



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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1 Highlights

Road safety outcomes

- In 2020 a total of 2,719 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 rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Germany shows a relatively high proportion of cyclists and fatalities aged 75 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 drugs 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 2,719 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 33 road fatalities per million inhabitants, which is well below the EU average (42). 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 0.47 fatalities per 10,000 registered vehicles.

Over the past ten years, the number of fatalities in Germany has declined by only 25% while the EU average has fallen by 36%. Over the same period the number of serious injuries has barely declined. 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	3,648	2,719	-25%	29611	18834	-36%
Serious injuries	62,620	58,005	-7%	/	/	/

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

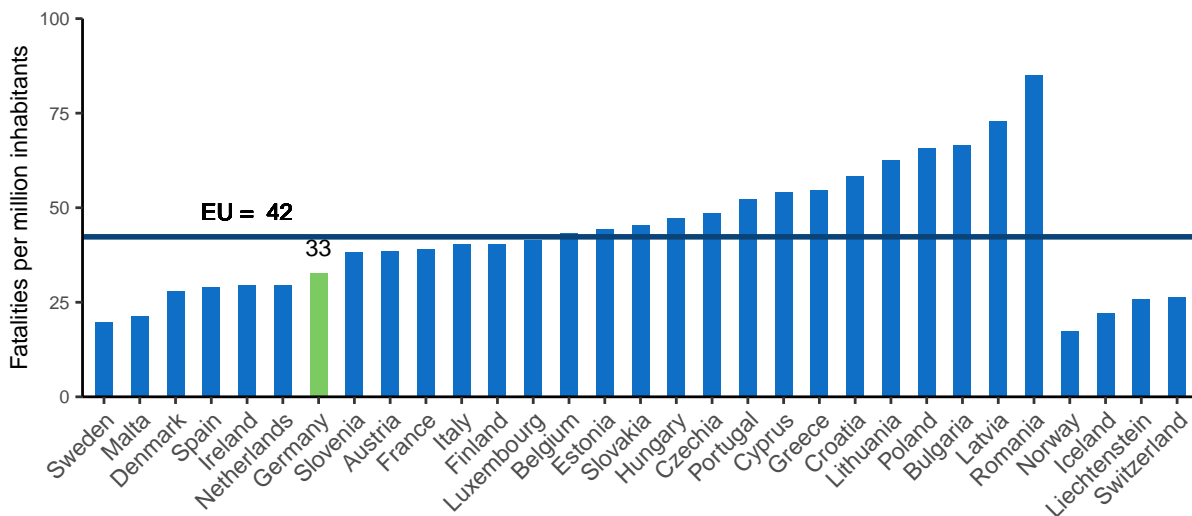


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

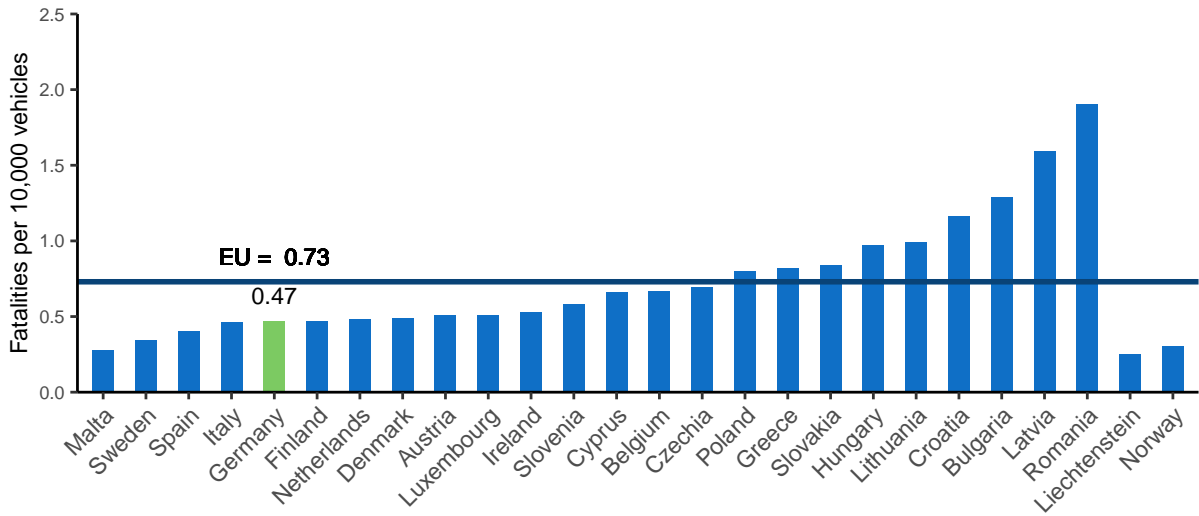


