



European Road Safety Observatory

National Road Safety Profile - Slovenia

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 102 people were killed in reported traffic accidents in Slovenia.
- Slovenia is 12th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Prior to 2009, the mortality rate in Slovenia was still much higher than the EU average.
- Compared to the EU average, the distribution of fatalities in Slovenia shows a relatively high proportion of powered two-wheelers and fatalities that occur on motorways.
- Over the past ten years there has been a considerable decrease in the number of fatalities on urban roads.

Road safety performance indicators

- Slovenia performs worse than the European average in relation to self-reported speeding, drink-driving, wearing a helmet as a cyclist and distracted driving.
- The Slovenian road infrastructure is characterized by high road density. Its quality is perceived as relatively low compared to other EU countries.

Road safety policy and measures

- Enforcement of seatbelt and child restraint system legislation is more widely perceived as effective in comparison to other countries.
- Self-reported alcohol checks are higher than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Slovenia, a total of 102 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 49 road fatalities per million inhabitants, which is just below the EU average (51) and below the rates of most Eastern European countries. During the first decade of this century there was an increase of the mortality rate in Slovenia that was followed by a steep reduction. From 2010 the mortality rate was close to the EU average and declined moderately. Taking into account the number of vehicles, Slovenia is just below the EU average with a rate of 0.74 fatalities per 10,000 registered vehicles.

The number of fatalities in Slovenia decreased by 26% between 2010 and 2019, similar to the EU trend. The number of serious injuries on the other hand, barely dropped (by 8%).

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

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	138	102	-26%	29611	22700	-23%
Serious injuries	886	814	-8%	/	/	/

