



European Road Safety Observatory

National Road Safety Profile - Portugal

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 2019 a total of 688 people were killed in reported traffic accidents in Portugal.
- Portugal is 6th 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 Portugal shows a relatively high proportion of fatalities on urban roads.
- Over the past ten years the number of fatalities on motorways has decreased more than in the European Union.

Road safety performance indicators

- Portugal has the highest self-reported helmet wearing rate for cyclists compared to other European countries.
- The Portuguese road infrastructure is characterized by relatively low road density. Its quality is perceived as very high compared to other EU countries.

Road safety policy and measures

- Enforcement of motor cycle helmet legislation is more widely perceived as effective in comparison to other countries.

2 Road Safety Outcomes¹

2.1 General risk in traffic

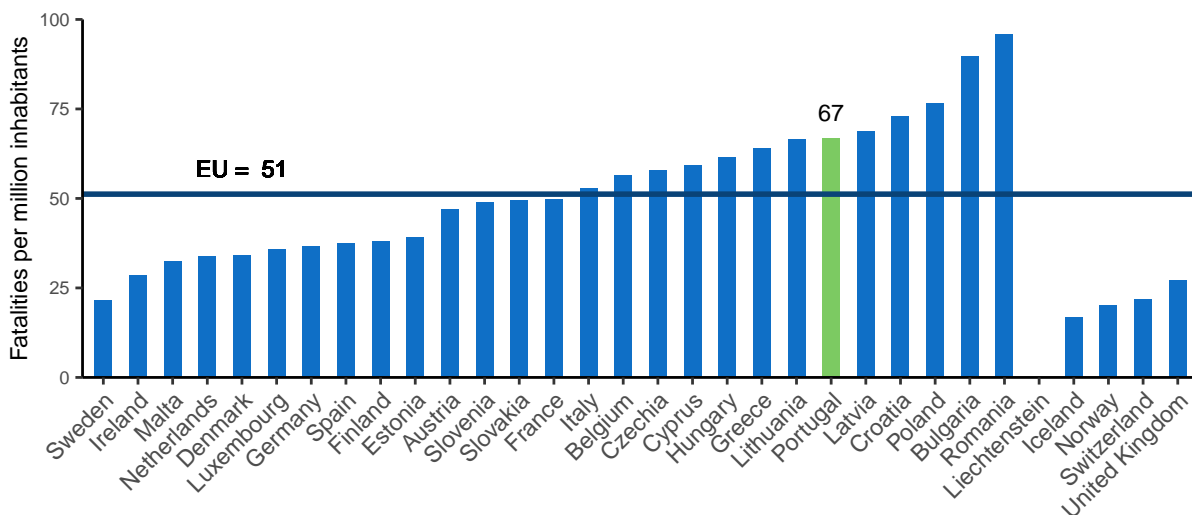
In Portugal, a total of 688 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 67 road fatalities per million inhabitants, which is above the EU average. During the first decade of this century the mortality rate in Portugal has decreased significantly and became closer to the EU average.

The number of fatalities in Portugal has decreased sharply between 2011 and 2016 and increased again in 2017 and 2018. Over the past ten years fatalities have dropped by about 30%, which is more than the EU trend. The number of serious injuries on the other hand, has only slightly declined (by 7%).

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

	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	937	688	-27%	29611	22756	-23%
Serious injuries	2,475	2,383	-4%	/	/	/

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



¹Since 2018 accident data includes not only NUTSI Continte (Mainland) but also the other two NUTSI regions, Açores and Madeira.