Figure 3. Number of road fatalities (2010-2020). Source: CARE

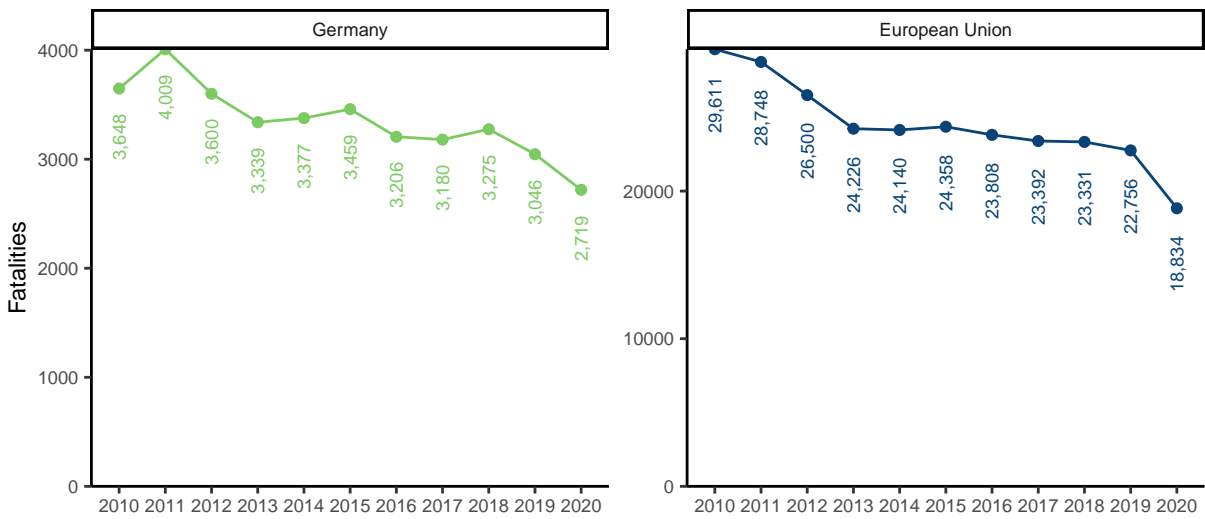
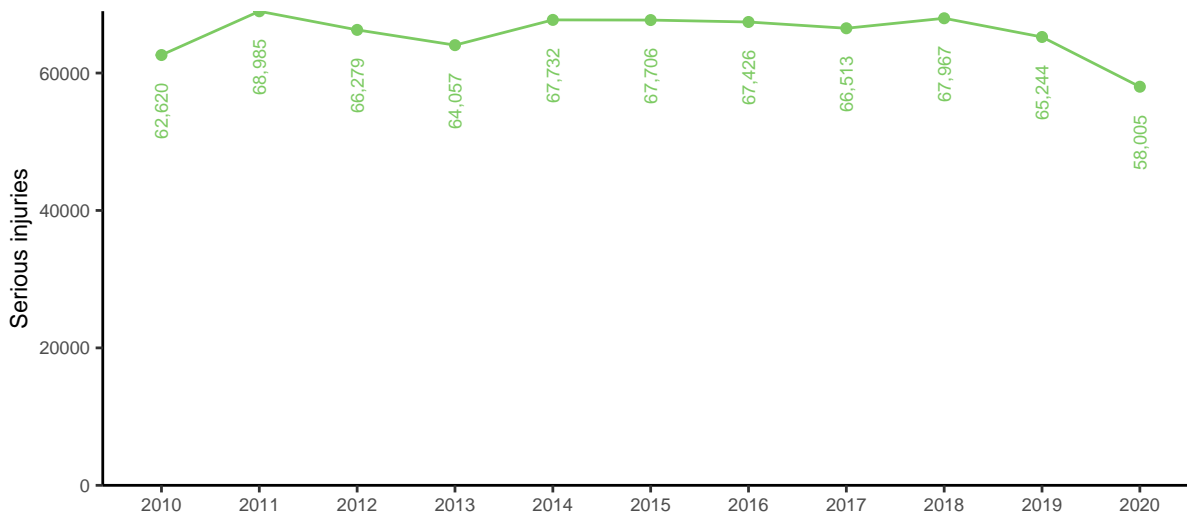
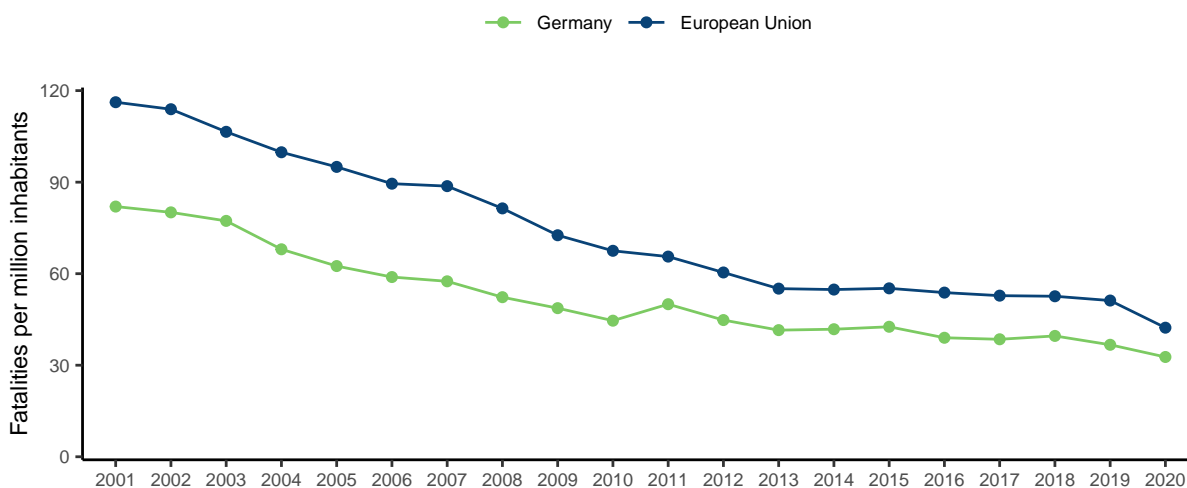


Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, cyclists represent 16% of road traffic fatalities in Germany. This percentage is higher than that observed in the European Union as a whole (10%). Pedestrians on the other hand account for only 14% of road fatalities, which is below the proportion that is seen in the European Union (19%).

Over time there has been a decrease in the number of fatalities in Germany for all modes except for cyclists. While the number of cyclist fatalities increased by 11% 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 remained stable for occupants of buses and coaches.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Germany that were fatally injured, 53% were involved in a crash with a car, and 15% were involved in a crash

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

with a lorry or heavy goods vehicle. Only a small proportion of these victims were involved in a bus crash. Over time Germany shows a less substantial decrease of fatalities in these types of crashes than the European Union.

