



European  
Commission



Country Profile  
**Hungary**



This document is part of a series of 30 country profiles: one for each Member State of the EU 27 and three EFTA countries (Iceland, Norway, and Switzerland). The purpose of this series is to provide an overview of the road safety situation in a specific country.

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Version:	February 8, 2024
Authors:	Katerina Folla, Konstantinos Kaselouris (NTUA)
Internal Reviewers:	Ingrid van Schagen, Govert Schermers (SWOV)
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# 1. Highlights

## Road Safety Outcomes

- In 2021, 544 people were killed and 4,595 were seriously injured in road crashes in Hungary.
- Hungary is 7<sup>th</sup> out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Hungary shows a high proportion of killed people aged 25-49 years old for both males and females.
- Over the period 2012-2021, the number of fatalities in Hungary decreased by 10%, which is much lower than the EU decrease.

## Road Safety Performance Indicators

- The use rates of seat-belts and child restraint systems (CRS) in Hungary are somehow lower compared to the EU average.
- Self-reported drink-driving is much lower than the EU average.
- Hungarian passenger car fleet is older than the EU average.

## Road Safety Policy Measures & Country Characteristics

- Hungary is one of the few countries in the European Union with a zero alcohol limit for all drivers.
- In Hungary there is no age restriction to transport children on motorcycles.
- Hungarian road infrastructure is characterized by high road density, but a very small share of motorways.
- The percentage of GDP that is dedicated to road spending (1.2%) in Hungary is higher than the EU average.

## 2. Road Safety Outcomes

### 2.1 Road Safety Trends

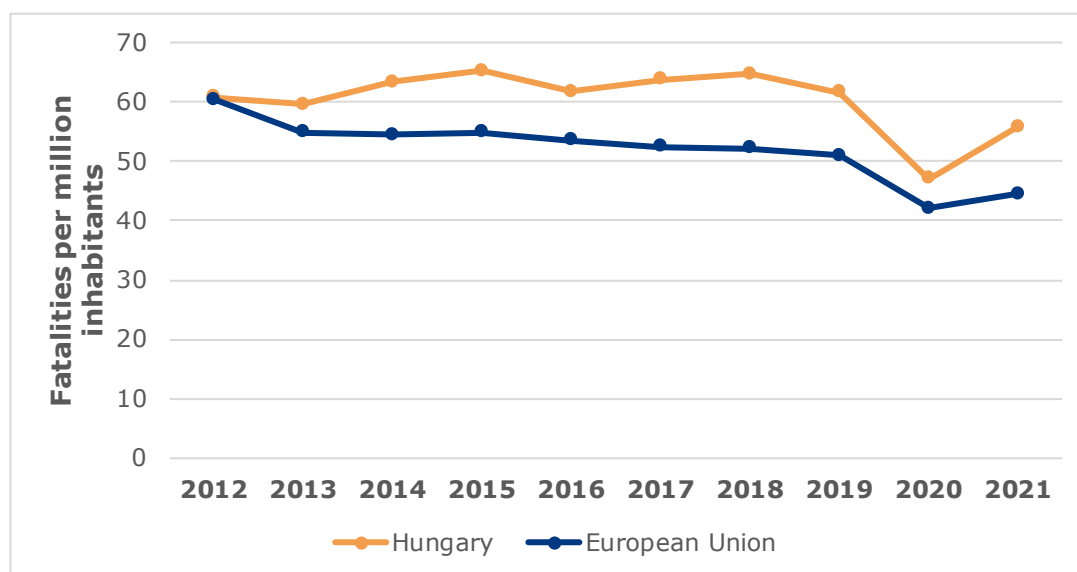
In Hungary, a total of 544 people were killed and 4,595 were seriously injured in road crashes in 2021<sup>a</sup>. Over the period 2012-2021, the number of fatalities in Hungary decreased by 10%, which is much lower than the European Union (EU) decrease (25%). The number of serious injuries also showed a slight decrease over the same period (by 7%).

In terms of mortality rates, 56 road fatalities per million inhabitants were recorded, which is well above the EU average (45).