Figure 2. Number of road fatalities (2010-2019). Source: CARE

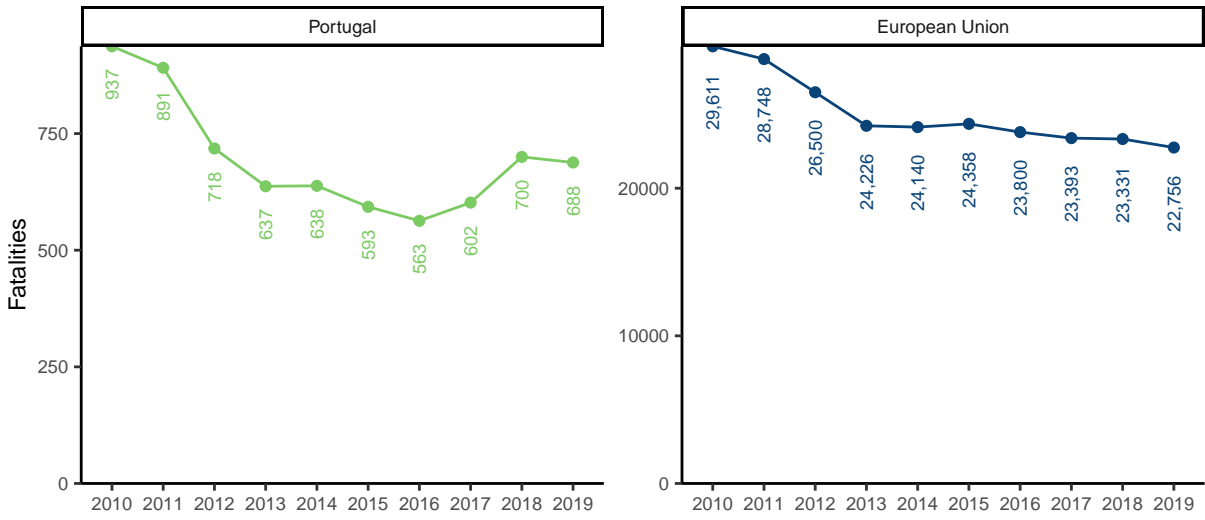


Figure 3. Number of serious injuries (2010-2019). Source: CARE

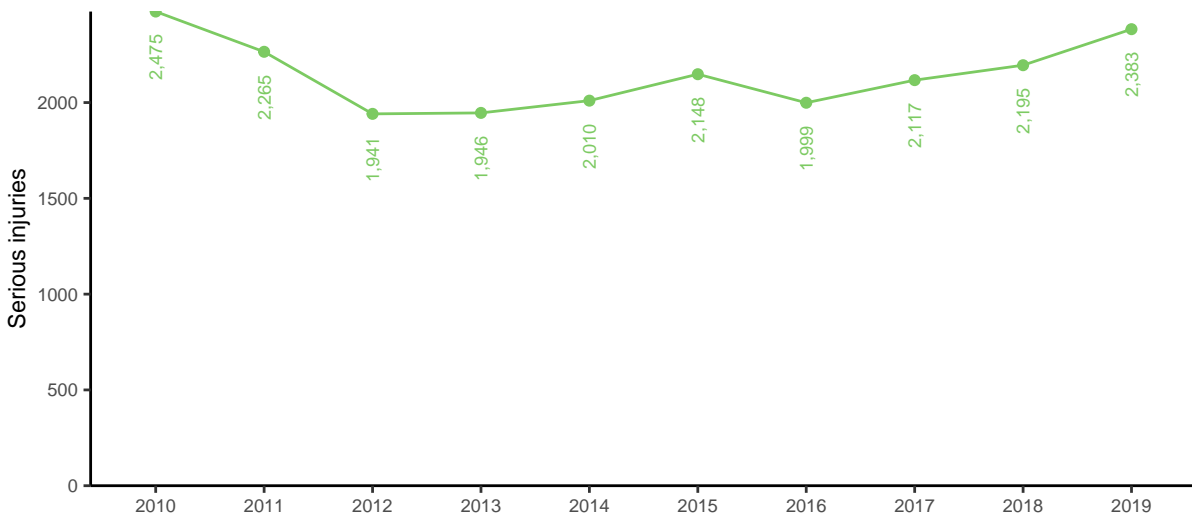
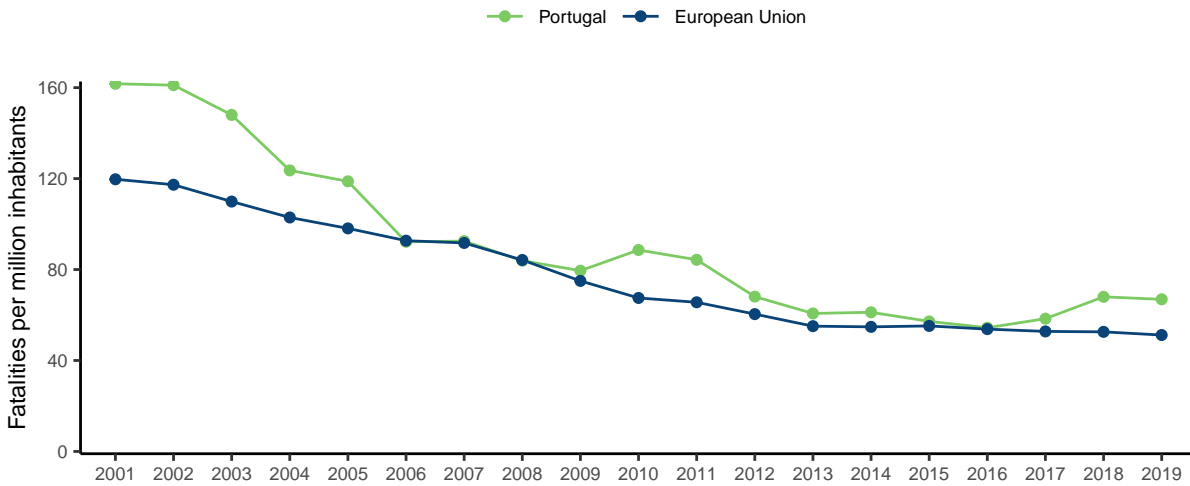


Figure 4. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



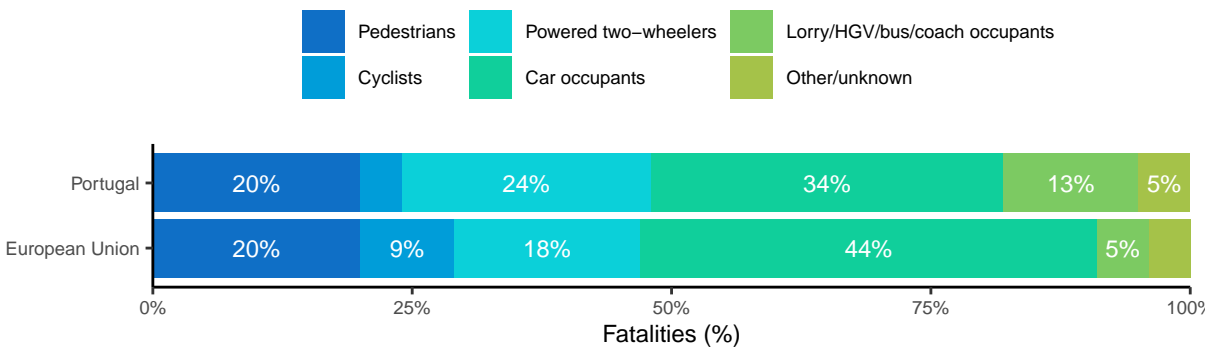
2.2 Transport modes²

In 2019, car occupants represent only 34% of road fatalities in Portugal, which is less than the EU average (44%). Occupants of lorries, heavy goods vehicles and buses account for 13% while they are only 5% in the European Union. The share of cyclists on the other hand is only 4% which is less than in the European Union.

Over time there has been a decrease in the number of fatalities in Portugal for all modes, except for bus and coach occupants. The number of serious injuries on the other hand, increased for cyclists and powered two-wheelers. The number of cyclist fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Portugal has decreased by 27% while their number increased in the European Union.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Portugal that were fatally injured, about 50% were involved in a crash with a car, and about 20% 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. In contrast with the European Union, the country shows an upward trend in the number of fatally injured vulnerable road users that were involved in crashes with lorries or heavy goods vehicles.