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. 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 (2020). Source: CARE

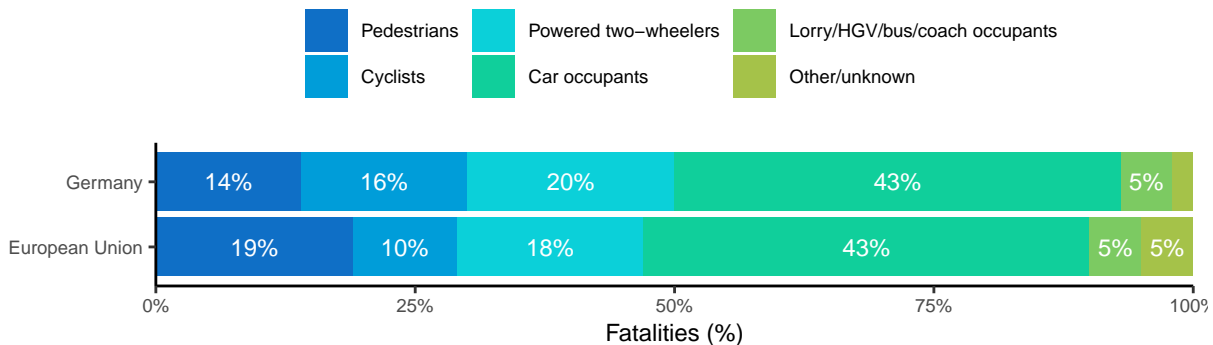


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	539	421	-22%	5,793	4,328	-25%
Cyclists	395	439	+11%	2,023	1,971	-3%
Powered two-wheelers	722	618	-14%	5,057	3,940	-22%
Car occupants	1,872	1,319	-30%	13,309	9,597	-28%
Lorries, under 3.5t	80	71	-11%	898	732	-18%
Heavy goods vehicles	110	79	-28%	590	378	-36%
Bus/coach occupants	15	9	/	102	88	-14%
Other/unknown	45	57	/	1,116	837	/
Total	3,752	3,013	-20%	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	7,939	6,439	-19%
Cyclists	13,478	15,930	+18%
Powered two-wheelers	12,728	11,987	-6%
Car occupants	28,599	26,389	-8%
Lorries, under 3.5t	1,092	953	-13%
Heavy goods vehicles	1,245	776	-38%
Bus/coach occupants	429	431	+0%
Other/unknown	816	834	/
Total	65,961	63,739	-3%

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	23	17	-16%	258	173	-33%
Crashes involving cars	602	504	-16%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	193	171	-11%	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	386	311	-19%	3,944	3,079	-22%
Cyclists	237	260	+10%	1,113	1,125	+1%
Powered two-wheelers	176	130	-26%	2,200	1,562	-29%
Car occupants	229	167	-27%	2,883	2,109	-27%
Lorries, under 3.5t	12	5	/	149	137	-8%
Heavy goods vehicles	8	4	/	82	36	-56%
Bus/coach occupants	4	4	/	24	36	+50%
Other/unknown	15	28	/	219	254	/
Total	1,063	909	-14%	10,803	8,406	-22%

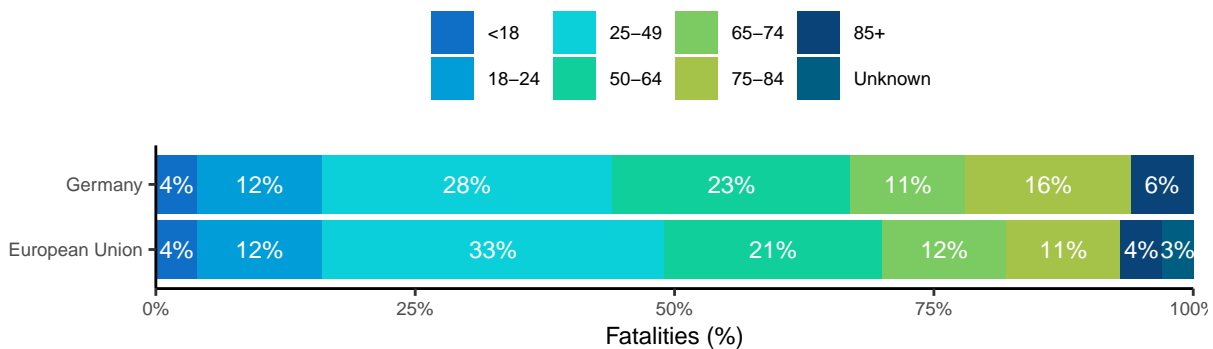
Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	84	124	+48%	299	400	+34%
Powered two-wheelers	217	196	-10%	1,746	1,429	-18%
Car occupants	780	520	-33%	5,905	4,187	-29%
Lorries, under 3.5t	24	17	-29%	365	271	-26%
Heavy goods vehicles	33	16	-52%	241	143	-41%
Bus/coach occupants	5	3	/	40	33	-18%
Other/unknown	28	35	/	327	309	/
Total	1,171	911	-22%	8,923	6,772	-24%

2.3 Age

The distribution of road fatalities across age groups in Germany is similar to that for the European Union.

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. Except for the age group of 65 to 74, for whom there was a small decrease. 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 (2020). Source: CARE**Table 7.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