**Table 1.** Number of fatalities and serious injuries, 2012 and 2021

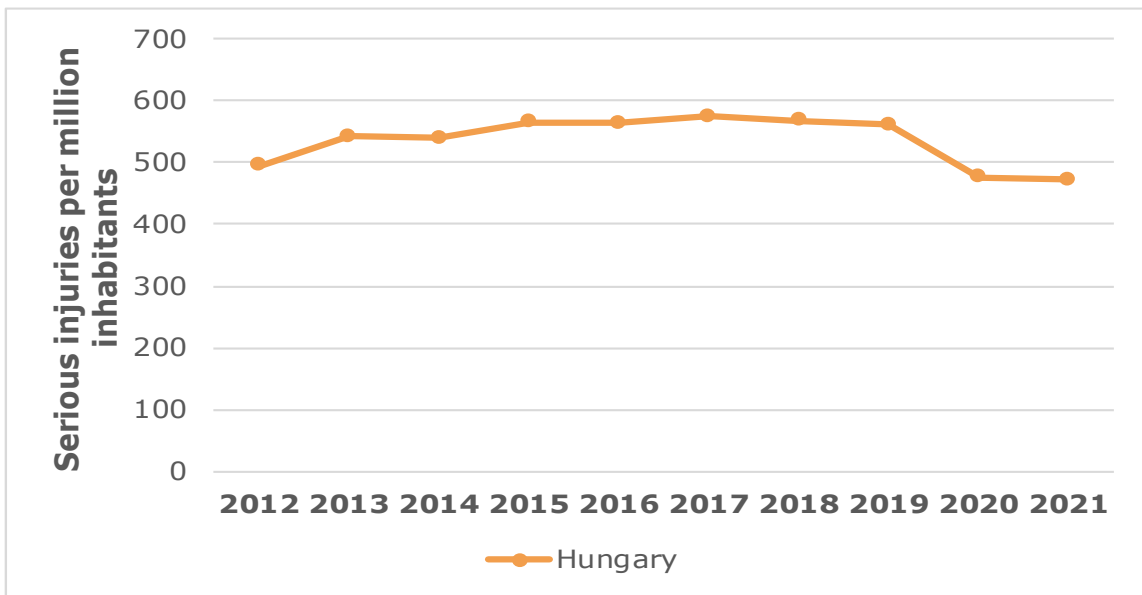
	2012	2021	Trend	EU trend
Fatalities	605	544	-10%	-25%
Serious Injuries	4,921	4,595	-7%	-

**Figure 1.** Mortality rate development, 2012 – 2021



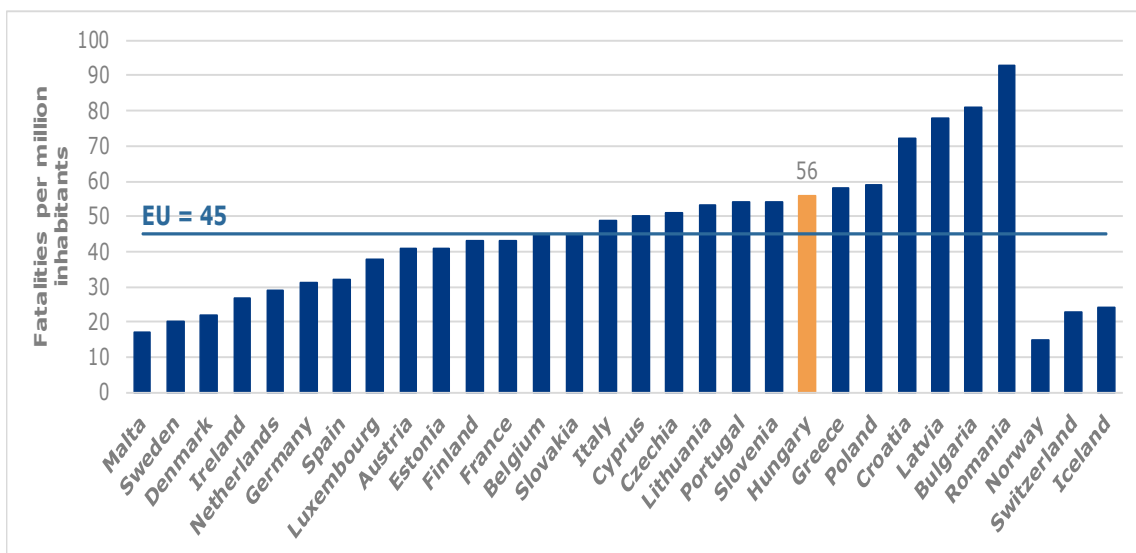
<sup>a</sup> It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