Figure 5. Number of road fatalities by transport mode (2019). Source: CARE



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

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	184	144	-22%	5,793	4,746	-18%
Cyclists	37	26	-30%	2,023	1,980	-2%
Powered two-wheelers	184	155	-16%	5,057	4,135	-18%
Car occupants	318	226	-29%	13,309	10,409	-22%
Lorries, under 3.5t	71	57	-20%	898	778	-13%
Heavy goods vehicles	14	6	/	590	408	-31%
Bus/coach occupants	1	10	/	102	107	+5%
Other/unknown	41	39	/	1,116	837	/
Total	849	663	-22%	28,286	23,160	-18%

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

	2010 - 2012	2017 - 2019	Trend
Pedestrians	429	423	-1%
Cyclists	76	120	+58%
Powered two-wheelers	523	626	+20%
Car occupants	880	785	-11%
Lorries, under 3.5t	215	164	-24%
Heavy goods vehicles	26	20	-23%
Bus/coach occupants	7	9	/
Other/unknown	70	84	/
Total	2,227	2,232	+0%

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	8	5	/	258	200	-22%
Crashes involving cars	159	104	-35%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	68	70	+3%	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

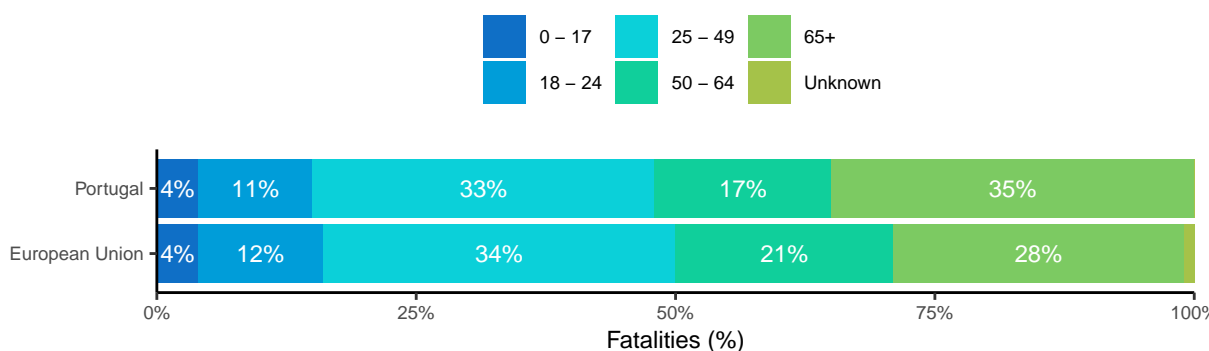
	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	151	116	-23%	3,944	3,384	-14%
Cyclists	22	16	-27%	1,113	1,143	+3%
Powered two-wheelers	119	100	-16%	2,200	1,644	-25%
Car occupants	113	85	-25%	2,883	2,223	-23%
Lorries, under 3.5t	25	18	-28%	149	136	-9%
Heavy goods vehicles	3	1	/	82	32	-61%
Bus/coach occupants	0	10	/	24	36	+50%
Other/unknown	23	22	/	219	271	/
Total	456	367	-20%	10,811	8,925	-17%

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2016-2018). Source: CARE

	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend	V7
Cyclists	8	4	/	297	347	+17%	NA
Powered two-wheelers	79	58	-27%	1743	1,405	-19%	NA
Car occupants	165	112	-32%	5913	4,615	-22%	NA
Lorries, under 3.5t	38	27	-29%	367	287	-22%	NA
Heavy goods vehicles	10	5	/	242	179	-26%	NA
Bus/coach occupants	1	0	/	42	38	-10%	NA
Other/unknown	32	30	-6%	/	321	-4%	/
Total	333	236	-29%	8937	7,192	-20%	NA

2.3 Age

The distribution of road fatalities across age groups in Portugal is similar to that for the European Union. Over the past ten years, the trend in the number of fatalities was downward for all age groups. The number of serious injuries on the other hand increased over the same period for the two oldest age groups.

Figure 6. 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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	17	8	/	744	502	-33%
15 - 17	9	9	/	761	488	-36%
18 - 24	86	64	-26%	4,398	2,750	-37%
25 - 49	318	223	-30%	10,456	7,885	-25%
50 - 64	171	141	-18%	5,273	4,882	-7%
65+	245	217	-11%	6,390	6,545	+2%
Unknown	2	0	/	738	295	/
Total	849	663	-22%	28,286	23,160	-18%

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

	2010 - 2012	2017 - 2019	Trend
<15	124	81	-35%
15 - 17	83	64	-23%
18 - 24	342	287	-16%
25 - 49	924	891	-4%
50 - 64	375	456	+22%
65+	379	449	+18%
Unknown	0	2	/
Total	2,227	2,232	+0%

2.4 Gender

The high proportion of males among total road fatalities in Portugal (73%) 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 7. Number of road fatalities by gender (2019). Source: CARE