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

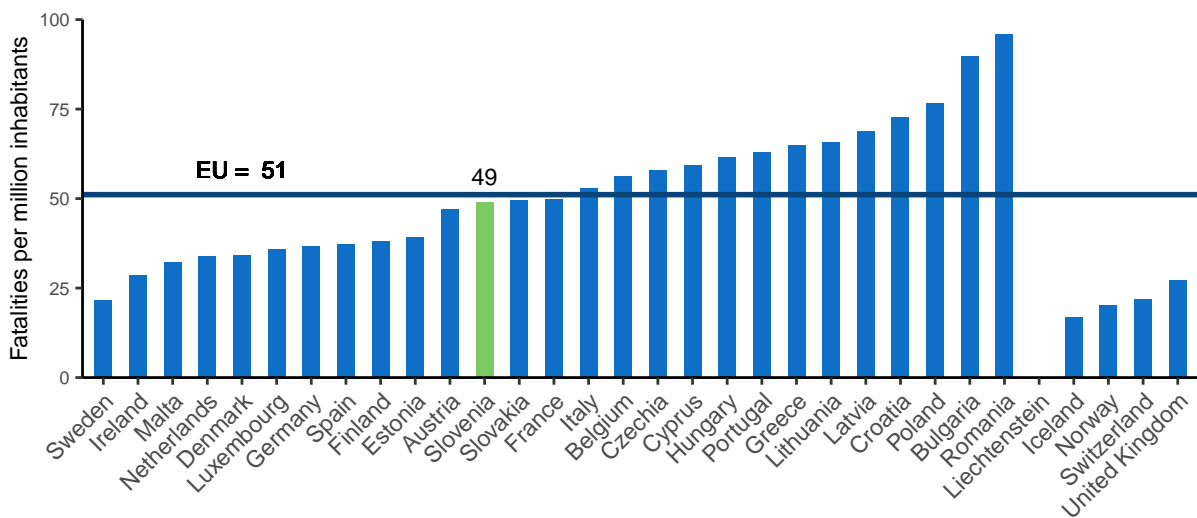


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

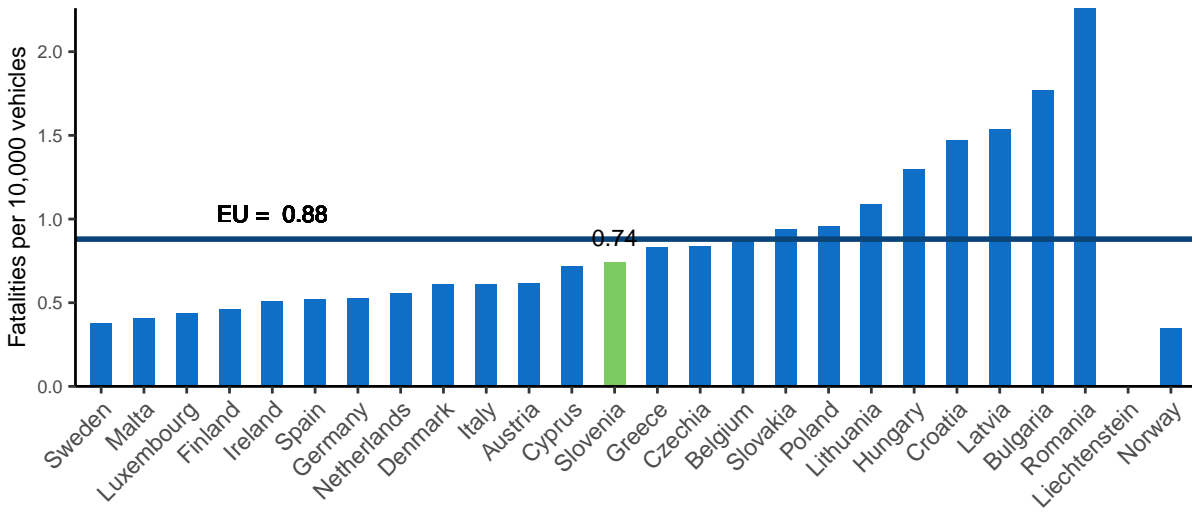


Figure 3. Number of road fatalities (2010-2019). Source: CARE

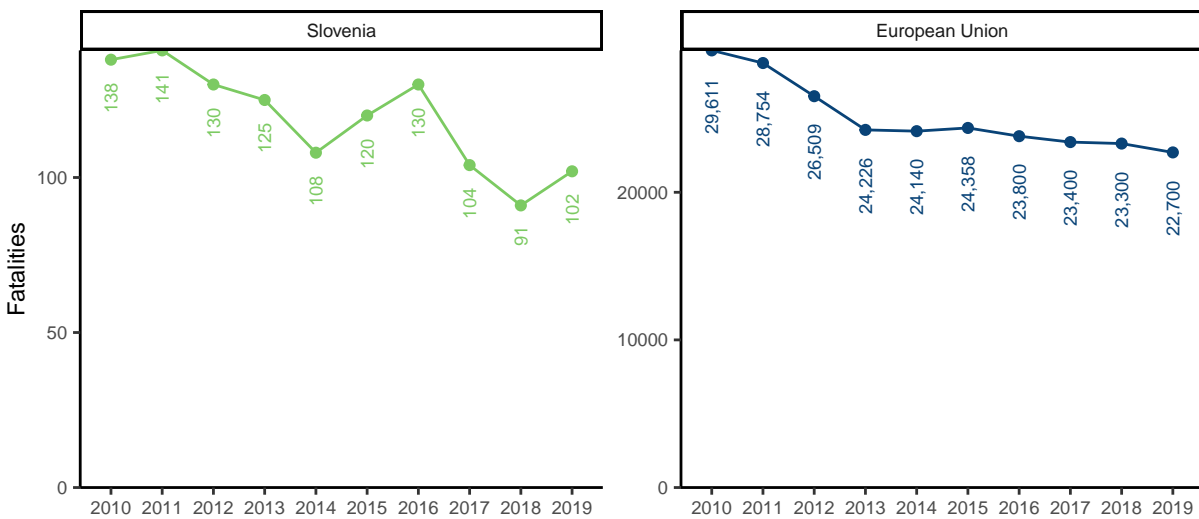
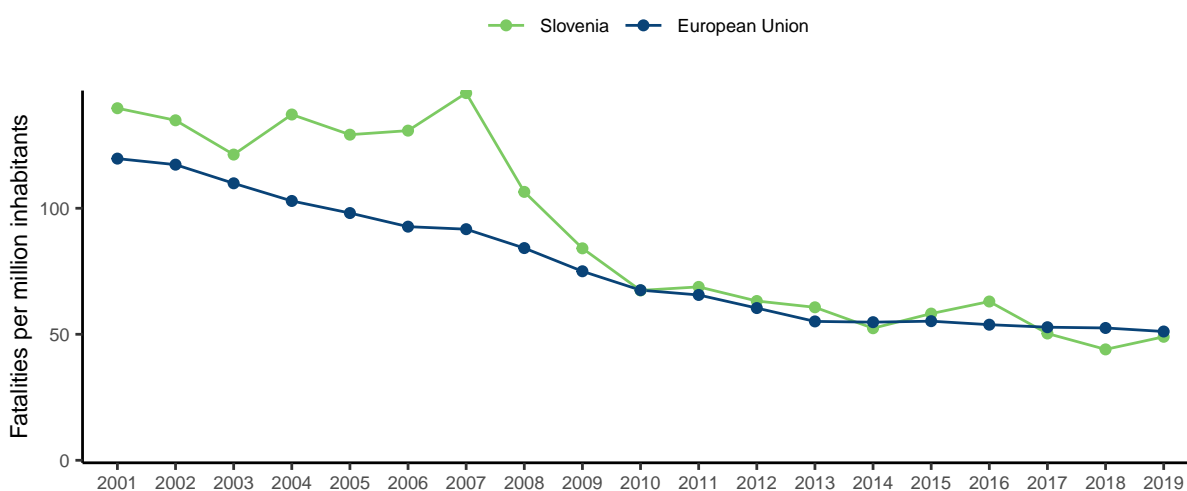


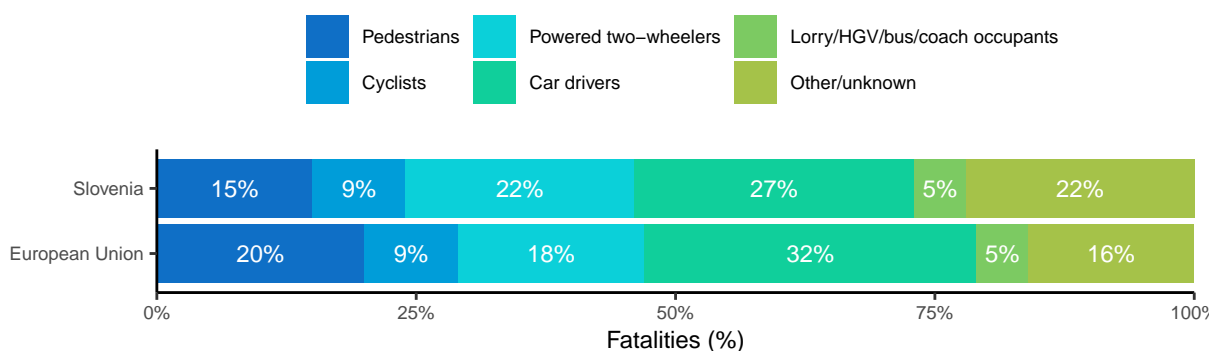
Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, car drivers account for only 27% of road fatalities in Slovenia, which is less than the percentage that is observed in the European Union as a whole (32%). Pedestrians also represent only 15% of fatalities, while they are 21% in the European Union. The share of powered two-wheelers on the other hand, is larger than the EU average. Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Slovenia that were fatally injured, 28% were involved in a crash with a car, and about 10% were involved in a crash with a lorry or heavy goods vehicle.

Over the past ten years there was a decrease of the number of fatalities in Slovenia for all transport modes. The number of serious injuries on the other hand, increased for cyclists and remained stable for powered two-wheelers.