**Figure 2.** Evolution of serious injuries per million inhabitants, 2012 – 2021

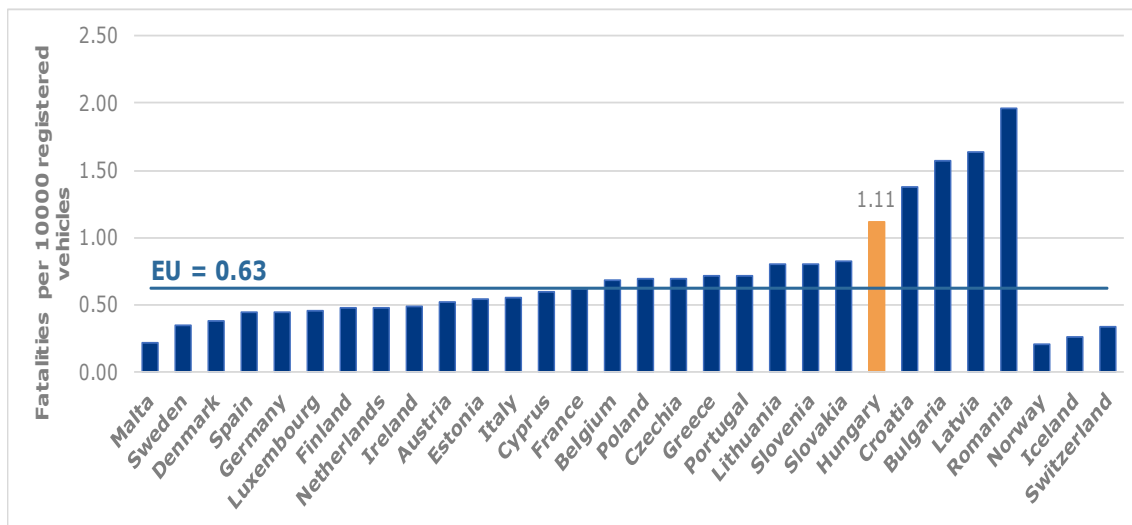


## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2021



Taking into account the number of vehicles, Hungary also performs worse compared to the EU average. The rate of 1.11 fatalities per 10,000 registered vehicles in Hungary is much higher than the EU average of 0.63.

**Figure 4.** Fatalities per thousand registered vehicles, 2021

## 2.3 Transport Mode

In 2021<sup>b</sup>, car occupants accounted for almost the half of road traffic fatalities in Hungary. This percentage is higher than that observed in the EU as a whole (45%). Occupants of buses and lorries account for 9% of road fatalities, which is also above the proportion that is seen in the EU (5%). Powered two-wheelers, on the other hand, account for 12% of road fatalities in Hungary which is lower than in the EU as a whole (19%).

Over the period 2012-2021, there has been a decrease in road fatalities in Hungary for occupants of heavy goods vehicles, cyclists and pedestrians. The highest decrease was recorded for pedestrians and cyclists (38% and 37% respectively). The number of fatally injured occupants of passenger cars and lorries increased. Concerning serious injuries, a high increase was recorded for bus occupants (38%), but the number of serious injuries also increased or car occupants (16%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Hungary in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 74% were involved in a crash with a car, and 22% were involved in a crash with a lorry or heavy goods vehicle. Over time Hungary showed a more substantial decrease of fatalities in crashes with HGVs and lorries than the EU.

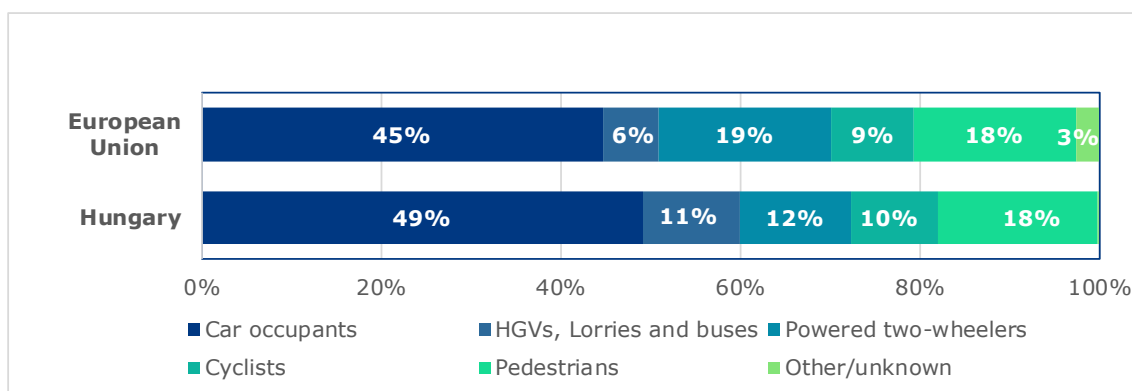
<sup>b</sup> Different shares of transport modes in the casualty numbers, as shown in this section, may also reflect differences in the size of the vehicle fleet and the usage of different modes rather than a difference in safety level.

Contrary to the EU average, the overall number of fatalities in single vehicle crashes in Hungary recorded an increase of 9%.