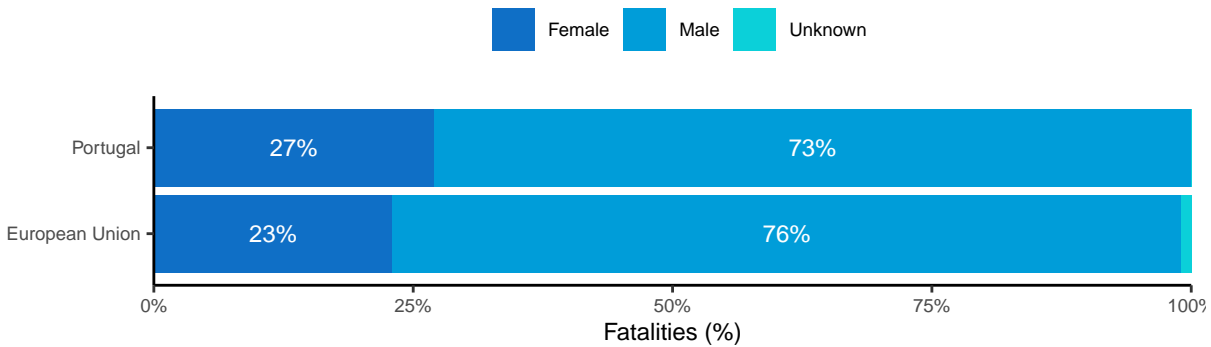


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

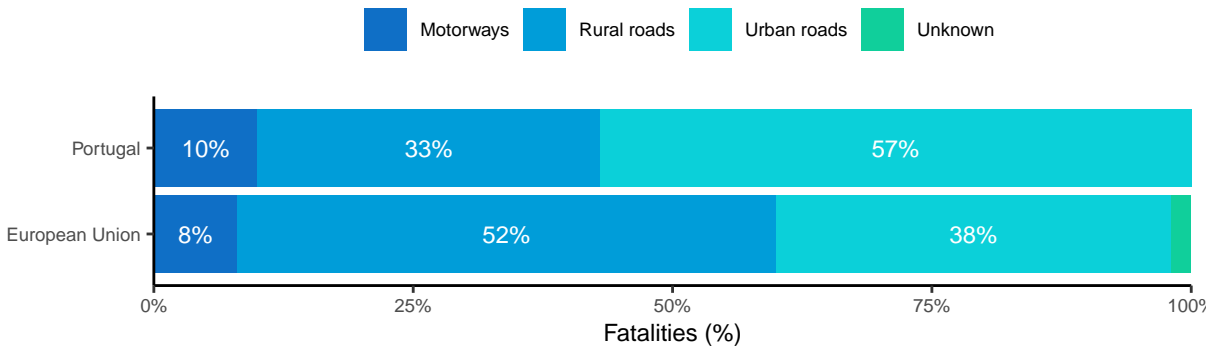
	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	190	151	-21%	6,655	5,444	-18%
Male	658	512	-22%	21,519	17,714	-18%
Unknown	1	0	/	1,310	190	/
Total	849	663	-22%	28,286	23,160	-18%

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

	2010 - 2012	2017 - 2019	Trend
Female	636	602	-5%
Male	1,590	1,629	+2%
Unknown	1	1	/
Total	2,227	2,232	+0%

2.5 Area

Contrary to the EU average, the majority of road fatalities in Portugal occurred on urban roads (57%). The percentage of fatalities that occur on rural roads in Portugal (33%) is much smaller than the EU average (52%). Over the past ten years there was a downward trend in the number of fatalities on all road types. Compared to the EU average, fatalities on motorways decreased more significantly in Portugal. The number of serious injuries on the other hand, increased on urban roads and shows only a small decrease on rural roads.

Figure 8. 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

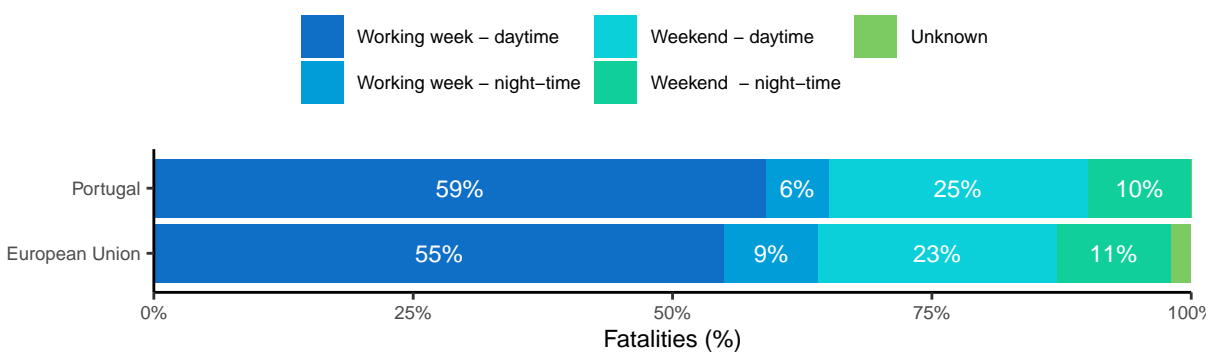
	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	84	58	-31%	2,047	1,978	-3%
Rural	308	238	-23%	15,300	12,283	-20%
Urban	456	367	-20%	10,811	8,925	-17%
Unknown	/	/	/	925	477	/
Total	849	663	-22%	28,286	23,160	-18%

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

	2010 - 2012	2017 - 2019	Trend
Motorway	164	137	-16%
Rural	716	663	-7%
Urban	1348	1431	+6%
Unknown	/	/	/
Total	2227	2232	+0%

2.6 Time ³

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Furthermore, both Portugal and the European Union show a more favourable trend regarding night-time fatalities (both during the week and at weekends).

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

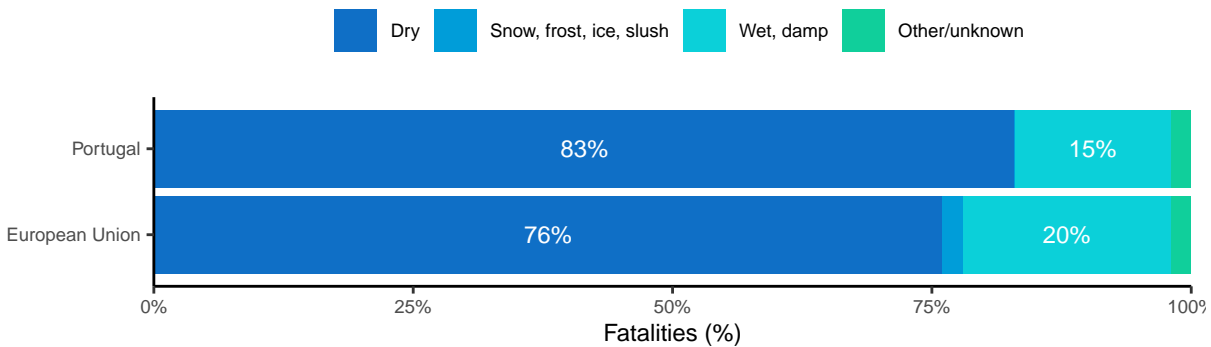
³For more details about the time periods used in this subsection, please see section 6.2 Definitions.

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	460	380	-17%	15,404	13,244	-14%
Working week - night-time	69	44	-36%	2,566	1,984	-23%
Weekend - daytime	218	169	-22%	6,353	5,350	-16%
Weekend - night-time	102	70	-31%	3,540	2,583	-27%
Unknown	/	/	/	4,226	509	/
Total	849	663	-22%	28,286	23,160	-18%

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Portugal, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark.