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

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	22	13	/	5,793	4,767	-18%
Cyclists	15	9	/	2,023	1,991	-2%
Powered two-wheelers	24	23	-4%	5,058	4,132	-18%
Car drivers	45	30	-33%	9,043	7,418	-18%
Lorries, under 3.5t	3	1	/	898	780	-13%
Heavy goods vehicles	1	4	/	590	408	-31%
Bus/coach occupants	0	0	/	102	98	-4%
Other/unknown	27	19	/	5,297	3,718	/
Total	136	99	-27%	28,291	23,133	-18%

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

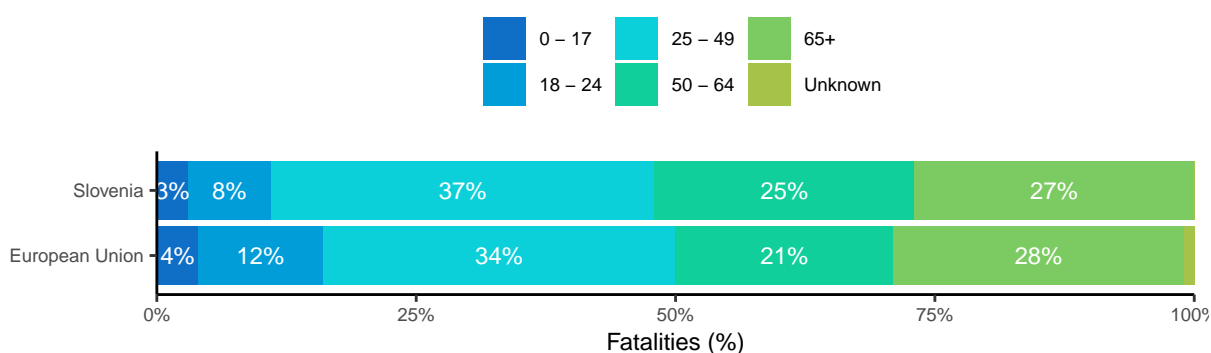
Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	126	114	-10%
Cyclists	161	193	+20%
Powered two-wheelers	197	197	+0%
Car drivers	203	167	-18%
Lorries, under 3.5t	13	4	/
Heavy goods vehicles	4	11	/
Bus/coach occupants	1	0	/
Other/unknown	179	142	/
Total	884	829	-6%

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

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	1	1	/	258	201	-22%
Crashes involving cars	24	13	/	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	8	5	/	1,721	1,333	-23%

2.3 Age

The distribution of road fatalities across age groups in Slovenia is similar to that for the European Union with a slight underrepresentation of the 18 to 24 age group. Over the past ten years the trend in the number of fatalities in Slovenia was downward for all age groups. The number of serious injuries on the other hand, increased for the two oldest age groups.

Figure 7. Number of road fatalities by age group (2019). Source: CARE**Table 5.** Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

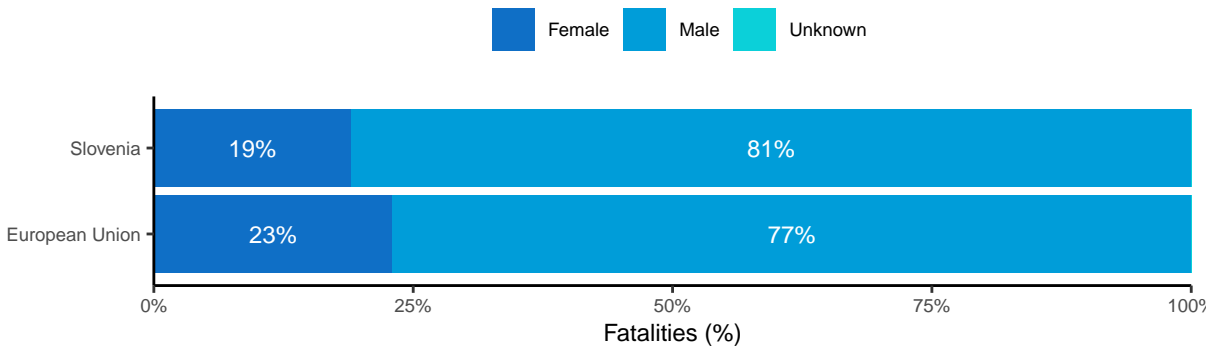
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	4	1	/	744	499	-33%
15 - 17	3	2	/	761	493	-35%
18 - 24	18	11	/	4,399	2,755	-37%
25 - 49	54	38	-30%	10,458	7,915	-24%
50 - 64	31	25	-19%	5,273	4,891	-7%
65+	26	21	-19%	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
Total	136	99	-27%	28,291	23,133	-18%

Table 6. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	43	33	-23%
15 - 17	40	33	-18%
18 - 24	133	81	-39%
25 - 49	354	280	-21%
50 - 64	177	205	+16%
65+	137	197	+44%
Unknown	0	0	/
Total	884	829	-6%

2.4 Gender

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

Figure 8. Number of road fatalities by gender (2019). Source: CARE**Table 7.** Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	32	22	-31%	6,656	5,453	-18%
Male	105	77	-27%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	136	99	-27%	28,291	23,133	-18%

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

Gender	2010 - 2012	2017 - 2019	Trend
Female	276	269	-3%
Male	608	560	-8%
Unknown	0	0	/
Total	884	829	-6%

2.5 Area

The percentage of road fatalities that occur on motorways in Slovenia (14%) is higher than the percentage that is observed in the European Union as a whole (8%). The share of fatalities that occur on urban roads (26%) on the other hand, is much smaller than in the European Union (38%). 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 urban roads decreased more significantly in Slovenia. The number of serious injuries also dropped on all road types, the decrease was however much smaller on rural and urban roads.

