



European Road Safety Observatory

National Road Safety Profile - Norway

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 93 people were killed in reported traffic accidents in Norway.
- Norway performs better than all EU countries in terms of the number of fatalities per million inhabitants. Over the past twenty years this rate has decreased a little more than in the European Union.
- Compared to the EU average, the distribution of fatalities in Norway shows a relatively high proportion of fatalities that occur on rural roads.
- Over the past ten years the number of fatalities decreased more than in the European Union.

Road safety performance indicators

- Self-reported speeding in Norway is higher than the European average.
- The self-reported seatbelt wearing rate in the back is higher than the European average.
- The Norwegian road infrastructure is characterized by low road density, especially the motorway network. Its quality is perceived as relatively low compared to EU countries.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other countries.
- Self-reported alcohol and drugs checks are higher than in most countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Norway, a total of 93 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 17 road fatalities per million inhabitants, which is lower than in all EU countries. Since 2001, the mortality rate in Norway has declined a little more than the EU average. When the number of vehicles is taken into account, Norway still performs better than most EU countries with a rate of 0.3 fatalities per 10,000 registered vehicles.

Over the past ten years the number of fatalities in Norway decreased by more than 50%, which is more than the overall EU trend. The number of serious injuries in Norway shows a slower decrease over the same period and declined by only 12%. 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	208	93	-55%	29611	18834	-36%
Serious injuries	714	627	-12%	/	/	/

