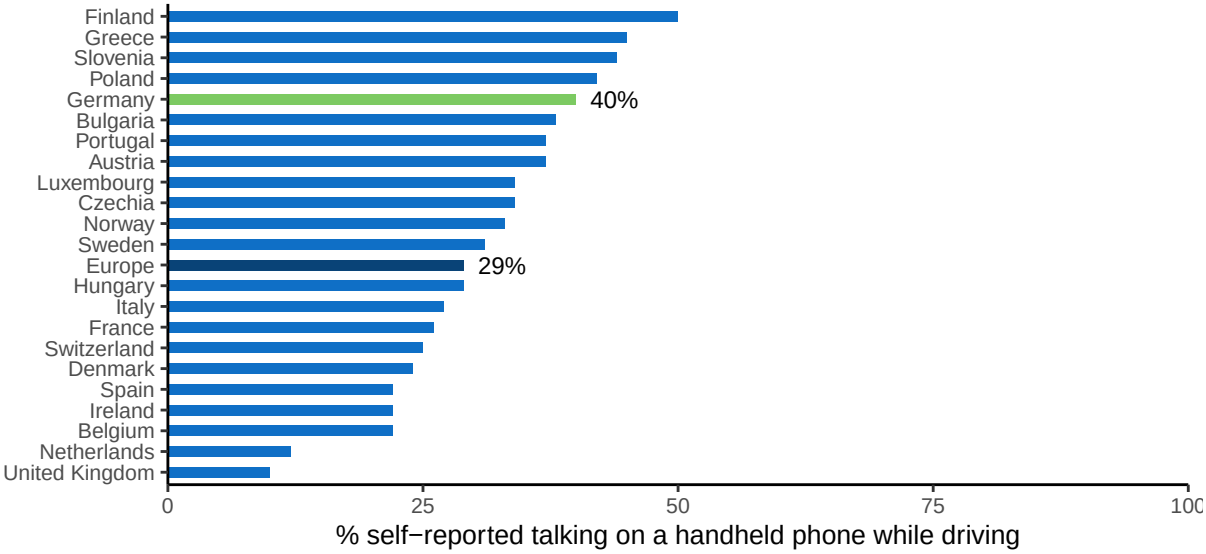


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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 motorway network in Germany shows relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure of the overall road network is based on the judgements made by road users themselves. For Germany, a score of 5.5 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

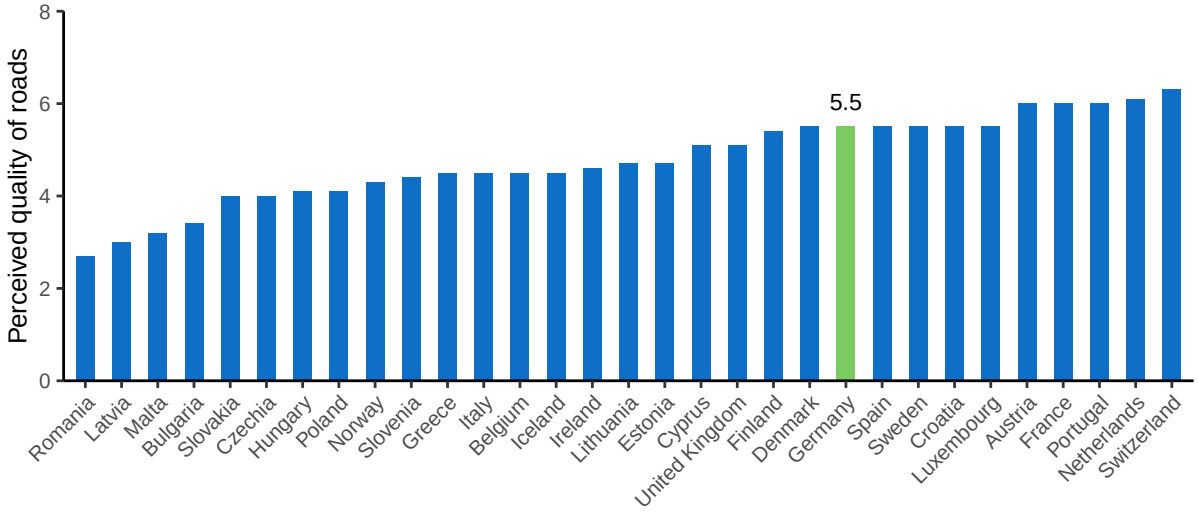
3.2.1 Road density

Table 17. Road density. Source: EUROSTAT (2019)

	Germany	European Union
Inside built-up areas	141 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	502 km road/1000 km²	609 km road/1000 km²
Motorways	37 km road/1000 km²	15 km road/1000 km²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the German vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, German passenger cars appear to be slightly younger than the EU average, with only 42% passenger cars over 10 years.