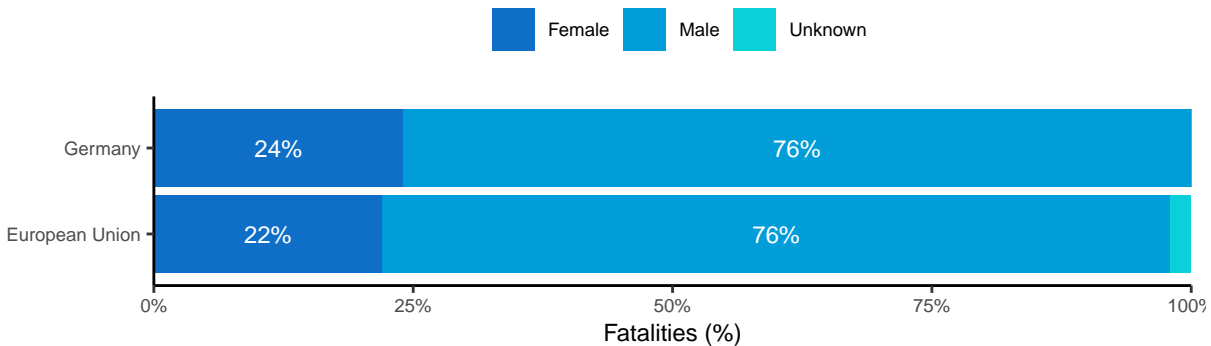
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	198	130	-34%	1,503	918	-39%
18-24	679	353	-48%	4,398	2,589	-41%
25-49	1,221	838	-31%	10,457	7,311	-30%
50-64	671	698	+4%	5,273	4,605	-13%
65-74	404	338	-16%	2,730	2,627	-4%
75-84	424	475	+12%	2,775	2,414	-13%
85+	154	179	+16%	882	1,075	+22%
Unknown	1	3	/	738	360	/
Total	3,752	3,013	-20%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
<18	7,993	6,817	-15%
18-24	11,565	8,650	-25%
25-49	22,943	19,739	-14%
50-64	12,378	15,580	+26%
65-74	5,940	5,885	-1%
75-84	4,166	5,706	+37%
85+	947	1,310	+38%
Unknown	29	52	/
Total	65,961	63,739	-3%

2.4 Gender

The high proportion of males among total road fatalities in Germany (76%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	995	735	-26%	6,655	4,960	-25%
Male	2,757	2,278	-17%	21,519	16,659	-23%
Unknown	0	1	/	1,310	254	/
Total	3,752	3,013	-20%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Female	25,162	23,996	-5%
Male	40,794	39,729	-3%
Unknown	5	14	/
Total	65,961	63,739	-3%

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.

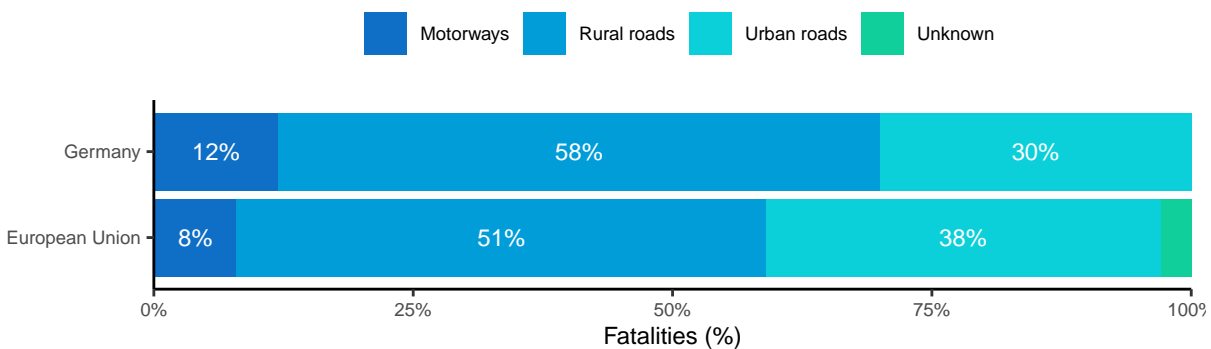
Figure 9. Number of road fatalities by road type (2020). Source: CARE

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

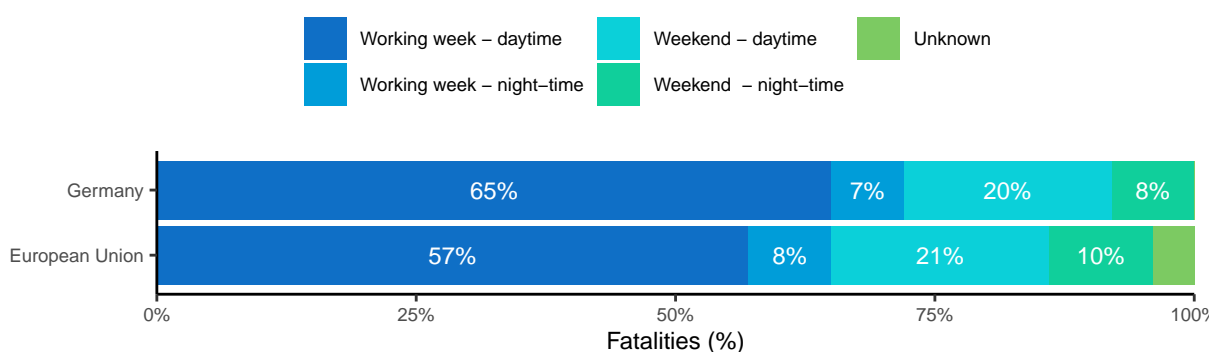
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	423	366	-13%	2,072	1,812	-13%
Rural	2266	1739	-23%	15,280	11,430	-25%
Urban	1063	909	-14%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	3752	3013	-20%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Motorway	5103	5392	+6%
Rural	25669	24793	-3%
Urban	35189	33553	-5%
Unknown	/	/	/
Total	65961	63739	-3%

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 slightly smaller proportion of fatalities that occur in the night-time (15%) than in the European Union (18%). 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 (2020). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	2,154	1881	-13%	15,495	12,506	-19%
Working week - night-time	282	216	-23%	2,573	1,848	-28%
Weekend - daytime	783	674	-14%	6,383	4,974	-22%
Weekend - night-time	381	242	-36%	3,549	2,327	-34%
Unknown	3,828	/	/	4,226	562	/
Total	3,752	3013	-20%	28,286	21,640	-23%

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, a quarter of fatalities occur when

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

it is dark, which is similar to the EU average.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