Figure 10. 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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	612	539	-12%	21,091	17,671	-16%
Snow, frost, ice, slush	1	1	/	988	447	-55%
Wet, damp	223	113	-49%	5,636	4,633	-18%
Other/unknown	11	10	/	2,458	598	/
Total	849	663	-22%	28,286	23,160	-18%

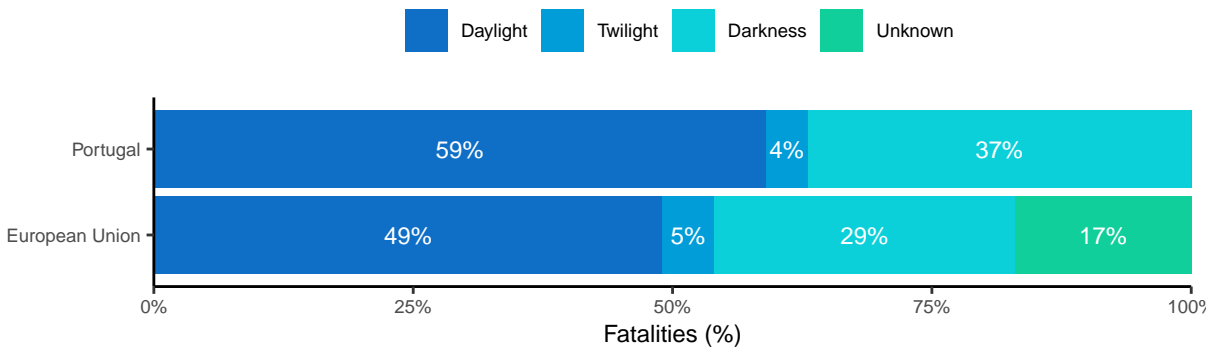
Figure 11. Number of road fatalities by light conditions (2019). Source: CARE

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	318	231	-27%	8,918	6,756	-24%
Daylight	487	408	-16%	13,706	11,891	-13%
Twilight	43	24	-44%	1,498	1,228	-18%
Unknown	0	0	/	5,301	4,058	/
Total	849	663	-22%	28,286	23,160	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

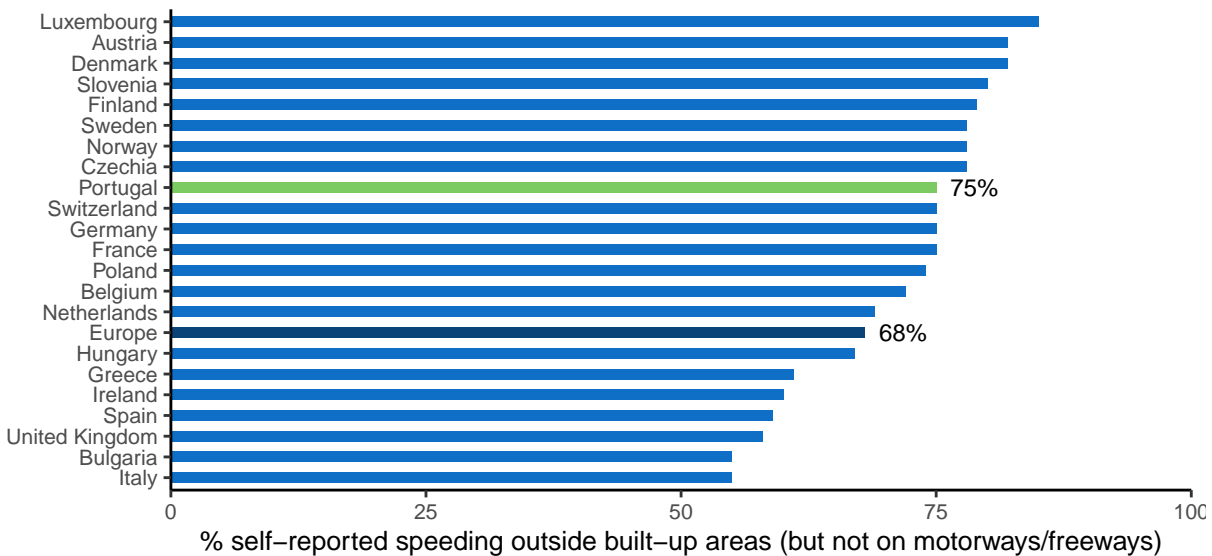
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Portugal performs worse than the European average in relation to speeding, drink-driving and distracted driving. On the other hand, the self-reported seatbelt wearing rate in the back seat is higher than average and notably, Portugal has the best score in Europe for the use of a helmet among cyclists.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2013)

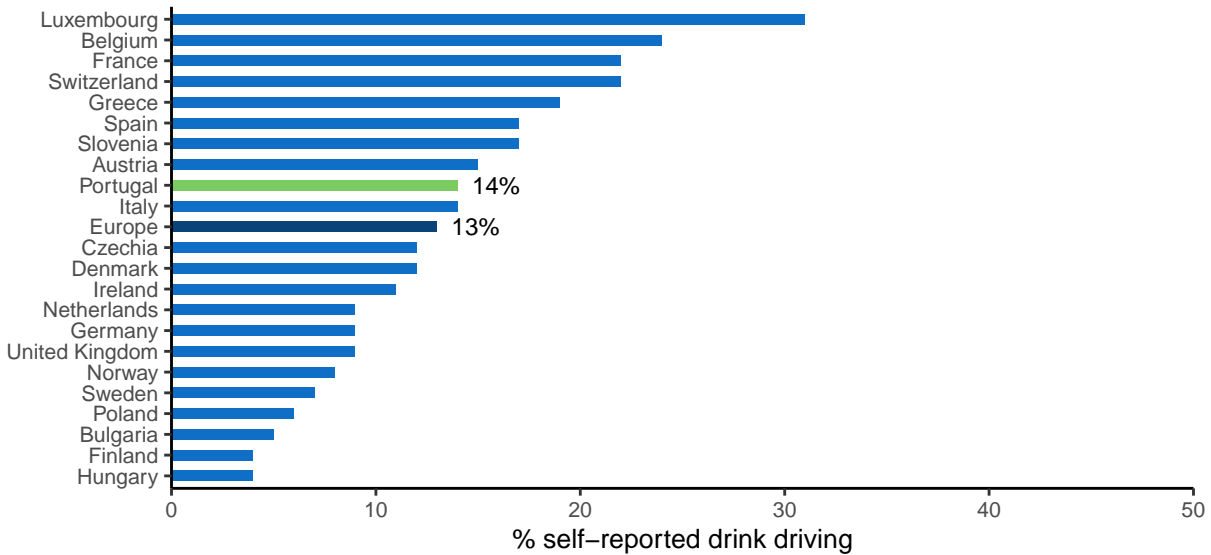
	Mean speed (km/h)	Percentage offenders
Rural roads (90km/h)	86	43%
Motorways (120km/h)	126	64%