Table 18. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Germany	European Union
All vehicles (except trailers and motorcycles)	64	63
Total utility vehicles	7	9
Lorries	4	7
Road tractors	3	1
Trailers and semi-trailers	9	4
Motorcycles	5	6
Passenger cars	57	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 19. Age of registered passenger cars. Source: EUROSTAT (2019)

	Germany	European Union
Percentage of total number of passenger cars		
Less than 2 years	14%	12%
From 2 to 5 years	19%	15%
From 5 to 10 years	26%	21%
From 10 to 20 years	34%	42%
Over 20 years	8%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Germany is different in several respects from that in most EU countries. The maximum speed on rural roads (100km/h) is higher than in most other EU countries. Moreover, Germany is the only country with no general speed limit on motorways. The drink driving legislation is somewhat less strict than in other countries: the alcohol limit for professional drivers is 0.5 g/l while in most countries the limit is lower. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Germany.

Table 20. National road safety legislation. Source: WHO (2018)

	Germany	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	100 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	No limit	No limit1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 12 yrs / 150 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	No	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 18; No: 9
Standard referred to and / or specified	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

Both the self-reported frequency of alcohol checks and of drug checks in Germany is much lower than the European average.

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)

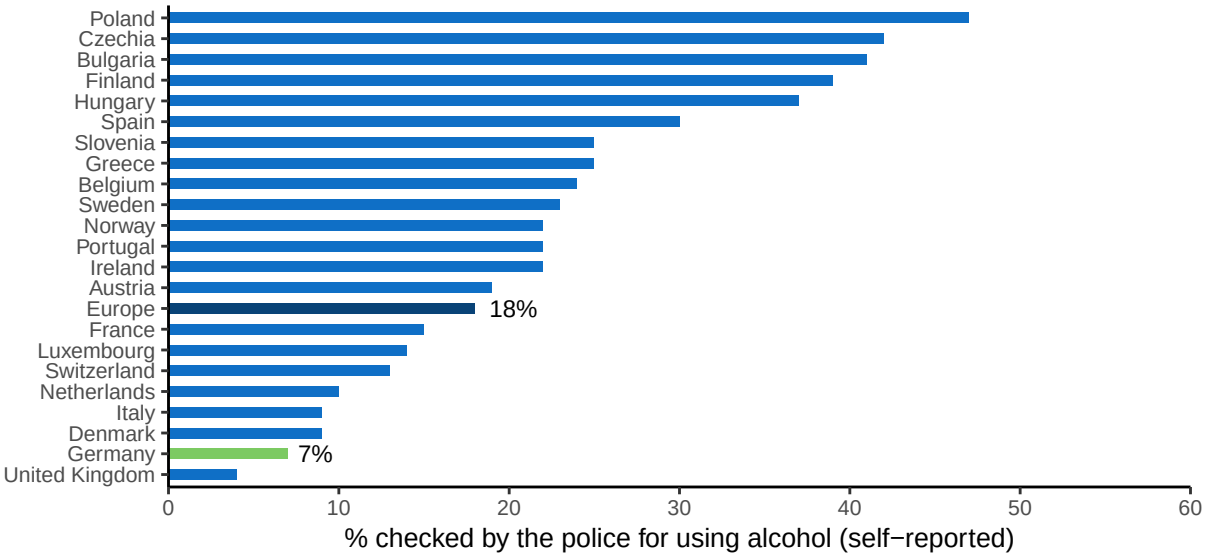
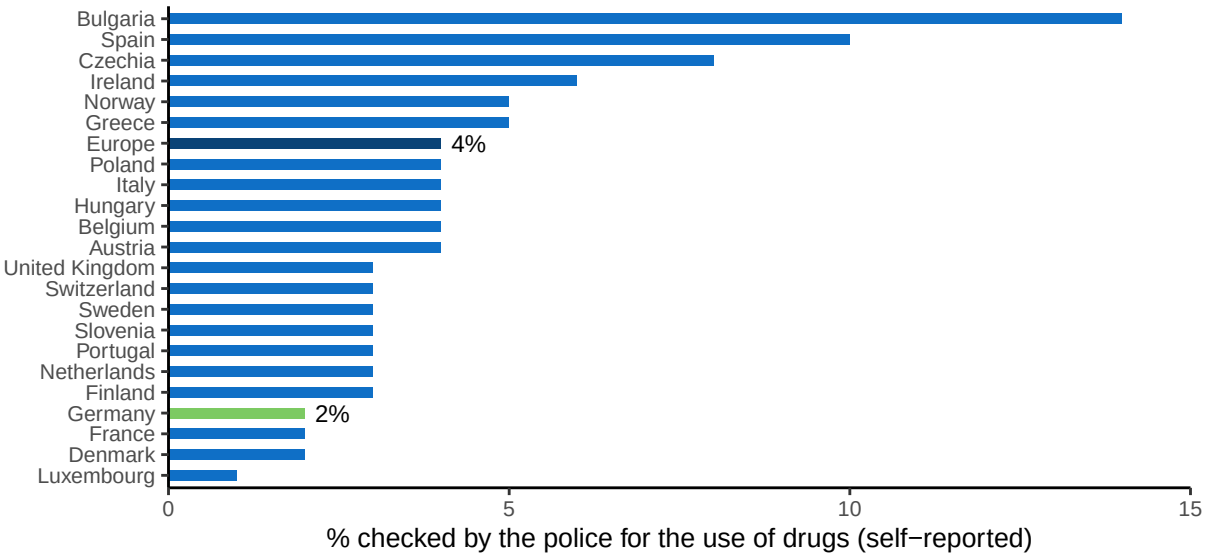