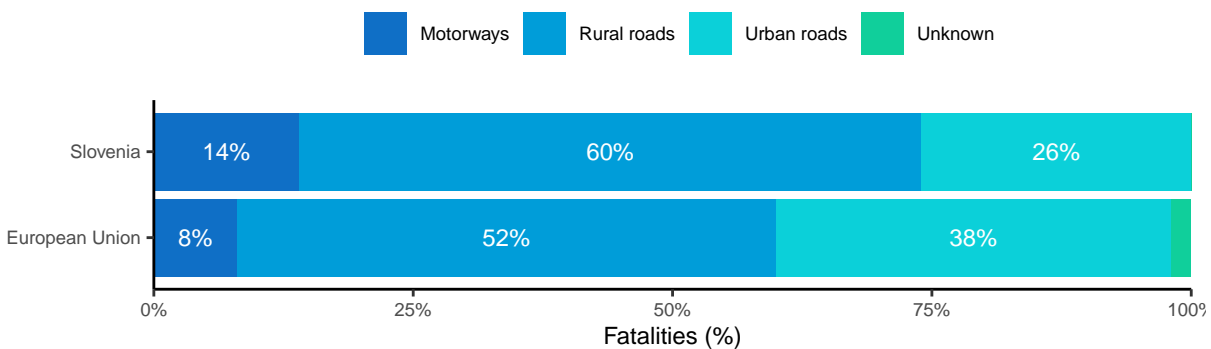
Figure 9. Number of road fatalities by road type (2019). Source: CARE

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

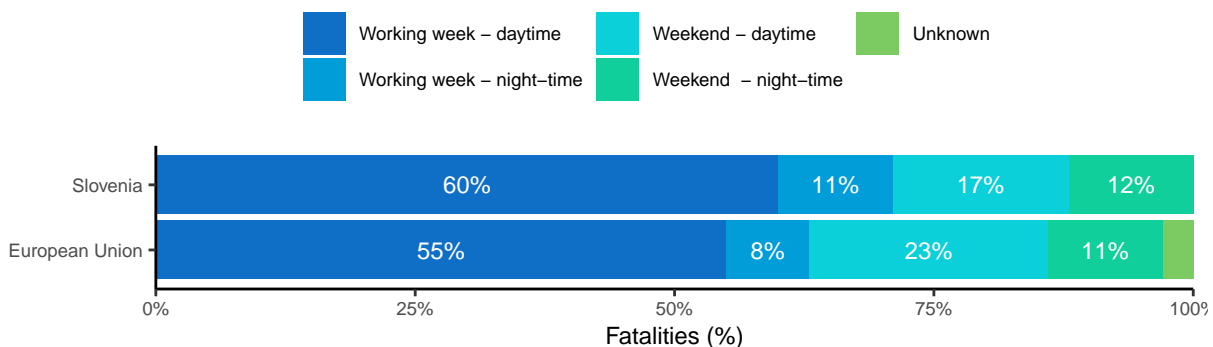
Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	20	16	-20%	2,038	1,969	-3%
Rural	67	52	-22%	15,205	12,200	-20%
Urban	50	31	-38%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	136	99	-27%	28,291	23,133	-18%

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

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	68	54	-21%
Rural	321	299	-7%
Urban	495	476	-4%
Unknown	/	/	/
Total	884	829	-6%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a smaller proportion of fatalities that occur in the daytime during the weekends (17%).

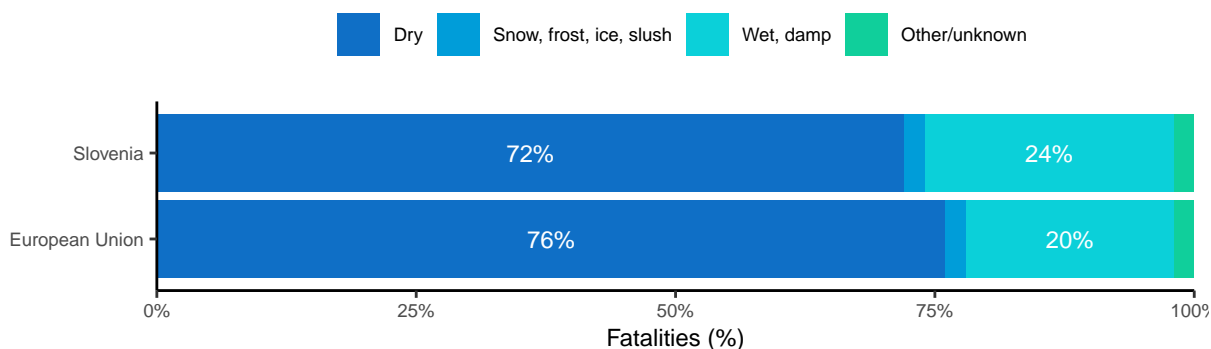
Figure 10. Number of road fatalities by period of time (2019). Source: CARE**Table 11.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	76	55	-28%	15,404	13,265	-14%
Working week - night-time	10	11	/	2,566	1,980	-23%
Weekend - daytime	34	20	-41%	6,353	5,383	-15%
Weekend - night-time	16	12	/	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	136	99	-27%	28,291	23,133	-18%