Figure 12. 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 13. 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

Figure 14. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

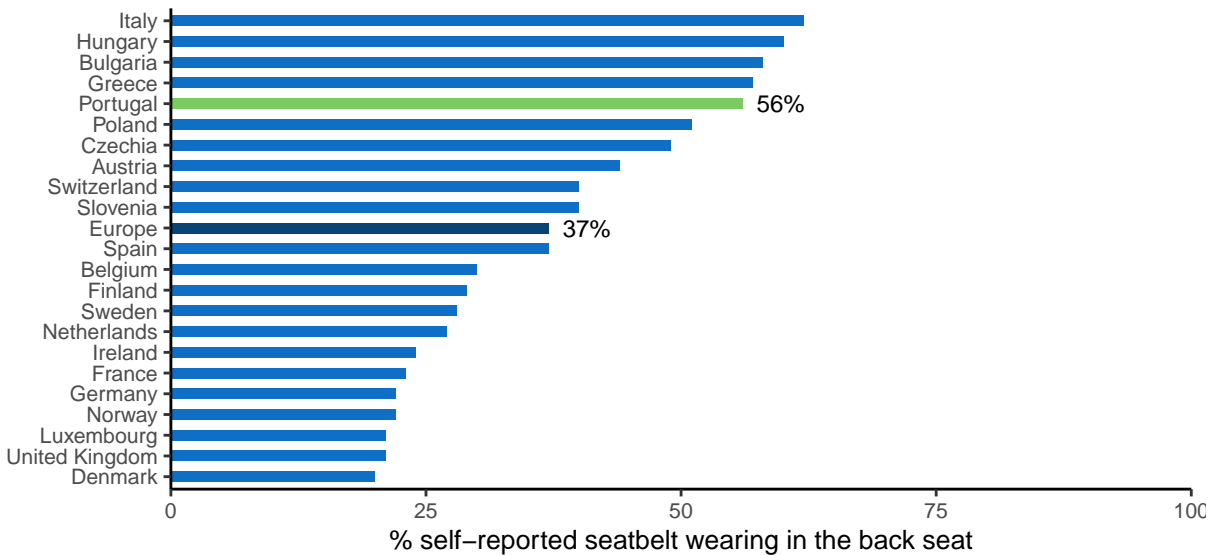
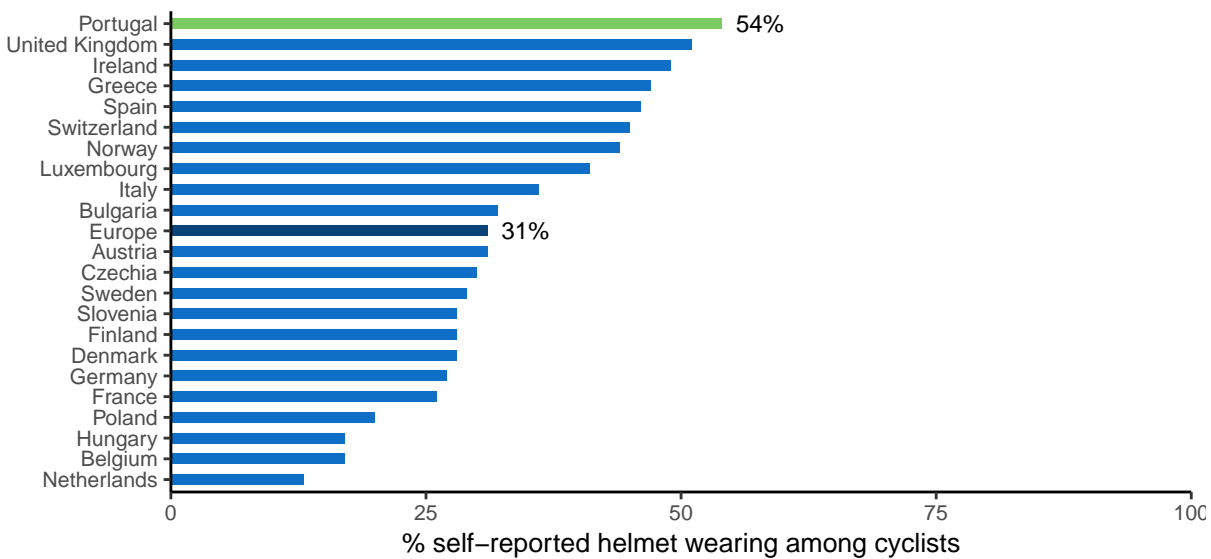
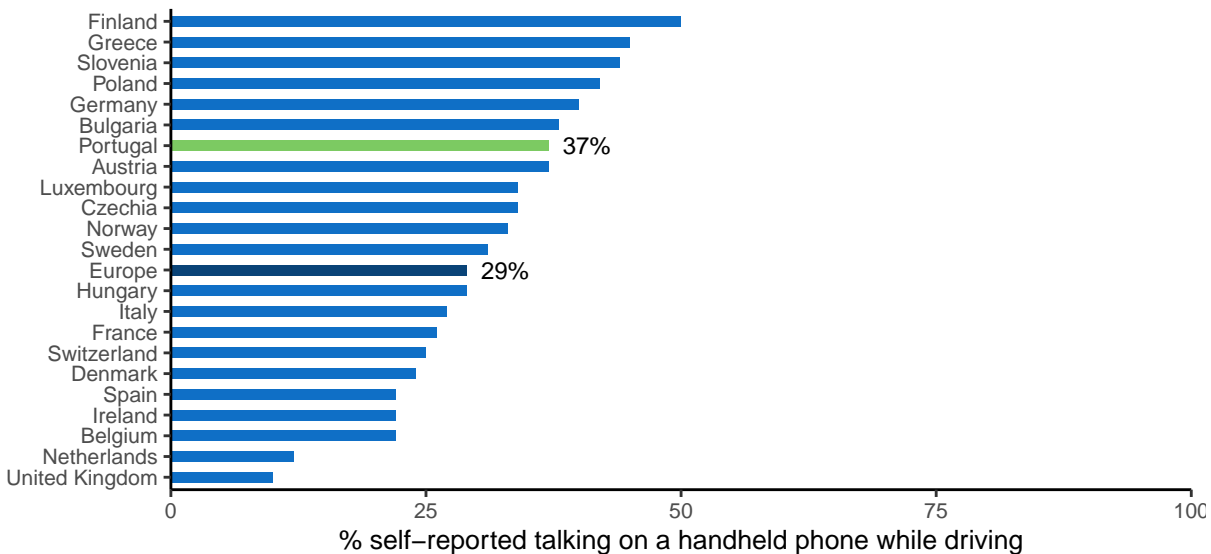