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Germany	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	No	Yes: 23 No: 4
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)

	Germany	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	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Germany is above the EU average. Its GDP per capita is above that of the European Union and the unemployment rate is lower.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	Germany	European Union
Population-related data (2020)		
Population (2020)	83166711	447319916
Population density (inhabitants/km²)	233	106
% Children (0-14)	14%	15%
% Adults (15-64)	65%	64%
% Elderly (65+)	22%	21%
Urbanization (2019)		
% living in cities	36%	38%
% living in suburbs and towns	41%	34%
% living in rural areas	23%	28%
Economic data		
GDP per capita (EUR, 2020)	40114.4	29768.3
Unemployment rate (2020)	4%	7%

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	Ministry of Transport and Digital Infrastructure (BMVI)
Monitoring of the road safety development	Ministry of Transport and Digital Infrastructure (BMVI)
	Federal Highway Research Institute (BASt)
	Federal Statistical Office (StBA)
Improvements in road infrastructure	Ministry of Transport and Digital Infrastructure (BMVI)
	Federal Motorway Ltd. (Autobahn GmbH des Bundes)
	Road Authorities of the 16 federal states
	Highway Research Institute (BASt)
Improvement in vehicles	Ministry of Transport and Digital Infrastructure (BMVI)
	Federal Motor Transport Authority (KBA)
	Technical Vehicle Inspection Organisations
Improvement in road user education	Ministry of Transport and Digital Infrastructure (BMVI)
	The Ministries of Education of the 16 federal states
	The Ministries of Interior of the 16 federal states (police)
	German Road Safety Council (DVR)
	German Traffic Watch / regional Traffic Watches (DVW, LVWs)
Publicity campaigns	Ministry of Transport and Digital Infrastructure (BMVI)
	The Ministries of Transport of the 16 federal states
	The Ministries of Interior of the 16 federal states (police)
	German Road Safety Council (DVR)
	German Traffic Watch / regional Traffic Watches (DVW, LVWs)
Enforcement of traffic laws	Highway Patrol (Autobahnpolizei)
	Federal Police
Other relevant actors	German Insurance Association (GDV)
	Municipalities
	Municipal umbrella organisations
	Automobile Clubs
	Road user associations
	Professional trade associations
	Vehicle manufacturers
	Police trade union
	Various OEMs and private initiatives

5.3 Attitudes

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

	Germany	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	15%	12%	19/22
I will do my best to respect speed limits in the next 30 days	62%	71%	2/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	12/22
I will do my best not to drive after drinking alcohol in the next 30 days	72%	76%	2/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	3/22
I often check my messages on the mobile phone while driving	3%	4%	12/22
I will do my best not to use my mobile phone while driving in the next 30 days	69%	74%	2/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/ Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.