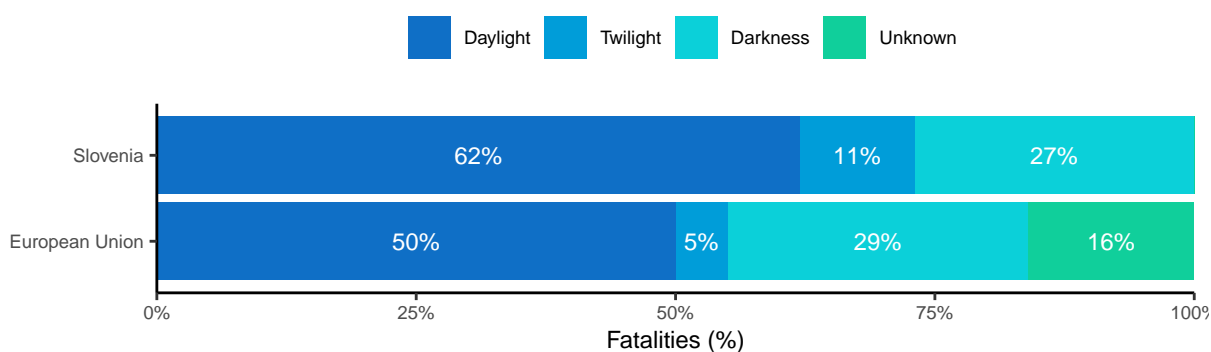
2.7 Road conditions

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

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

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE**Table 12.** Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	105	74	-30%	21,091	17,711	-16%
Snow, frost, ice, slush	0	1	/	988	442	-55%
Wet, damp	26	22	-15%	5,636	4,663	-17%
Other/unknown	51	1	/	2,458	446	/
Total	136	99	-27%	28,291	23,133	-18%

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE**Table 13.** Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	/	31	/	8,918	6,782	-24%
Daylight	/	59	/	13,706	11,932	-13%
Twilight	/	9	/	1,498	1,228	-18%
Unknown	136	/	/	5,301	3,908	/
Total	136	99	-27%	28,291	23,133	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

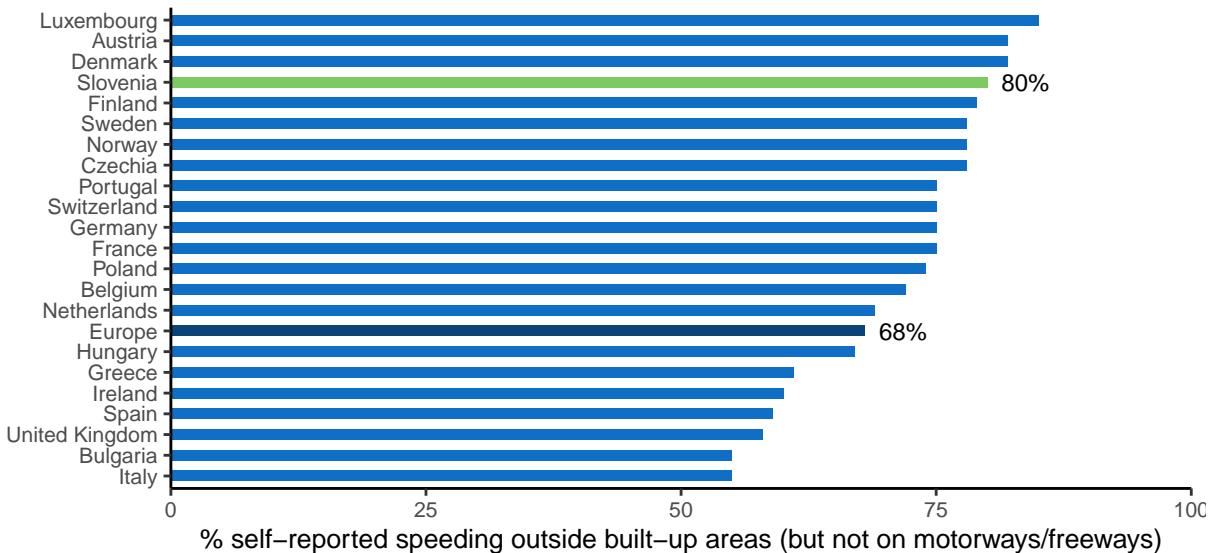
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Slovenia performs worse than the European average in relation to speeding, drink-driving, wearing a helmet as a cyclist and distracted driving.

3.1.1 Speeding

Table 14. Observed speeding. Source: ETSC (2015)

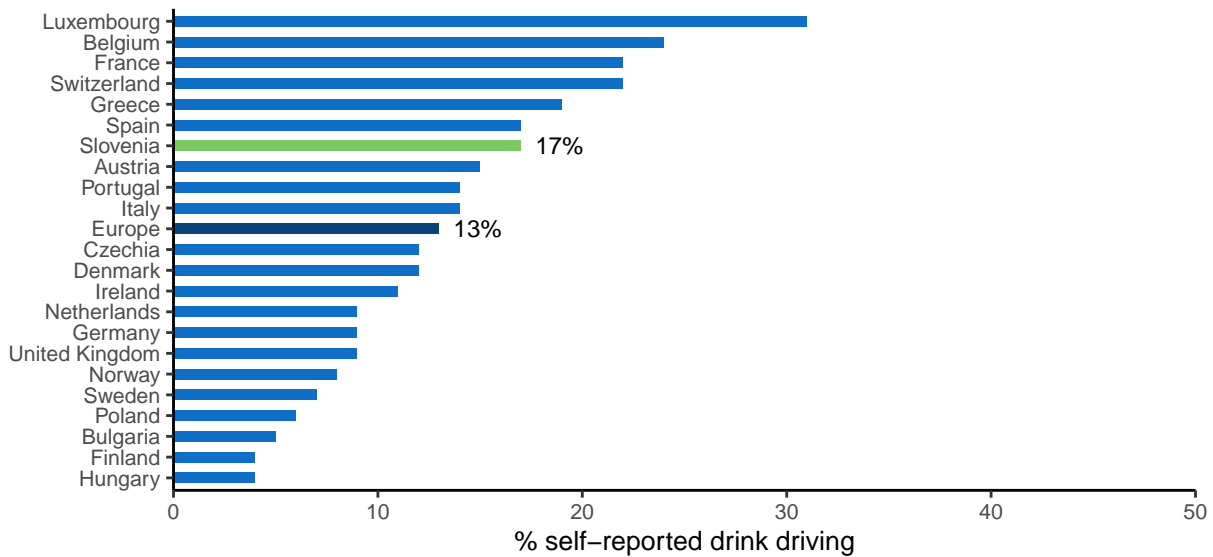
	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h)	53	56%
Rural roads (90km/h)	64	14%
Motorways (100km/h)	101	46%