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

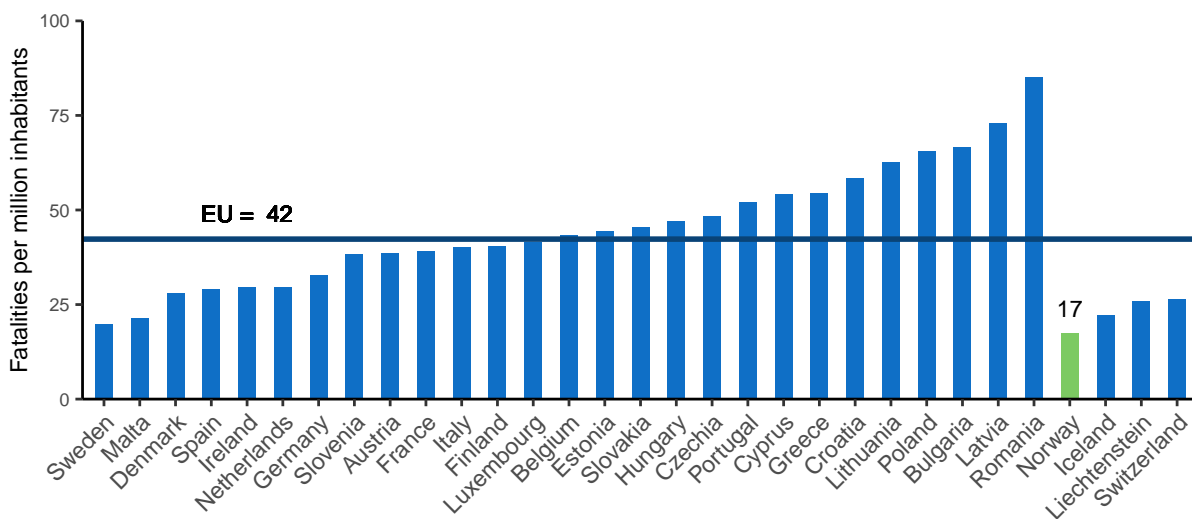


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

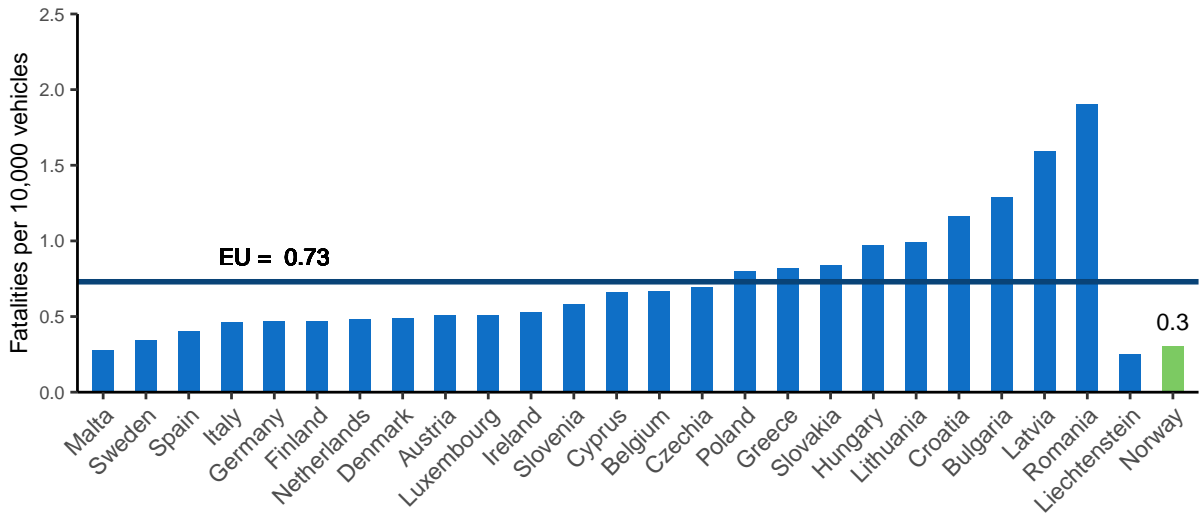


Figure 3. Number of road fatalities (2010-2020). Source: CARE

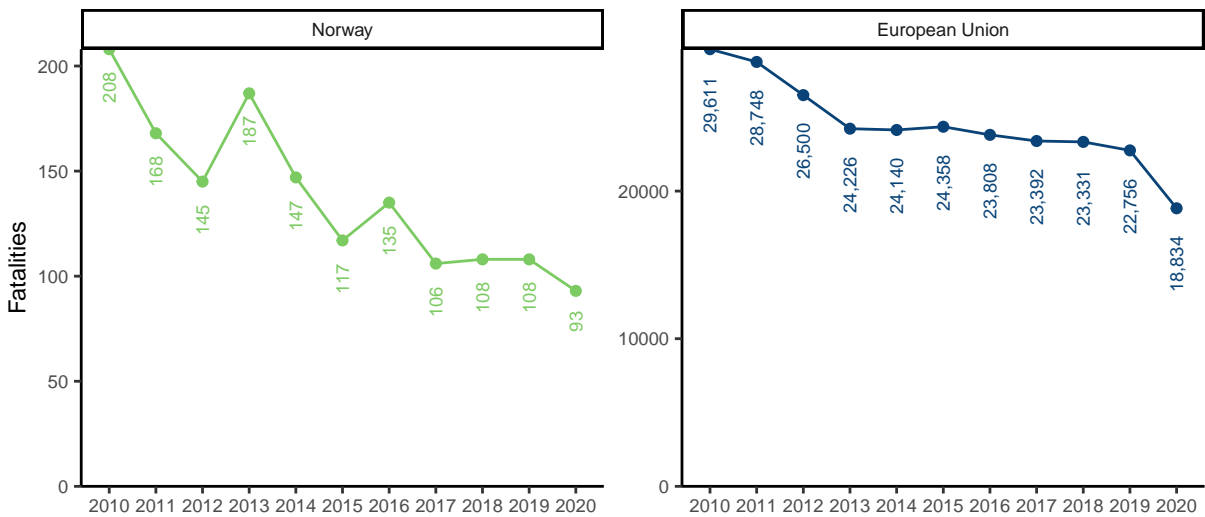
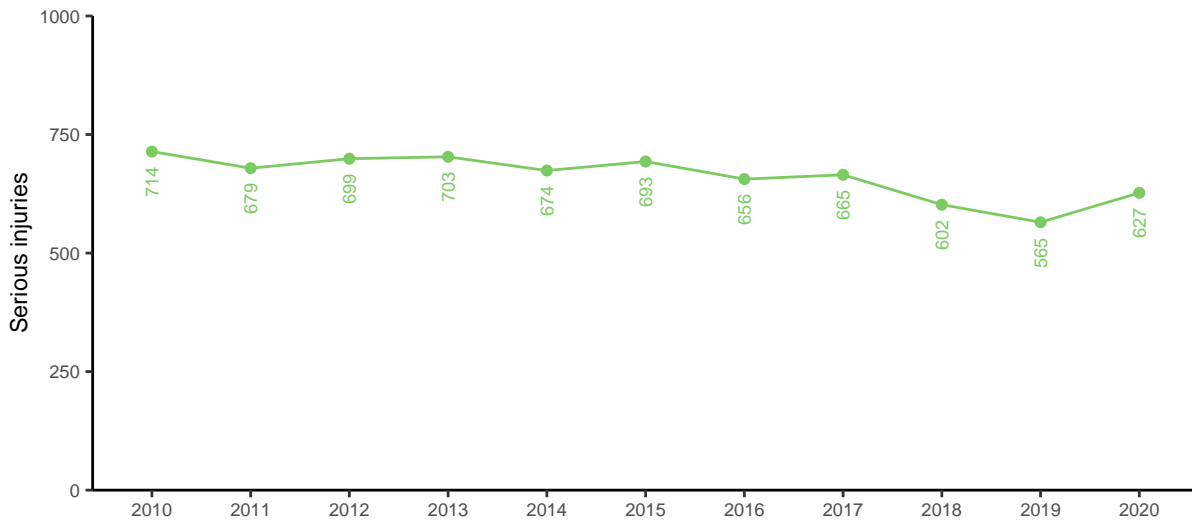
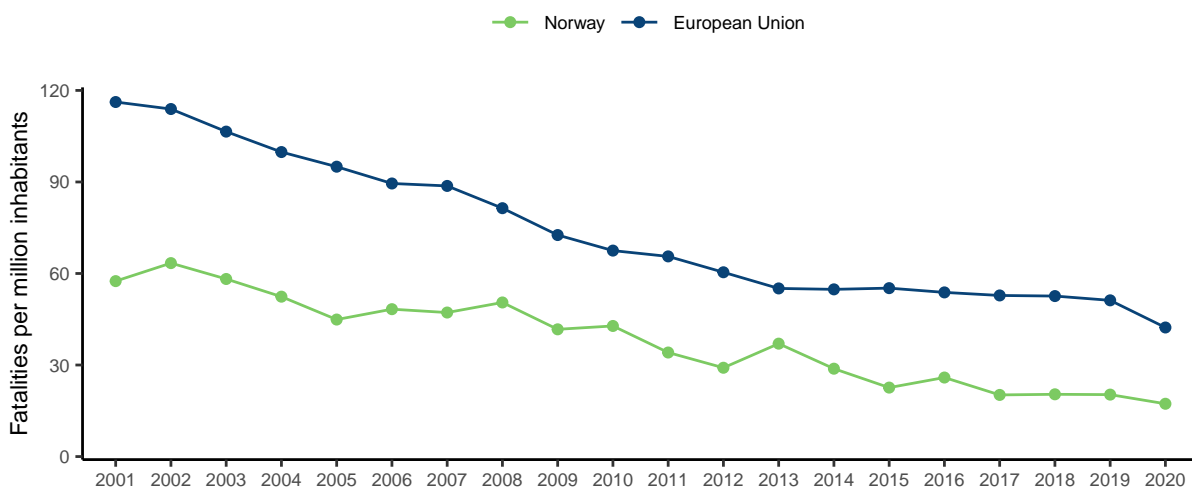