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 16. 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 overall road network in Portugal shows relatively low road density in comparison with the EU average. Motorway density on the other hand is much higher compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Portugal, a score of 6 (on a value scale from 1 to 7) is given, which is one of the highest scores.

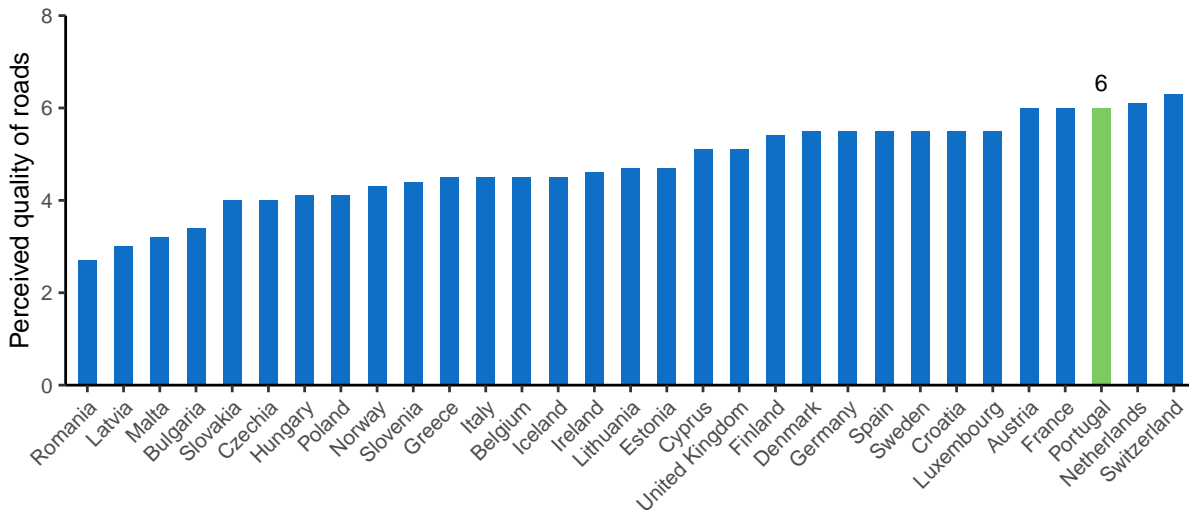
3.2.1 Road density

Table 17. Road density. Source: EUROSTAT (2013)

	Portugal	European Union
Motorways	33 km road/1000 km ²	15 km road/1000 km ²
Total	155 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 17. 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 Portuguese vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Portuguese passenger cars appear to as old as the EU average.

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

	Portugal	European Union
Lorries	1	7
Road tractors	1	1
Passenger cars	53	54
Motor coaches, buses and trolley buses	0	0

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

	Portugal	European Union
Percentage of total number of passenger cars		
Less than 2 years	8%	12%
From 2 to 5 years	13%	15%
From 5 to 10 years	17%	21%
From 10 to 20 years	43%	42%
Over 20 years	19%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Portugal generally reflects the situation in the majority of EU countries with one exception. The maximum speed on motorways is 120 km/h which is lower than in most countries (130 km/h).