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



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Table 15. Observed seatbelt wearing rate. Source: IRTAD (2018)

	Seatbelt wearing rate
Car drivers on urban roads	93%
Car drivers on rural roads	95%
Car drivers on motorways	97%
Car drivers	95%
Front seat passengers	96%
Rear seat passengers	78%

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

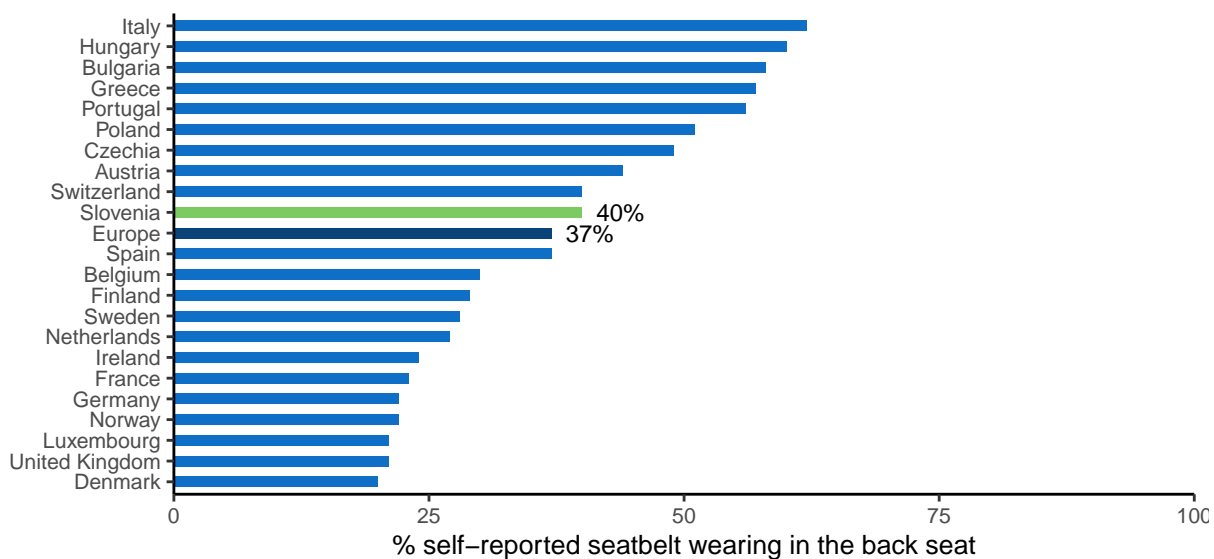
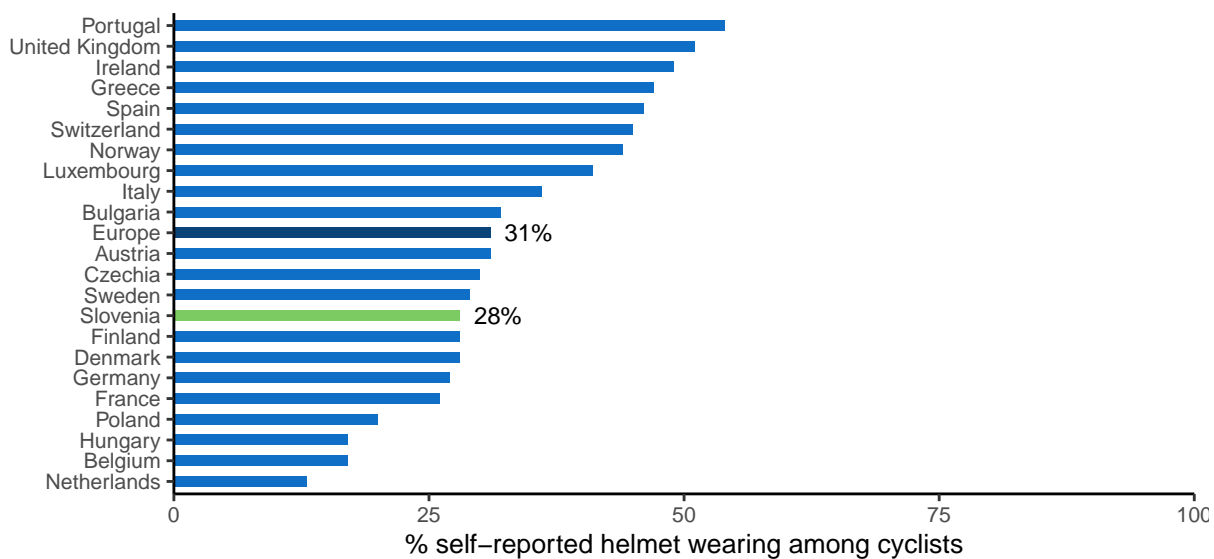
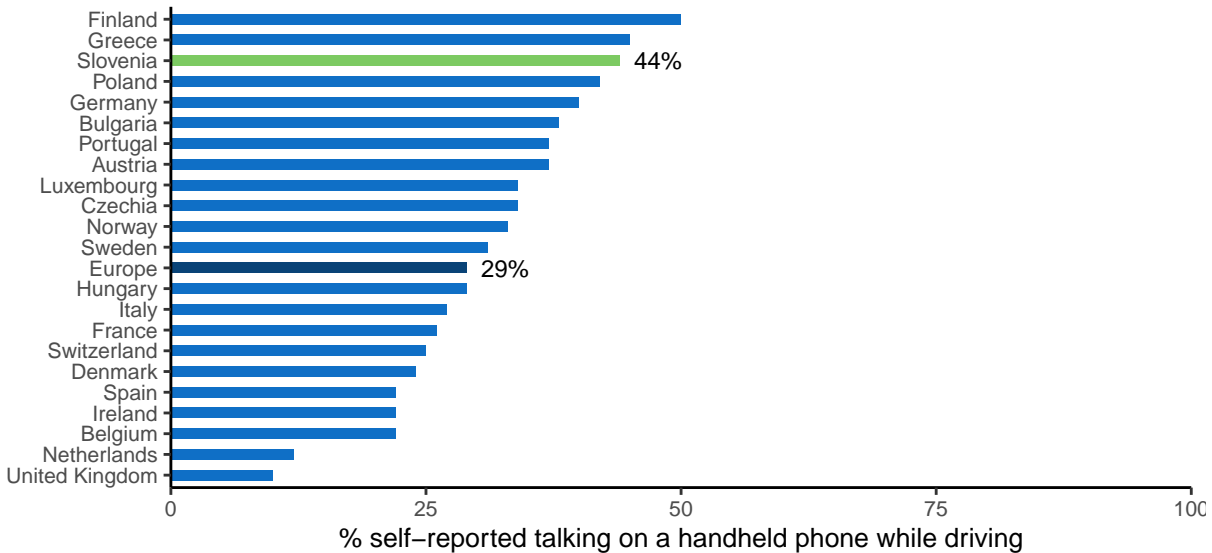