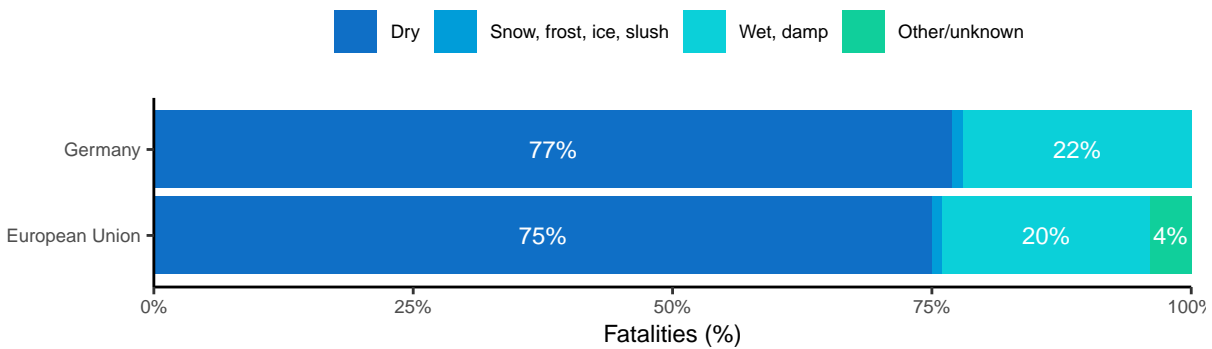


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	2686	2286	-15%	21,101	16,582	-21%
Snow, frost, ice, slush	179	37	-79%	988	362	-63%
Wet, damp	865	673	-22%	5,638	4,328	-23%
Other/unknown	/	/	/	2,486	580	/
Total	3752	3013	-20%	28,286	21,640	-23%

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

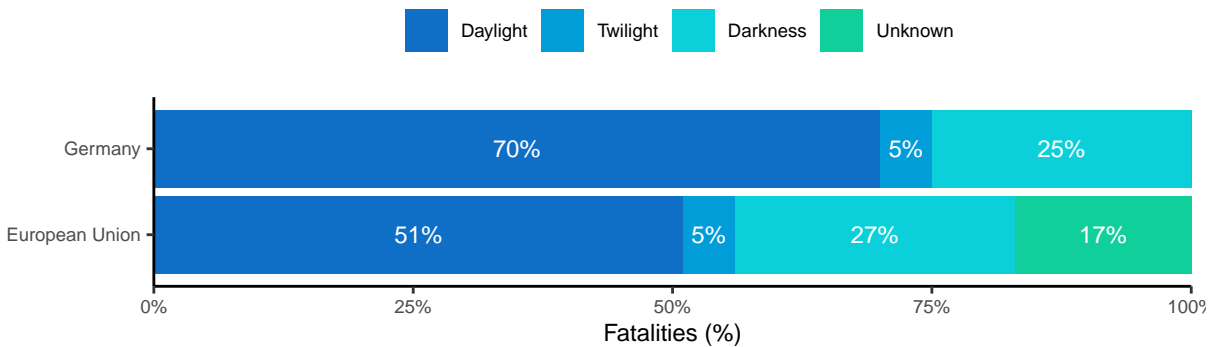


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	1184	801	-32%	8,922	6,275	-30%
Daylight	2391	2055	-14%	13,717	11,235	-18%
Twilight	177	157	-11%	1,499	1,156	-23%
Unknown	/	/	/	5,326	3,729	/
Total	3752	3013	-20%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

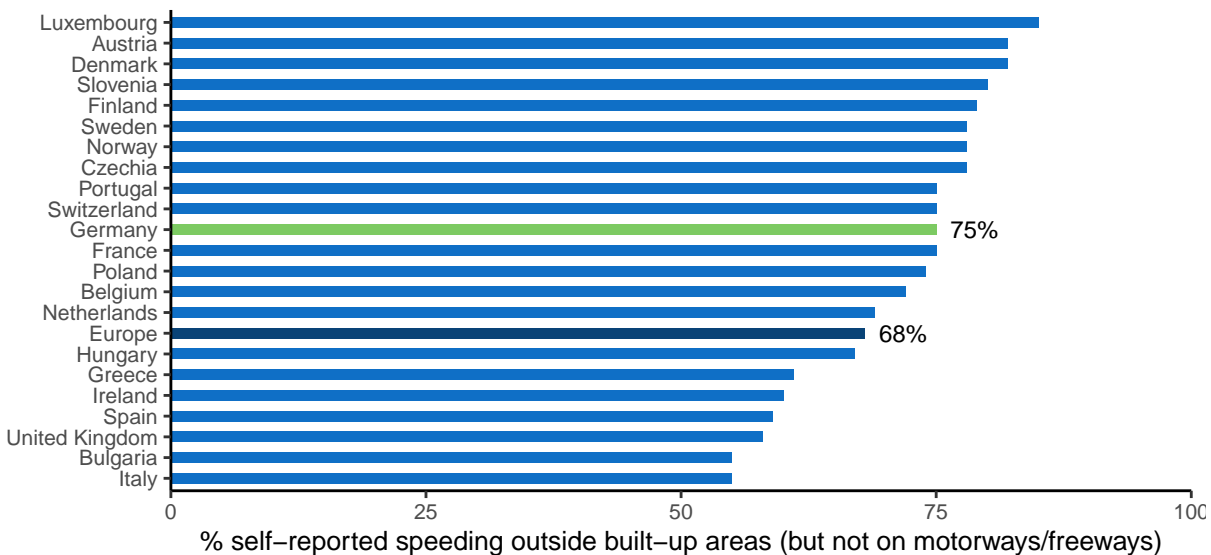
Most of the road safety performance indicators regarding behaviour in traffic that are currently available are based on self-reported behaviour. Germany performs worse than the European average in relation to speeding and distracted driving. The self-reported use of a helmet among cyclists is lower than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

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 Germany the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- 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