**Table 2:** Number of fatalities by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	3	17	-	+26%
Car occupants	253	267	+6%	-28%
Cyclists	84	53	-37%	-12%
Heavy goods vehicles	15	10	-33%	-11%
Lorries, under 3.5t	20	32	+60%	-14%
Other/unknown	10	1	-	-13%
Pedestrians	156	97	-38%	-34%
Powered two-wheelers	64	67	+5%	-18%
Total	605	544	-10%	-25%

**Figure 5.** Distribution of road fatalities by transport mode, 2021



**Table 3:** Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend
Bus/coach occupants	73	101	+38%
Car occupants	1,638	1,907	+16%
Cyclists	1,030	775	-25%
Heavy goods vehicles	72	51	-29%
Lorries, under 3.5t	155	144	-7%
Other/unknown	57	68	+19%
Pedestrians	761	665	-13%
Powered two-wheelers	1,135	884	-22%
Total	4,921	4,595	-7%



**Table 4:** Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2021

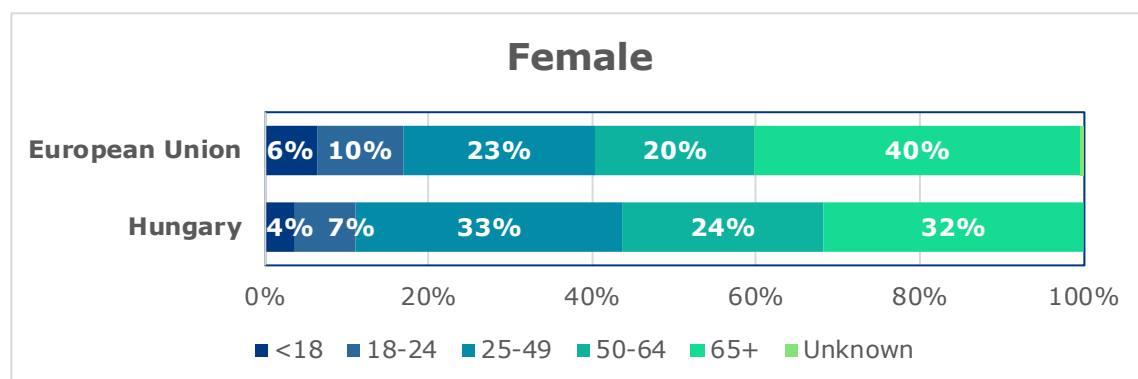
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	11	6	-45%	-47%
Crashes involving cars	161	133	-17%	-29%
Crashes involving lorries or heavy goods vehicles	71	40	-44%	-15%

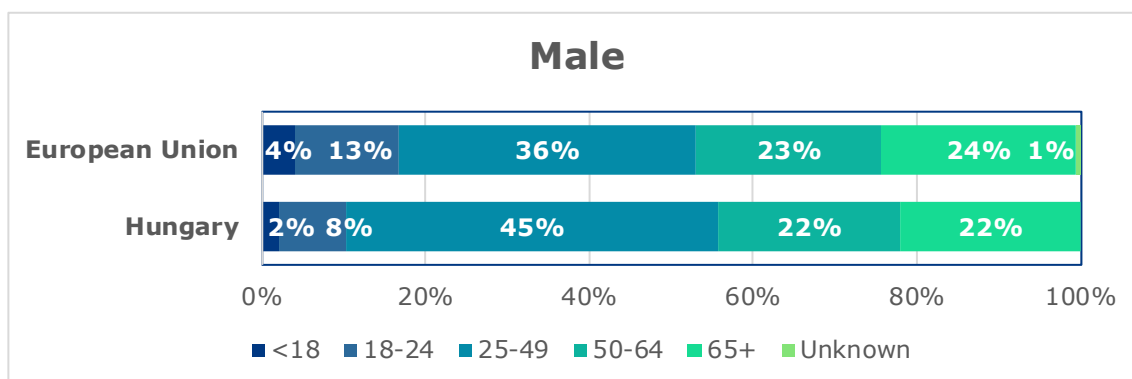
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	1	9	-	+47%
Car occupants	68	83	+22%	-28%
Cyclists	17	5	-71%	+37%
Heavy goods vehicles	5	4	-	-44%
Lorries, under 3.5t	6	7	-	-12%
Other/unknown	6	0	-	-20%
Powered two-wheelers	21	27	+29%	-16%
Total	124	135	+9%	-23%

## 2.4 Age and Gender

The distribution of road fatalities across age groups in Hungary is similar to that of the EU, but with a higher share of fatalities aged from 25 to 49 years old. Over the period 2012-2021, the number of fatalities and serious injuries dropped for all age groups except for serious injuries for people aged 65 years old or older and male fatalities for the same age group.