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

In Slovenia the overall road network shows relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Slovenia, a score of 4.4 (on a value scale from 1 to 7) is given, which is rather low compared to other countries.

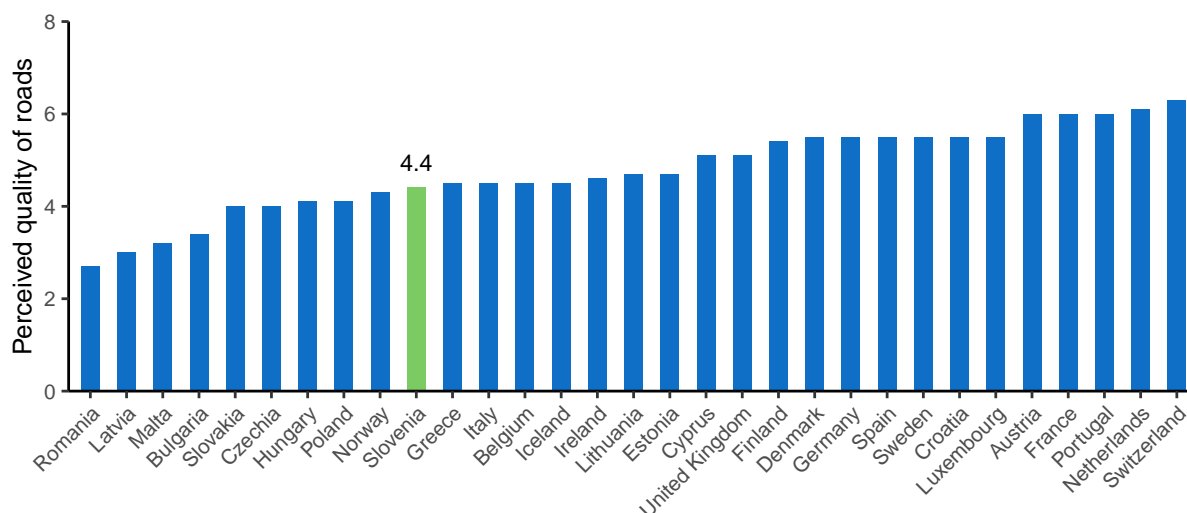
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2019)

	Slovenia	European Union
Inside built-up areas	620 km road/1000 km ²	150 km road/1000 km ²
Outside built-up areas	1285 km road/1000 km ²	609 km road/1000 km ²
Motorways	31 km road/1000 km ²	15 km road/1000 km ²
Total	1905 km road/1000 km ²	942 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 (2017-2018)



3.3 Vehicle fleet

The size of the Slovenian vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Slovenian passenger cars appear to be as old as the EU average.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Slovenia	European Union
All vehicles (except trailers and motorcycles)	63	63
Total utility vehicles	7	9
Lorries	5	7
Road tractors	1	1
Trailers and semi-trailers	2	4
Motorcycles	3	6
Passenger cars	56	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2019)

	Slovenia	European Union
Percentage of total number of passenger cars		
Less than 2 years	9%	12%
From 2 to 5 years	14%	15%
From 5 to 10 years	25%	21%
From 10 to 20 years	45%	42%
Over 20 years	7%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Slovenia generally reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is somewhat stricter than in most European countries: there is a zero-percent alcohol limit for novice drivers and professional drivers while the majority of EU countries apply higher limits.

Table 19. National road safety legislation. Source: WHO (2018)

	Slovenia	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 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: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 150 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 18; No: 9
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, Slovenia scores well above the EU average for seatbelt and child restraint system legislation. Furthermore, the self-reported frequency of alcohol checks is well above the European average.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

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

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)