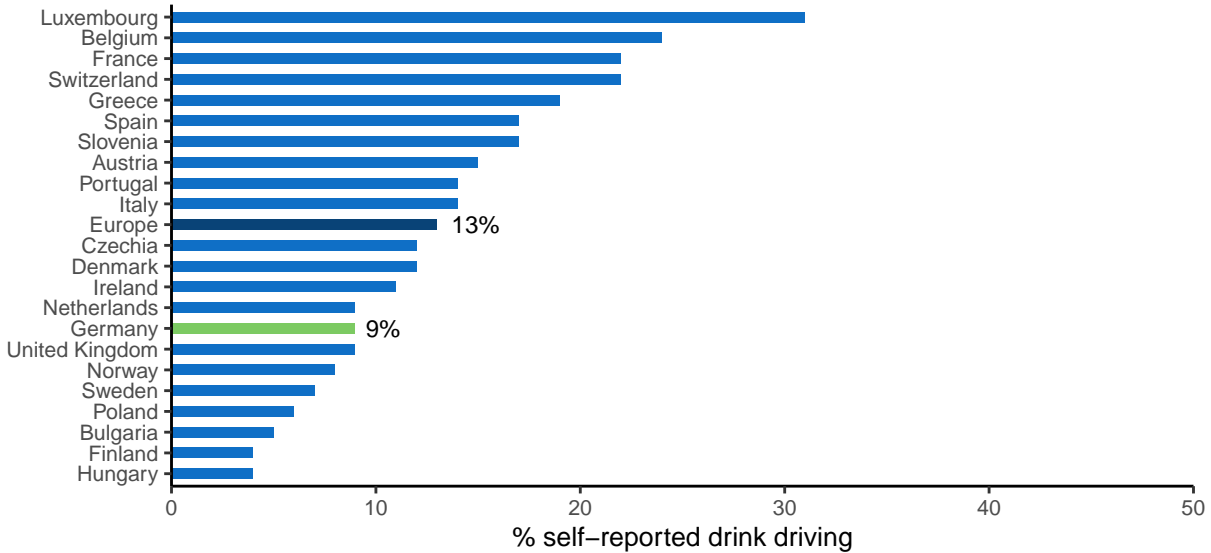
Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



³<https://baseline.vias.be/>

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 drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

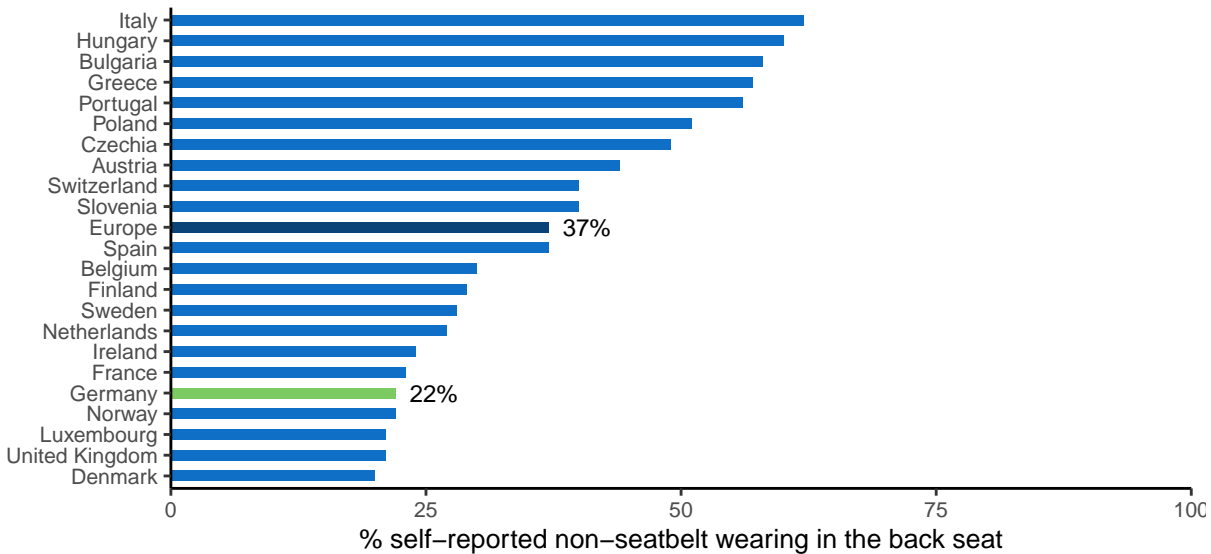
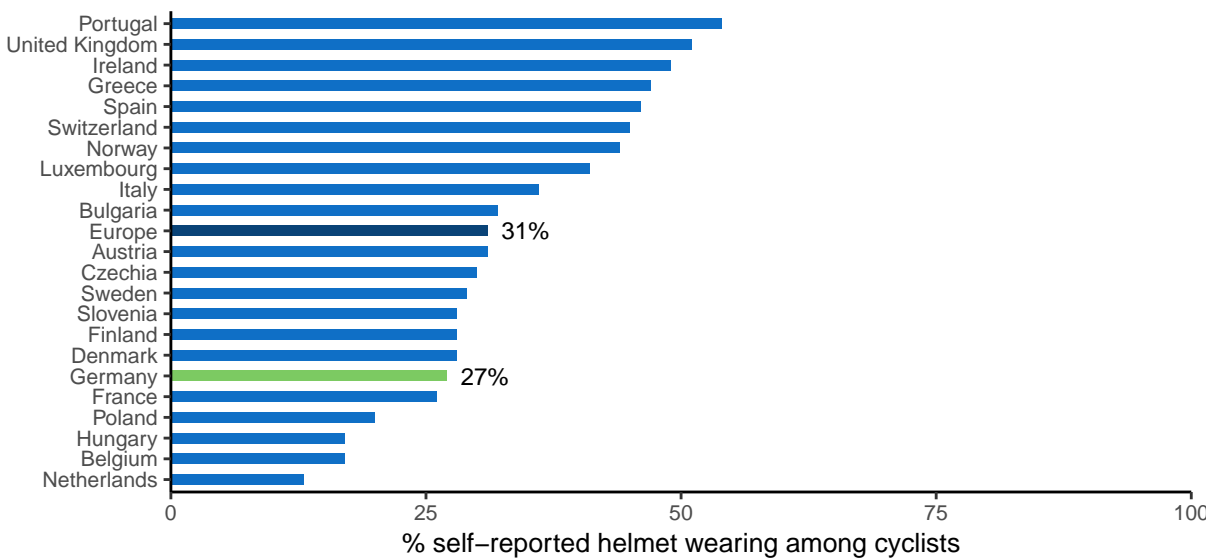
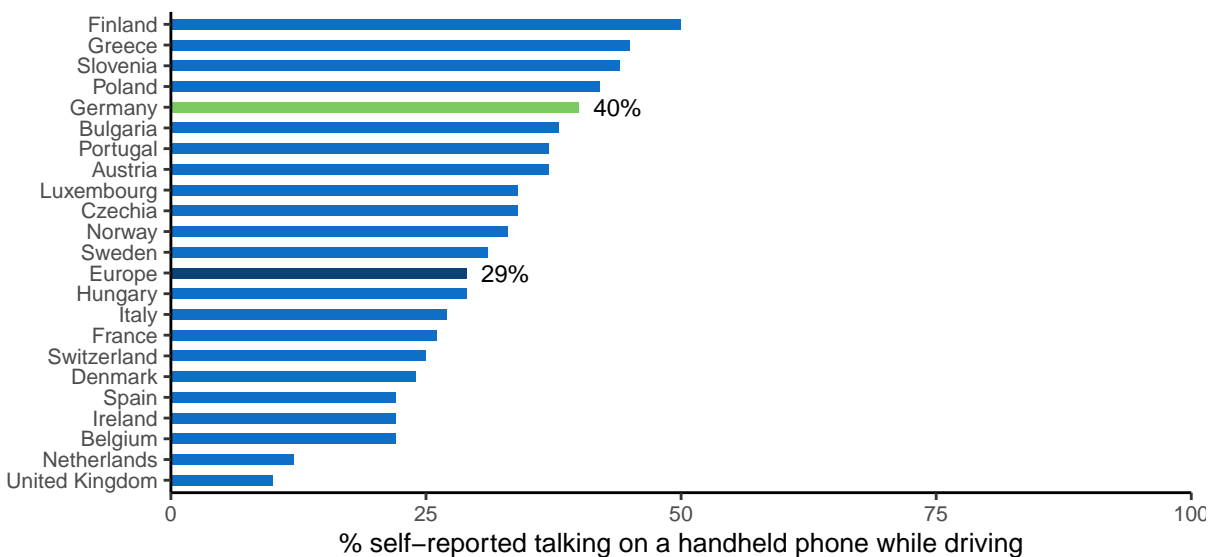