**Figure 6.** Distribution of road fatalities by age and gender, 2021



**Table 6:** Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
<b>Female</b>				
<18	14	5	-64%	-44%
18-24	11	10	-9%	-40%
25-49	49	44	-10%	-37%
50-64	40	33	-18%	-23%
65+	49	43	-12%	-25%
Unknown	0	0	-	-22%
Total	163	135	-17%	-31%
<b>Male</b>				
<18	17	9	-47%	-27%
18-24	31	33	+6%	-37%
25-49	188	186	-1%	-30%
50-64	130	91	-30%	-13%
65+	72	90	+25%	-8%
Unknown	0	0	-	-9%
Total	438	409	-7%	-23%

**Table 7:** Number of serious injuries by age and gender, 2012 and 2021

	2012	2021	Trend
<b>Female</b>			
<18	137	102	-26%
18-24	142	134	-6%
25-49	538	583	+8%
50-64	439	421	-4%
65+	384	468	+22%
Unknown	0	3	-
Total	1,640	1,711	+4%

**Male**

<18	214	158	-26%
18-24	372	316	-15%
25-49	1,603	1,291	-19%
50-64	714	702	-2%
65+	372	409	+10%
Unknown	1	1	-
Total	3,276	2,877	-12%

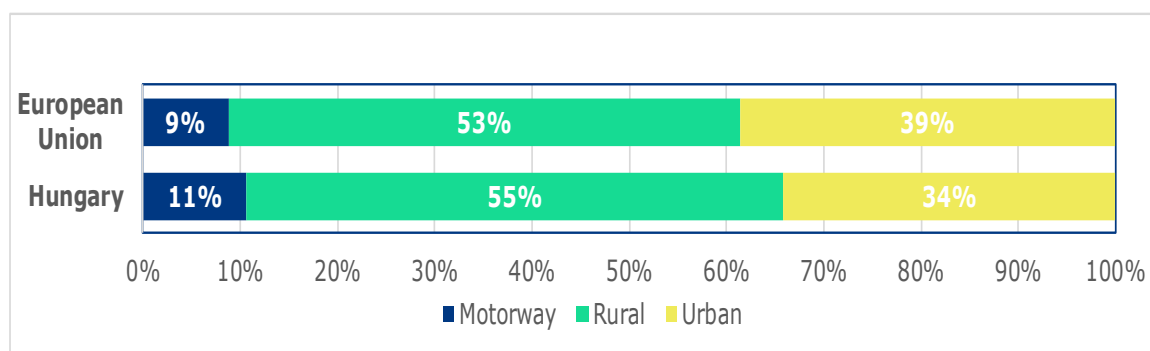
## 2.5 Area and Road Type

The majority of road fatalities in Hungary occurred on urban roads (55%). The percentage of fatalities that occurred on motorways in Hungary (11%) is slightly higher than the EU average (9%). Over the period 2012-2021, the number of fatalities decreased on all road types in Hungary except for motorways. Inside urban areas, Hungary has somewhat more fatalities among cyclists (18% vs 13%) and somewhat less among powered two-wheelers (13% vs 20%) compared to the EU average.

**Table 8:** Number of fatalities by road type, 2012 and 2021

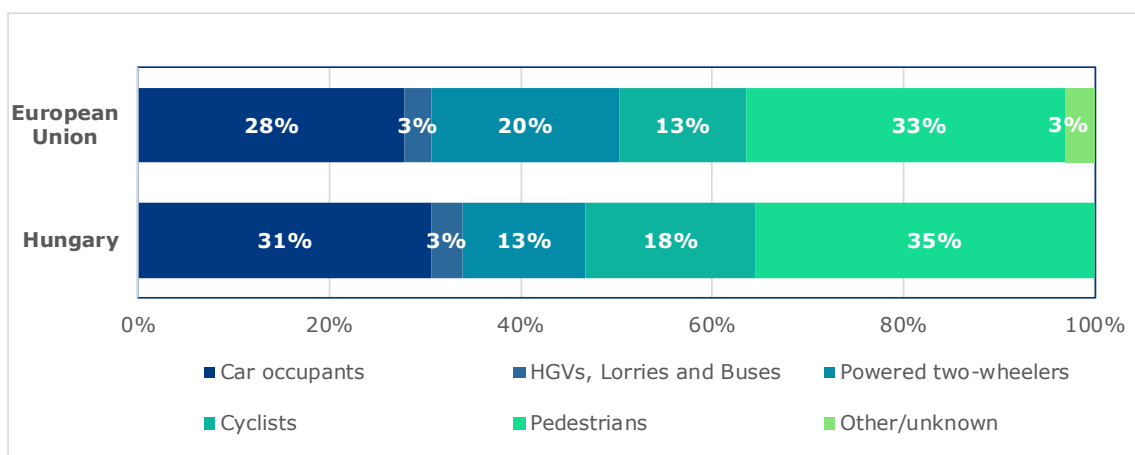
	2012	2021	Trend	EU trend
Motorway	31	58	+87%	-6%
Rural	364	300	-18%	-28%
Urban	210	186	-11%	-24%
Unknown	0	0	-	-48%
Total	605	544	-10%	-25%