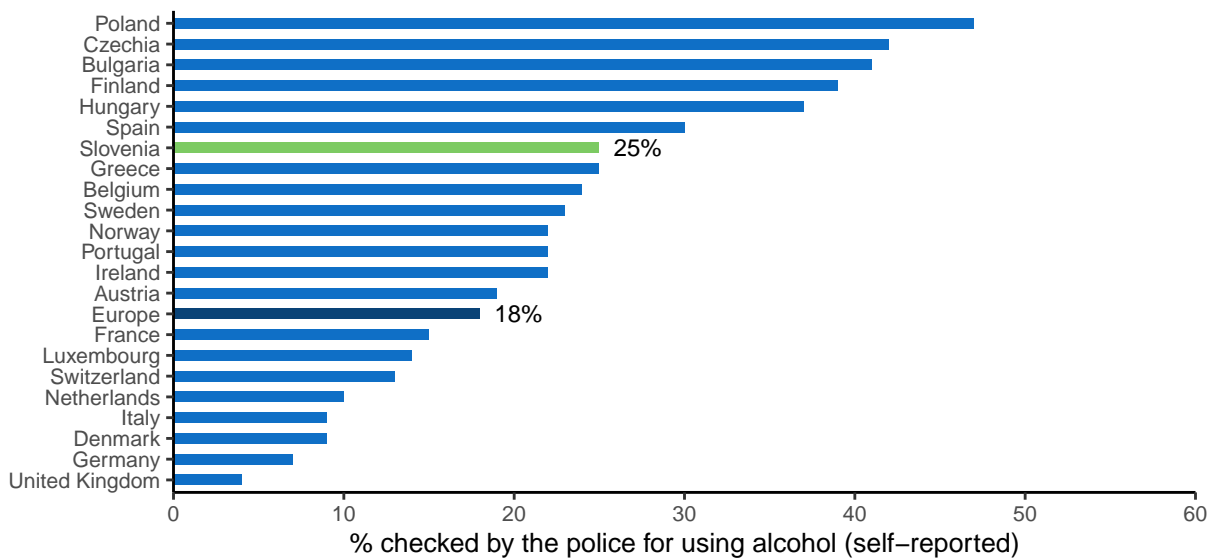
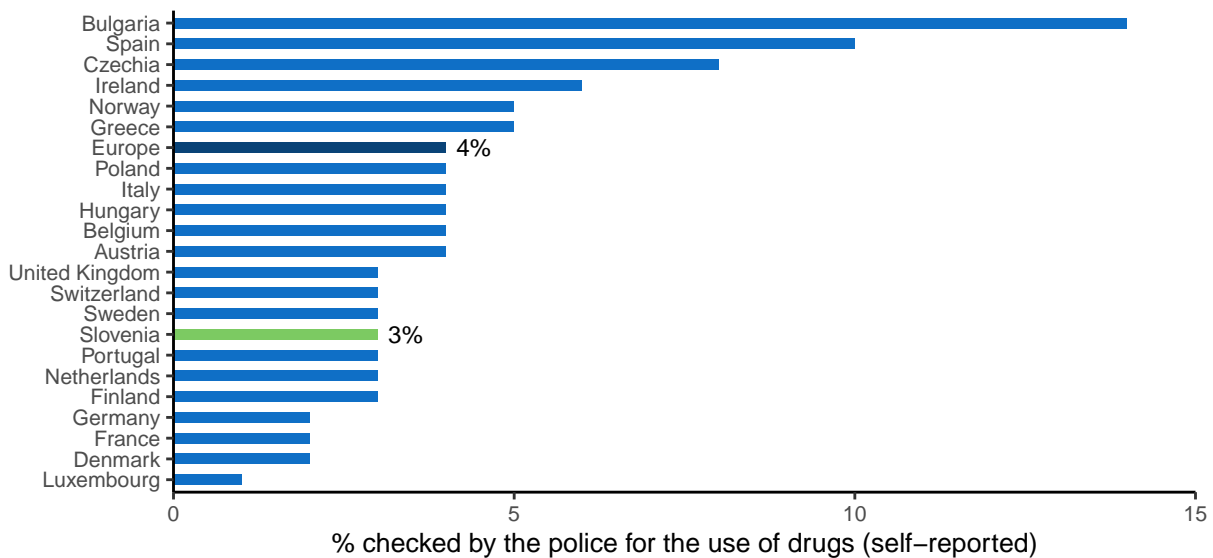


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Slovenia	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 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 22. Policy related to post-crash care. Source: WHO (2018)

	Slovenia	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 Slovenia is similar to the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Slovenia
Population-related data (2020)		
Population (2020)	447319916	2095861
Population density (inhabitants/km ²)	106	103
% Children (0-14)	15%	15%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	20%
Urbanization (2019)		
% living in cities	38%	20%
% living in suburbs and towns	34%	36%
% living in rural areas	28%	44%
Economic data		
GDP per capita (EUR, 2020)	29768.3	22089.8
Unemployment rate (2020)	7%	5%
% GDP dedicated to road spending (2019)	0.6%	0.8%

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 Infrastructure
	The Slovenian Infrastructure Agency (Former Slovenian Roads Agency)
	Slovenian Traffic Safety Agency
Monitoring of the road safety development	DARS (Motorways operator)
	Slovenian Traffic Safety Agency
Improvements in road infrastructure	Ministry of Infrastructure
	The Slovenian Infrastructure Agency (Former Slovenian Roads Agency)
	Slovenian Traffic Safety Agency
Improvement in vehicles	Slovenian Traffic Safety Agency
Improvement in road user education	Slovenian Traffic Safety Agency
Publicity campaigns	Slovenian Traffic Safety Agency
	Ministry of the Interior, Police and Security Directorate
Enforcement of traffic laws	Ministry of Interior
Other relevant actors	ROSEE Project
	Public Administration and the Municipalities
	Several NGOs Related to different type of Road Users

5.3 Attitudes

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

	Slovenia	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	7%	12%	4/22
I will do my best to respect speed limits in the next 30 days	79%	71%	21/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	16/22
I will do my best not to drive after drinking alcohol in the next 30 days	88%	76%	21/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	5/22
I often check my messages on the mobile phone while driving	2%	4%	4/22
I will do my best not to use my mobile phone while driving in the next 30 days	81%	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: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

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

ETSC (European Transport Safety Council)

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

IRTAD (International Traffic Safety Data and Analysis Group)

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

WHO (World Health Organization)

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

World Economic Forum

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

6.2 Definitions

Accident / Crash

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

Bicycle

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

Bus or Coach

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

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

CARE EU Average and aggregated numbers

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

Fatal crash

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

Fatalities

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

Lorry, under 3.5 tonnes

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

Pedestrian

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

Powered two-wheelers

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

Seriously injured (at least 30 days)

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

Working week – Daytime

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

Working week – Night-time

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

Weekend - Daytime

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

Weekend - Night-time

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