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

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 5.3 (on a value scale from 1 to 7) is given, which is above the score of most other countries.

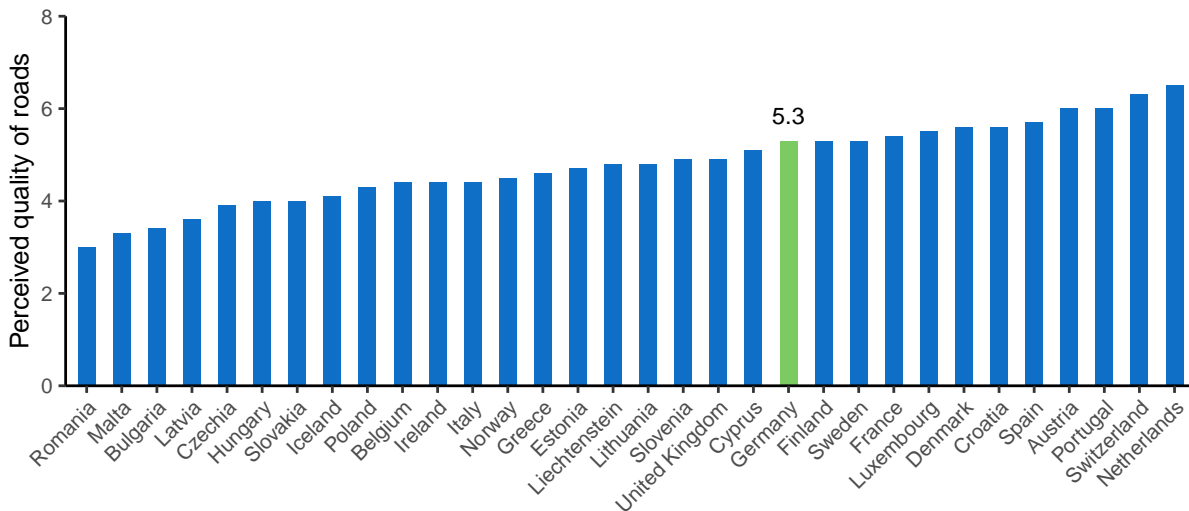
3.2.1 Road density

Table 17. Road density. Source: EUROSTAT (2020)

	Germany	European Union
Inside built-up areas	141 km road/1000 km ²	150 km road/1000 km ²
Outside built-up areas	501 km road/1000 km ²	607 km road/1000 km ²
Motorways	37 km road/1000 km ²	15 km road/1000 km ²

3.2.2 Road quality

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



3.3 Vehicle fleet

The size of the 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 43% passenger cars over 10 years.