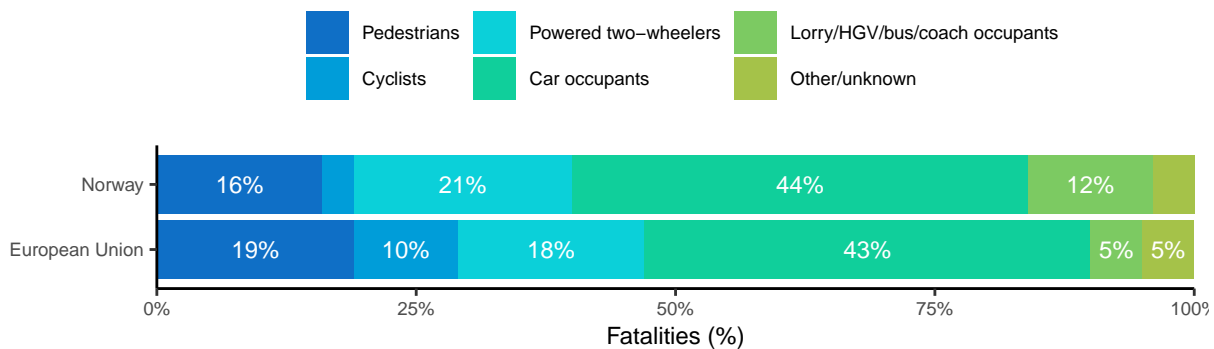
Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, cyclists represent only 3% of road fatalities in Norway. This percentage is much lower than that for the European Union as a whole (10%). Of all vulnerable road users (pedestrians, cyclists and powered two wheelers) in Norway that were fatally injured, more than 40% were involved in a crash with a car, and 13% were involved in a crash with a lorry or a heavy goods vehicle.