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

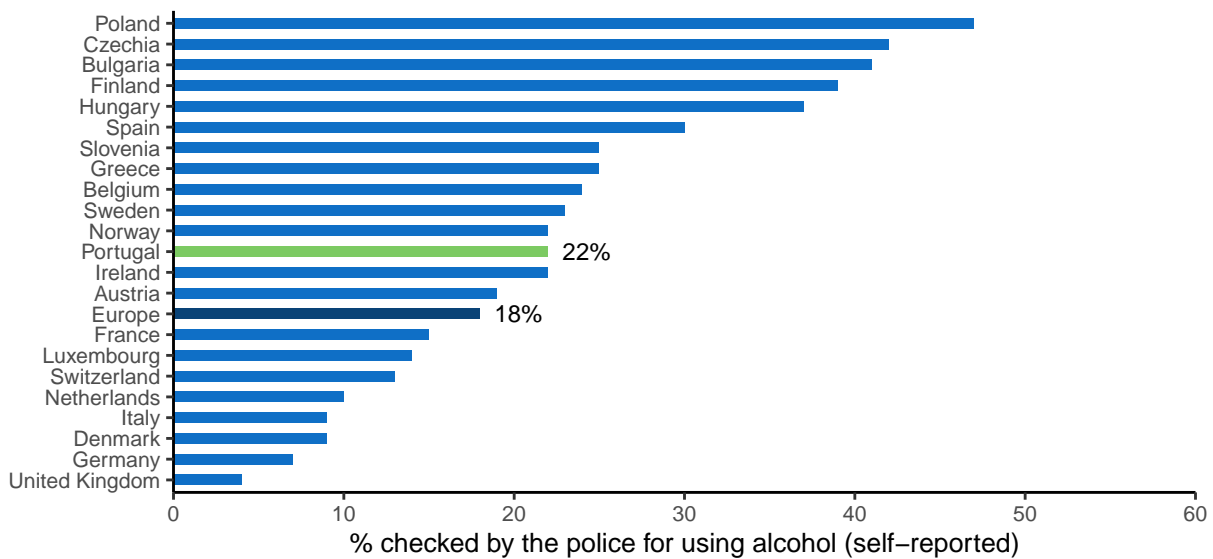
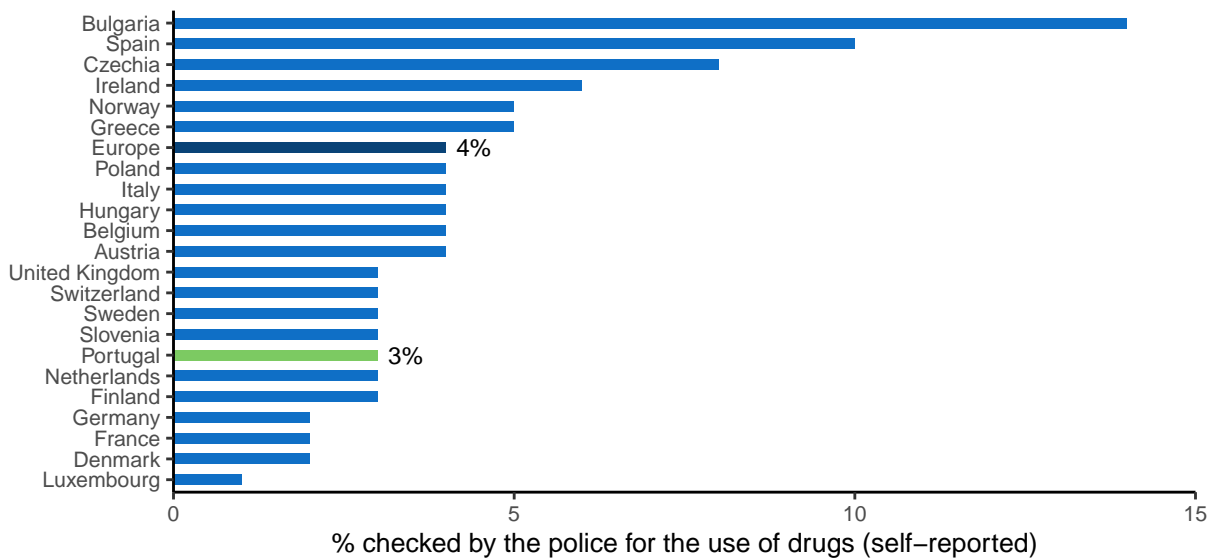
	Portugal	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27; 65 km/h: 0
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 5
Motorways	120 km/h	No limit ¹ ; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.3 g/l: 0; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 150 cm	Up to 150 cm: 13; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Prohibited under 12 yrs or 135 cm	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 7 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Portugal scores above the EU average for almost all legislation surveyed. Furthermore, the self-reported frequency of alcohol checks is just above the European average.

Table 21. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Portugal	European average
Speed legislation	7	6.8
Drink-driving legislation	7	7
Seatbelt legislation	8	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	9	8

Figure 18. 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 19.** 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 22. Infrastructure-related policy. Source: WHO (2018)

	Portugal	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	No	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 23. Policy related to post-crash care. Source: WHO (2018)

	Portugal	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	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 Portugal is a little higher than the EU average, and its population is mainly settled in cities. Its GDP per capita is below that of the European Union, and the percentage of GDP that is dedicated to road spending is much lower (0.2%) than the EU average.

Table 24. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Portugal
Population-related data (2020)		
Population (2020)	447319916	10295909
Population density (inhabitants/km ²)	106	112
% Children (0-14)	15%	14%
% Adults (15-64)	64%	64%
% Elderly (65+)	21%	22%
Urbanization (2019)		
% living in cities	38%	45%
% living in suburbs and towns	34%	30%
% living in rural areas	28%	26%
Economic data		
GDP per capita (EUR, 2020)	29768.3	19663.7
Unemployment rate (2020)	7%	7%
% GDP dedicated to road spending (2013)	0.7%	0.2%

5.2 Structure of road safety management

Table 25. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Autoridade Nacional de Segurança Rodoviária (ANSR)
	Instituto Superior das Ciências do Trabalho e da Empresa (ISCTE)
	Conselho de Segurança Rodoviária (CSR) [Road Safety Council]
	Public Security Police Provincial Governments
Monitoring of the road safety development	Autoridade Nacional de Segurança Rodoviária (ANSR)
	Instituto Superior das Ciências do Trabalho e da Empresa (ISCTE)
Improvements in road infrastructure	Infrastructure Portugal (under the ministry of Economy)
Improvement in vehicles	IMTT Instituto da Mobilidade e Transporte Terrestre
	ACAP Associação do Comércio Automóvel Portugal
	National Association of Companies Trade and Auto Repair ANECRA
Improvement in road user education	Ministry of Education
	ANSR
	IPJ - Instituto Português da Juventude
	PRP - Prevenção Rodoviária Portuguesa
Publicity campaigns	IMTT Instituto da Mobilidade e Transportes Terrestres
	ANSR
Enforcement of traffic laws	Instituto da Droga e da Toxicoddependência
	Direcção Geral da Saúde
	Instituto Nacional de Medicina Legal

5.3 Attitudes

Table 26. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Portugal	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	12%	12%	11/22
I will do my best to respect speed limits in the next 30 days	72%	71%	9/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	18/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	8/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	5%	3%	20/22
I often check my messages on the mobile phone while driving	2%	4%	3/22
I will do my best not to use my mobile phone while driving in the next 30 days	75%	74%	10/22

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: 15th of November, 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.