Table 18. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Germany	European Union
All vehicles (except trailers and motorcycles)	65	64
Total utility vehicles	7	9
Lorries	4	7
Road tractors	3	1
Trailers and semi-trailers	9	4
Motorcycles	5	6
Passenger cars	57	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 19. Age of registered passenger cars. Source: EUROSTAT (2020)

	Germany	European Union
Percentage of total number of passenger cars		
Less than 2 years	13%	11%
From 2 to 5 years	19%	15%
From 5 to 10 years	26%	20%
From 10 to 20 years	34%	41%
Over 20 years	9%	12%

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: 27
Rural roads	100 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	No limit	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 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	0.5 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 12 yrs / 150 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	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: 19; No: 8
Standard referred to and / or specified	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

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)

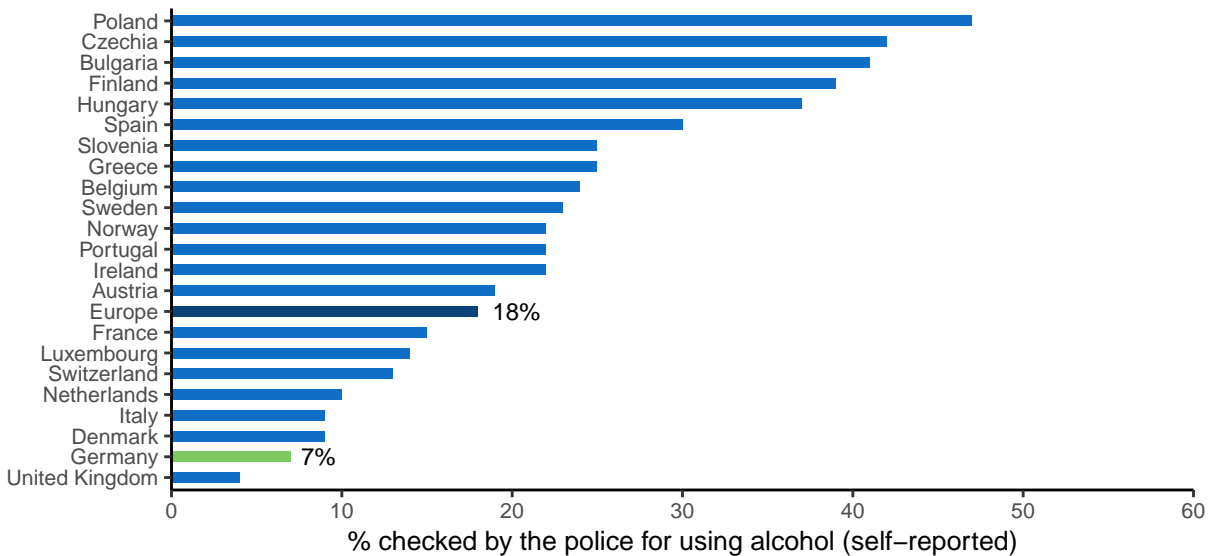
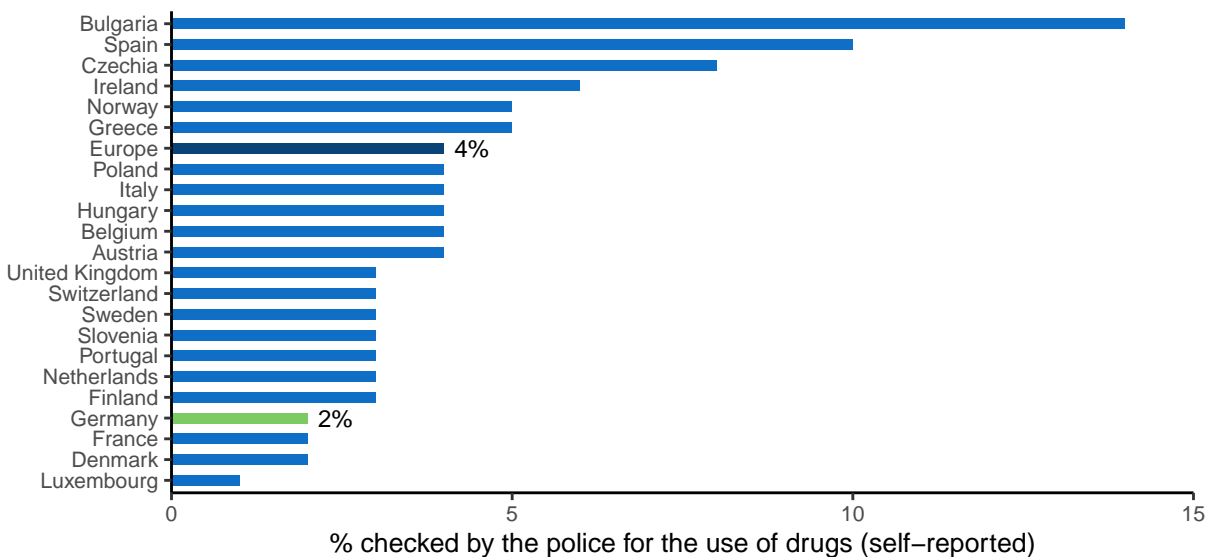


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



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: 21 No: 6
Policies & investment in urban public transport	No	Yes: 24 No: 3
Policies promoting walking and cycling	No	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

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

	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 (2021)		
Population (2021)	83155031	447218763
Population density (inhabitants/km ²)	233	106
% Children (0-14)	14%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	22%	21%
Urbanization (2021)		
% living in cities	38%	39%
% living in suburbs and towns	42%	35%
% living in rural areas	20%	26%
Economic data		
GDP per capita (EUR, 2021)	43313.7	32438.4
Unemployment rate (2021)	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) Ministry of Transport and Digital Infrastructure (BMVI)
Monitoring of the road safety development	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

Table 25. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	https://www.bmvi.de/SharedDocs/DE/Artikel/StV/Verkehrssicherheit/pakt-fuer-verkehrssicherheit.html

5.3 Attitudes

Table 26. 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%	4/22
I will do my best to respect speed limits in the next 30 days	62%	71%	21/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	11/22
I will do my best not to drive after drinking alcohol in the next 30 days	72%	76%	21/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	20/22
I often check my messages on the mobile phone while driving	3%	4%	11/22
I will do my best not to use my mobile phone while driving in the next 30 days	69%	74%	21/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

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

<https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>

Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/>

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

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.