Over the past ten years the number of fatalities in Norway has decreased for all modes. The number of serious injuries on the other hand, has increased for cyclists and powered two-wheelers. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Norway has decreased by 40%, which is more than in the European Union.

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 (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	21	14	/	5,793	4,328	-25%
Cyclists	10	5	/	2,023	1,971	-3%
Powered two-wheelers	21	17	-19%	5,057	3,940	-22%
Car occupants	101	54	-47%	13,309	9,597	-28%
Lorries, under 3.5t	8	5	/	898	732	-18%
Heavy goods vehicles	6	4	/	590	378	-36%
Bus/coach occupants	3	1	/	102	88	-14%
Other/unknown	4	3	/	1,116	837	/
Total	174	103	-41%	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	81	73	-10%
Cyclists	56	73	+30%
Powered two-wheelers	101	148	+47%
Car occupants	403	254	-37%
Lorries, under 3.5t	18	16	-11%
Heavy goods vehicles	15	9	/
Bus/coach occupants	8	2	/
Other/unknown	15	23	/
Total	697	598	-14%

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	2	1	/	258	173	-33%
Crashes involving cars	17	11	/	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	6	3	/	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	12	8	/	3,944	3,079	-22%
Cyclists	6	2	/	1,113	1,125	+1%
Powered two-wheelers	4	4	/	2,200	1,562	-29%
Car occupants	12	5	/	2,883	2,109	-27%
Lorries, under 3.5t	0	1	/	149	137	-8%
Heavy goods vehicles	0	0	/	82	36	-56%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	2	1	/	219	254	/
Total	38	23	-39%	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	4	3	/	299	400	+34%
Powered two-wheelers	11	9	/	1,746	1,429	-18%
Car occupants	37	20	-46%	5,905	4,187	-29%
Lorries, under 3.5t	1	2	/	365	271	-26%
Heavy goods vehicles	4	1	/	241	143	-41%
Bus/coach occupants	2	0	/	40	33	-18%
Other/unknown	3	2	/	327	309	/
Total	62	37	-40%	8,923	6,772	-24%

2.3 Age

The distribution of road fatalities across age groups in Norway is similar to that for the European Union with a slight overrepresentation of fatalities aged 18 to 24. 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 oldest age groups, except for those aged 85 and older.

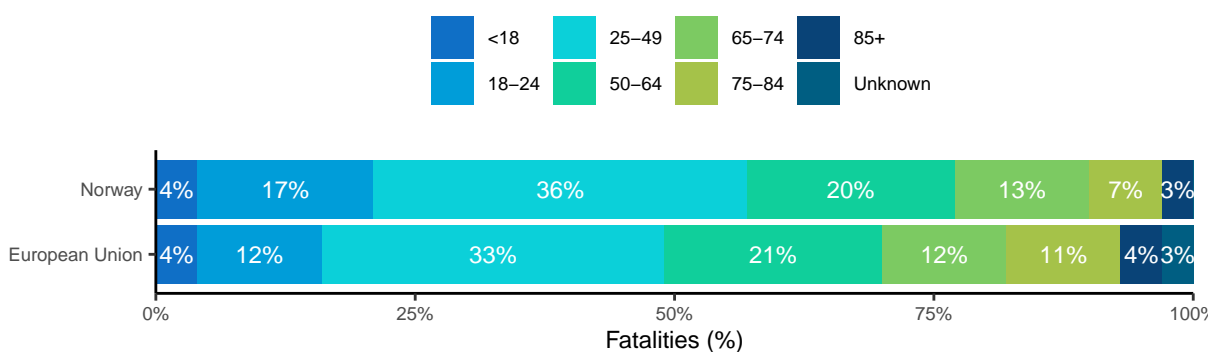
Figure 7. Number of road fatalities by age group (2020). Source: CARE

Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

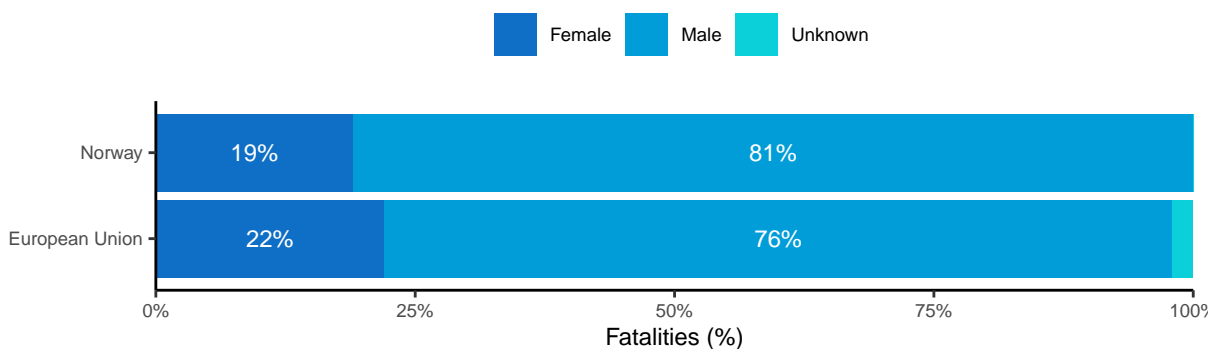
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	11	3	/	1,503	918	-39%
18-24	30	16	-47%	4,398	2,589	-41%
25-49	64	33	-48%	10,457	7,311	-30%
50-64	33	24	-27%	5,273	4,605	-13%
65-74	15	11	/	2,730	2,627	-4%
75-84	14	12	/	2,775	2,414	-13%
85+	7	5	/	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	174	103	-41%	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	74	63	-15%
18-24	140	74	-47%
25-49	271	190	-30%
50-64	118	144	+22%
65-74	43	77	+79%
75-84	33	39	+18%
85+	15	10	/
Unknown	4	1	/
Total	697	598	-14%

2.4 Gender

The high proportion of males among total road fatalities in Norway (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 (2020). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

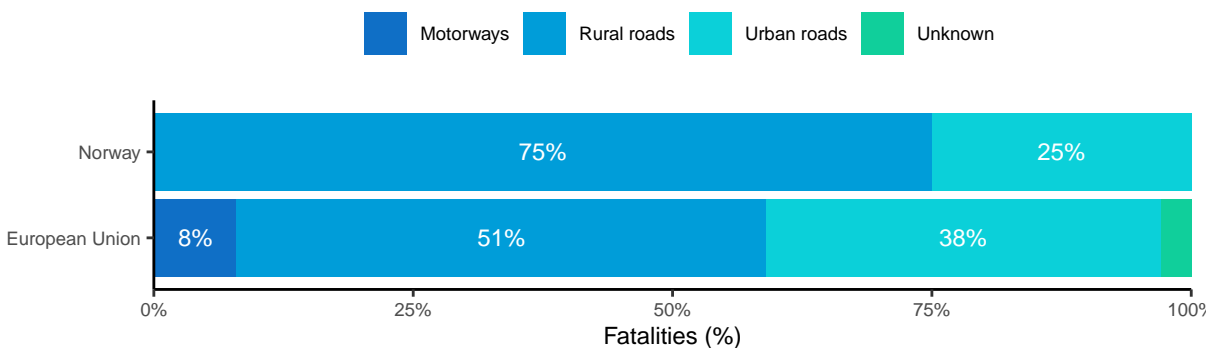
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	46	25	-46%	6,655	4,960	-25%
Male	128	78	-39%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	174	103	-41%	28,286	21,640	-23%

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

	2010 - 2012	2018 - 2020	Trend
Female	230	203	-12%
Male	467	395	-15%
Unknown	0	0	/
Total	697	598	-14%

2.5 Area

The majority of road fatalities in Norway occurred on rural roads (75%). This percentage is much higher than in the European Union as a whole (51%). There were no fatalities on motorways in Norway. Over the past ten years, fatalities and serious injuries show a downward trend on all road types in Norway.