**Figure 7.** Distribution of road fatalities by road type, 2021



**Table 9:** Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	166	190	+14%
Rural	1,678	1,733	+3%
Urban	3,077	2,672	-13%
Unknown	0	0	-
Total	4,921	4,595	-7%

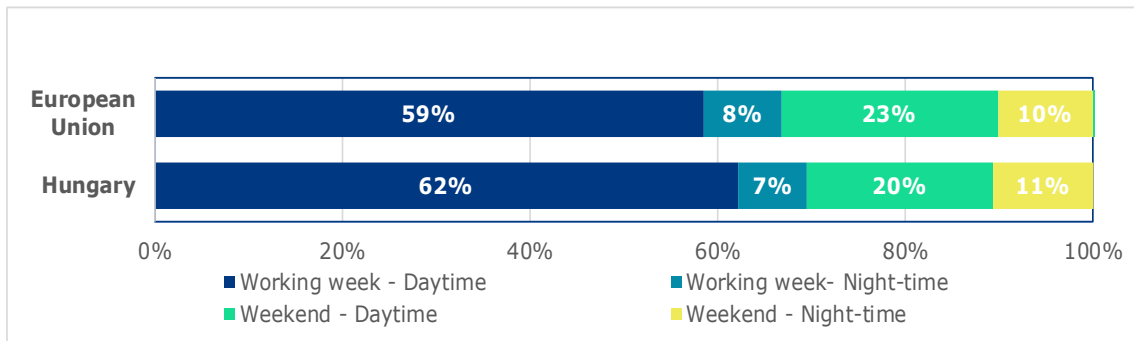
**Figure 8.** Distribution of road fatalities inside urban areas by type of transport mode, 2021

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is very similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2021, Hungary showed a favourable downward trend regarding night-time fatalities during the weekend, which is in line with the EU average.

**Table 10:** Number of fatalities by time period, 2012 and 2021

	2012	2021	Trend	EU trend
Working week - Daytime	360	338	-6%	-21%
Working week- Night-time	53	40	-25%	-30%
Weekend - Daytime	112	108	-4%	-25%
Weekend - Night-time	80	58	-28%	-39%
Unknown	0	0	-	-75%
Total	605	544	-10%	-25%

**Figure 9.** Distribution of road fatalities by time period, 2021

## 2.7 Lighting and Weather Conditions

The majority of fatalities both in Hungary and in the EU are during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2021, Hungary recorded a slight increase in crash fatalities during daylight. During twilight, road crash fatalities decreased more than in the EU on average.

**Table 11:** Number of fatalities by lighting and weather conditions, 2012 and 2021

	2012	2021	Trend	EU trend
<b>Lighting Conditions</b>				
Daylight	345	355	+3%	-17%
Twilight	27	17	-37%	-25%
Darkness	233	172	-26%	-33%
<b>Weather Conditions</b>				
Dry	544	498	-8%	-24%
Rain	37	28	-24%	-28%
Other/Unknown	24	18	-25%	-25%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

**Table 12:** Road Safety Performance Indicators, 2022 or latest available year

	Hungary	EU
<b>Speeding<sup>c</sup></b>		
% of passenger cars travelling within speed limits <sup>1</sup>		
Motorways	/	-
Rural Roads	/	-
Urban Roads	/	-
<b>Seat belt &amp; CRS use rates (%)<sup>1,2</sup></b>		
Front	92.0	93.3
Rear	57.1	75.5
Child restraint systems	60.9	67.0
<b>Helmet use rates (%)<sup>1</sup></b>		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist	/	37.8
<b>DUI of Alcohol<sup>3</sup></b> (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
<b>Driver Distraction<sup>1</sup></b>		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ETSC (2022), <sup>3</sup>ESRA3 project (2024), <sup>4</sup>national sources

<sup>c</sup> An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison. Please also note that for some Safety Performance Indicators of Section 3, the EU average is based on a small number of EU Member States with available data (see Section 6.1).