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	/	/	/	2,072	1,812	-13%
Rural	146	80	-45%	15,280	11,430	-25%
Urban	38	23	-39%	10,803	8,406	-22%
Unknown	51	0	/	908	543	/
Total	174	103	-41%	28,286	21,640	-23%

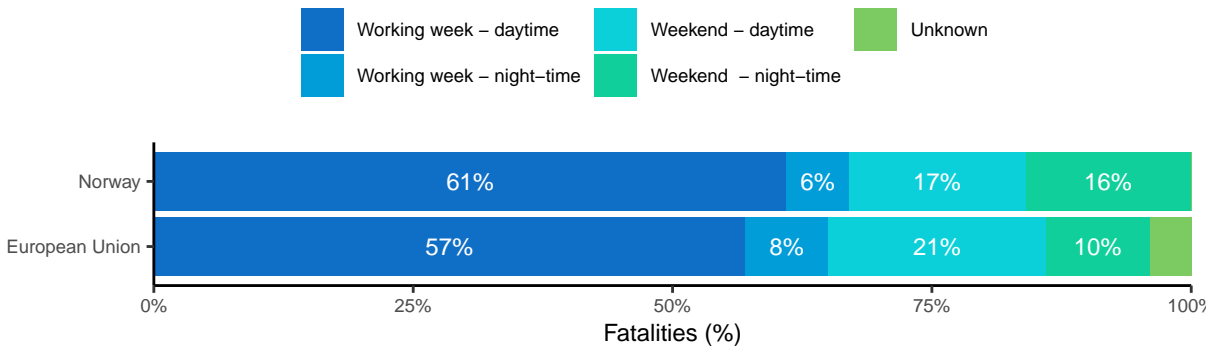
Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	/	/	/
Rural	436	396	-9%
Urban	224	200	-11%
Unknown	257	2	/
Total	697	598	-14%

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 higher proportion of fatalities that occur in the night-time during the weekends (16%).

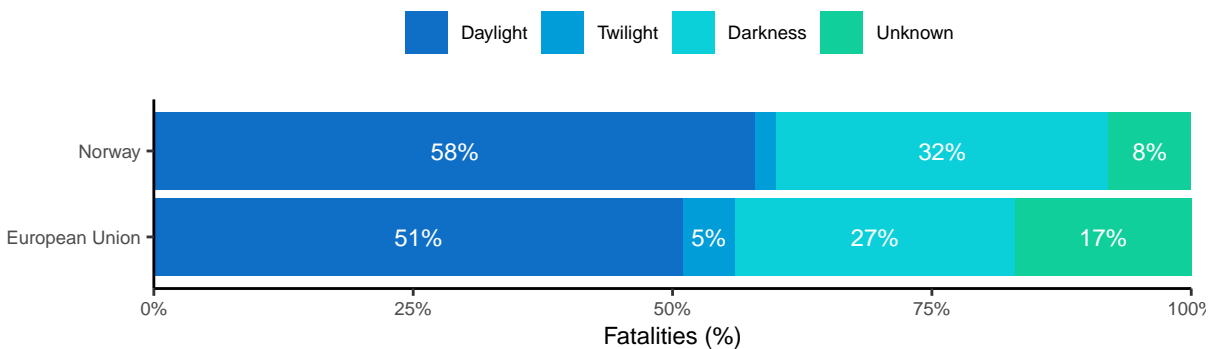
²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

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	108	64	-41%	15,495	12,506	-19%
Working week - night-time	13	7	/	2,573	1,848	-28%
Weekend - daytime	32	21	-34%	6,383	4,974	-22%
Weekend - night-time	21	11	/	3,549	2,327	-34%
Unknown	1	/	/	4,226	562	/
Total	174	103	-41%	28,286	21,640	-23%

2.7 Road conditions

In Norway the majority of fatalities occurred in daylight. One third of fatalities occurred when it was dark, which is similar to the EU average.

Figure 11. Number of road fatalities by light conditions (2020). Source: CARE**Table 14.** 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	45	26	-42%	8,922	6,275	-30%
Daylight	108	62	-43%	13,717	11,235	-18%
Twilight	9	3	/	1,499	1,156	-23%
Unknown	12	12	/	5,326	3,729	/
Total	174	103	-41%	28,286	21,640	-23%