## 3.2 Vehicle Safety

**Table 13:** Vehicle Safety Performance Indicators, 2019

	Hungary	EU
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>1</sup>	/	83.6
Average age of passenger car fleet (years) <sup>2</sup>	14.2	11.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ACEA (2022)

## 3.3 Enforcement

**Table 14:** Number of traffic police tickets per thousand population, 2020

Tickets per 1,000 population	Hungary	EU
Speeding	68.0	139.7
Non-use of seat-belt	6.2	5.7
Illegal use of mobile phone	2.7	4.4
Driving above legal alcohol limits	2.2	1.9

Source: ETSC (2022)

## 4. Road Safety Policy and Measures

### 4.1 National Road Safety Strategy

**Table 15:** National road safety strategy and targets

Hungary	
Timeframe	2020-2022, 2023-2025
Lead Authority	Ministry of Innovation and Technology and the Ministry of the Interior, with the cooperation of other organizations interested in the field (e.g. KTI, national police, road operator, universities, NGOs)
<b>Targets</b>	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2020
SPIs	No numeric targets
<b>Link</b>	-

Source: national sources

### 4.2 Traffic Laws and Regulations

National road safety legislation in Hungary generally reflects the situation in the majority of the EU countries with some exceptions. The legislation regarding drink driving is stricter than in most EU countries: there is a zero-percent alcohol limit for all drivers. Furthermore, unlike most other countries there is no age restriction in Hungary to transport children on motorcycles.

**Table 16:** National road safety legislation

	Hungary	Most common in EU
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.0	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
<b>Child restraint systems</b>		



	Hungary	Most common in EU
CRS required	Up to 135cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27
Children on motorcycles	Not restricted	Prohibited under certain age/height: 18/27
<b>Helmet requirement</b>		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No (Mandatory only outside built-up areas, at speeds higher than 50 km/h)	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	No	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	No	25: 18/27
Helmet required	No	Not required: 12/27
Allowed on road lanes	-	Yes: 18/27
Allowed on pavements	No	No: 13/27, Yes: 9/27
Allowed on bicycle paths	-	Yes: 21/27

Sources: EC (2023), WHO (2018), FERSI (2020), National sources

## 4.3 Driving Licences

**Table 17:** Policies and regulations related to driving licences

	Hungary	Most common in EU
<b>Novice Drivers</b>		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	2 years	2 years: 7/27, 3 years: 5/27
<b>Renewal Procedure</b>		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Until 50 years old.: every 10 years 50-60 years old: every 5 years 60-70 years old: every 3 years Above 70 years old: every 2 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

## 4.4 Road Infrastructure

**Table 18:** Policies and regulations related to road infrastructure

	Hungary	Most common in EU
Audits or star rating required for new road infrastructure	Yes	Yes: 10/27, Partial: 17/27
Inspections / star rating of existing roads	Yes	Yes: 26/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25/27
Investments to upgrade high risk locations	No	Yes: 20/27
Policies & investment in urban public transport	No	Yes: 23/27
Policies promoting walking and cycling	Subnational	Yes: 21/27

Source: WHO (2018)

## 5. Structure and Culture

### 5.1 Country Characteristics

Population density in Hungary is similar to the EU average. Its GDP per capita is below that of the EU, while the percentage of GDP that is dedicated to road spending is higher than the EU average.

**Table 19:** Country Characteristics, 2021

	Hungary	EU
<b>Demographics<sup>2</sup></b>		
Population (inhabitants)	9,730,772	447,000,548
Population density (inh./km <sup>2</sup> )	106.9	109.0
% children (0-17)	17.5	18.2
% adults (18-64)	62.1	61.6
% elderly (65+)	20.3	20.3
% of urban population	72.1	75.2
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	15,870	32,560
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	93,012	4,225,134
Road network length (km)	216,509	4,473,380
Road density (km/km <sup>2</sup> )	2.3	1.1
% of motorways	0.86	1.67
% GDP spent to road infrastructure <sup>3</sup>	1.2	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.50	0.73
% of passenger cars	82.4	77.3
% of motorcycles	4.2	11.4
% of HGVs	13.1	11.1
% of buses	0.4	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	77.7	85.2
- Bus/coach/Metro/Tram	16.1	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	65.8	74.6
- Rail	25.1	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	13.7	739.8
Share of road transport emissions in total transport emissions (%)	96.1	76.3

Sources: <sup>1</sup>EC (2023b), <sup>2</sup>Eurostat, <sup>3</sup>OECD (2023)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	<ul style="list-style-type: none"> <li>- Ministry of Innovation and Technology</li> <li>- Ministry of Interior</li> <li>- Police</li> </ul>
<b>Monitoring of the road safety development</b>	<ul style="list-style-type: none"> <li>- KTI Institute for Transport Sciences Nonprofit Ltd.</li> </ul>
<b>Improvements in road infrastructure</b>	<ul style="list-style-type: none"> <li>- Hungarian Public Roads Nonprofit Ltd.</li> <li>- Ministry of Innovation and Technology</li> <li>- Hungarian Transport Administration (traffic development, activities, maintenance and asset management)</li> </ul>
<b>Improvement in vehicles</b>	<ul style="list-style-type: none"> <li>- AVL ZalaZONE</li> </ul>
<b>Improvement in road user education</b>	<ul style="list-style-type: none"> <li>- KAV Transportation Aptitude and Examination Center Nonprofit Kft.</li> <li>- Police</li> </ul>
<b>Publicity campaigns</b>	<ul style="list-style-type: none"> <li>- Police</li> <li>- Hungarian Motorsport and Green Mobility Development Agency</li> </ul>
<b>Enforcement of traffic laws</b>	<ul style="list-style-type: none"> <li>- Police</li> </ul>
<b>Other relevant actors</b>	<ul style="list-style-type: none"> <li>- Traffic Science Association (KTE)</li> <li>- National Police Association (OPSZ)</li> <li>- Hungarian Automobile-club (Magyar Autóklub)</li> <li>- Association of Hungarian Insurance Companies (MABISZ)</li> <li>- Partnership for Road Safety Association</li> <li>- Hungarian Red Cross</li> </ul>

Source: National sources

## 5.3 Self-declared behaviour & Attitudes

For Hungary, there are no data available on self-declared behaviour and attitudes in ESRA 3 project.

## 6. Notes

### 6.1 Data Sources

#### **CARE (Community database on road accidents in Europe)**

All information in section 1 of the Country Profile is based on the CARE database. The full glossary of definitions of variables used in this Report is available at [EC Mobility & Transport - Road Safety](#) webpage.

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2021). In case of missing values, the EU averages and aggregated data were produced by imputing figures based on data from previous years. For values less than 10, the trend is not shown since it may be due to randomness. Also, due to missing data on serious injuries for some EU countries, EU total/average is not calculated. Date of extraction: July 2023

#### **ACEA (2022)**

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.

[https://www.acea.auto/files/ACEA\\_Pocket\\_Guide\\_2022-2023.pdf](https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf)

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 24 EU countries. Date of extraction: July 2023

#### **Baseline project**

Information in section 3 is based on Key Performance Indicators collected within the Baseline project.

[https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis\\_en](https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis_en)

Alternative sources were used for countries with no available data in the Baseline project (e.g., ETSC, national sources). The European average is based on the average of 17 EU countries for speeding, 23 EU countries for seat-belt use, 13 EU countries for CRS use, 14 EU countries for helmet use, 14 EU countries for driver distraction and 13 EU countries for vehicle safety. Date of extraction: July 2023

#### **European Commission 2023**

Data were retrieved from EC Mobility & Transport - Road Safety website: [https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index\\_en.htm](https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm)

Date of extraction: July 2023

**European Commission – Statistical Pocketbook 2023 (b)**

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2023*. Publications Office of the European Union, 2023. Date of extraction: November 2023  
<https://data.europa.eu/doi/10.2832/319371>

**Eurostat**

Data were retrieved from Eurostat: <https://ec.europa.eu/eurostat>  
 The European average is based on the average of the 27 EU countries.  
 Date of extraction: July 2023

**ESRA project**

Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023).  
<https://www.esranet.eu/>

The European average is the average of 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: November 2023

**ETSC**

Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022.  
<https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/>

**FERSI (2020)**

Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. <https://fersi.org/>. Date of extraction: July 2023

**IRTAD (International Traffic Safety Data and Analysis Group)**

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database:  
<https://stats.oecd.org/>. Date of extraction: July 2023

**WHO**

Data were retrieved from the WHO Global Status Report on Road Safety, 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/](https://www.who.int/violence_injury_prevention/road_safety_status/)

[2018/en/](#). Date of extraction: July 2023

## 6.2 Definitions

### Road Crash

Any crash 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. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

### 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.

### Seriously injured (at 30 days)

Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

### Lorry, under 3.5tn

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

### Heavy Goods Vehicles

Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

### 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.).

### 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.

### **Speeding**

The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

### **Seat belt & CRS use rates**

The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

### **Helmet use rates**

The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries the use of helmets is not obligatory for cyclists (see Table 16).

### **DUI of Alcohol**

The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

### **Driver Distraction**

The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

### **Explanations of symbols in tables:**

/ : not available

- : not applicable (e.g. calculation cannot be performed)