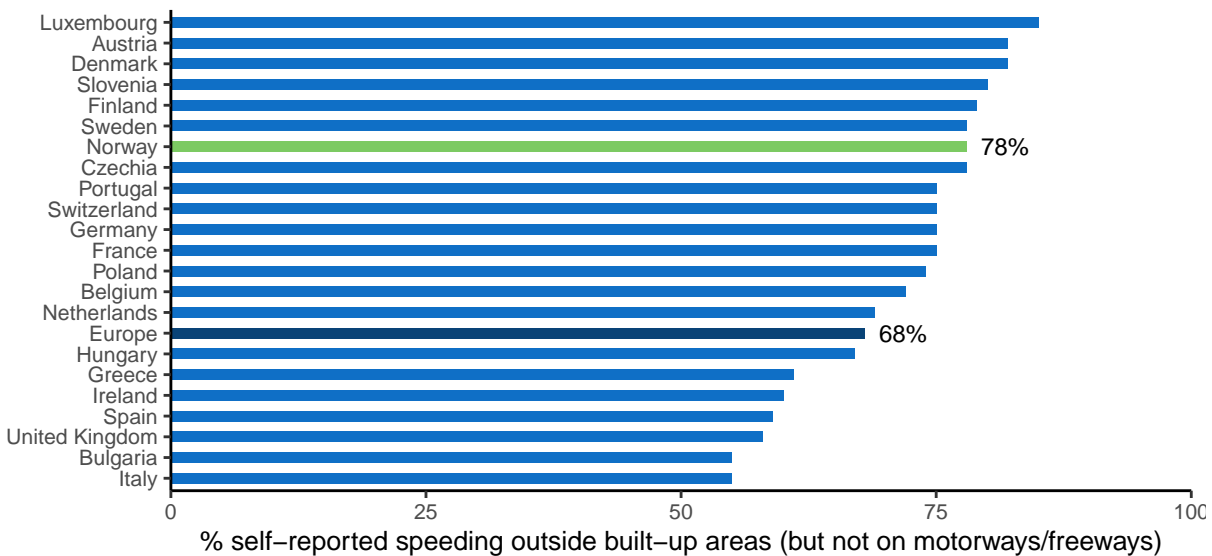
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Norway performs better than the European average in relation to drink-driving, wearing a seatbelt in the back and wearing a helmet as a cyclist. On the other hand, the self-reported speeding in Norway is higher than average.

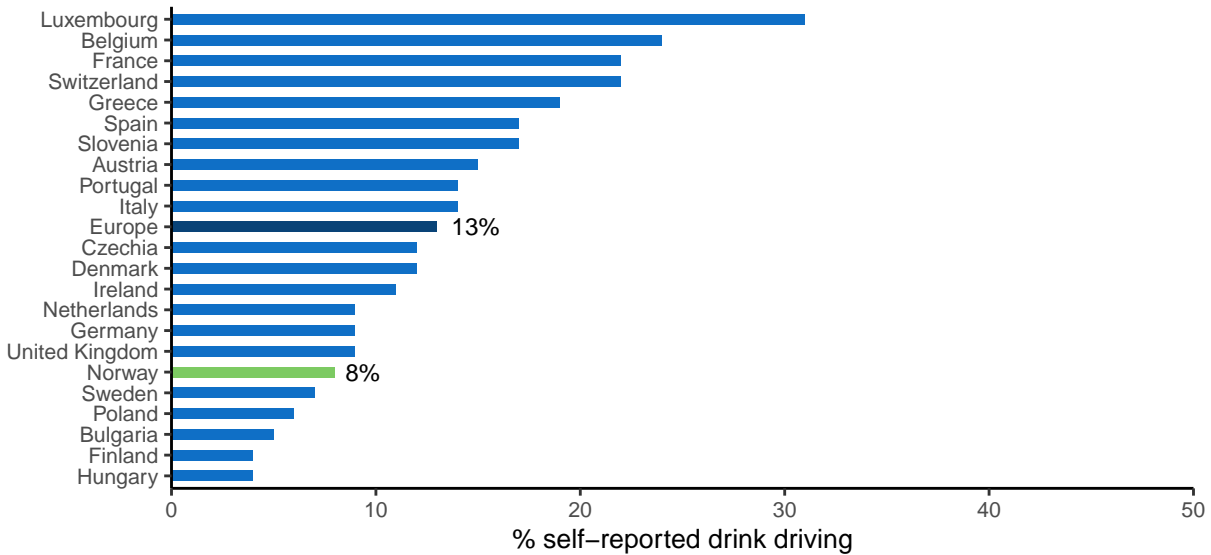
3.1.1 Speeding

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

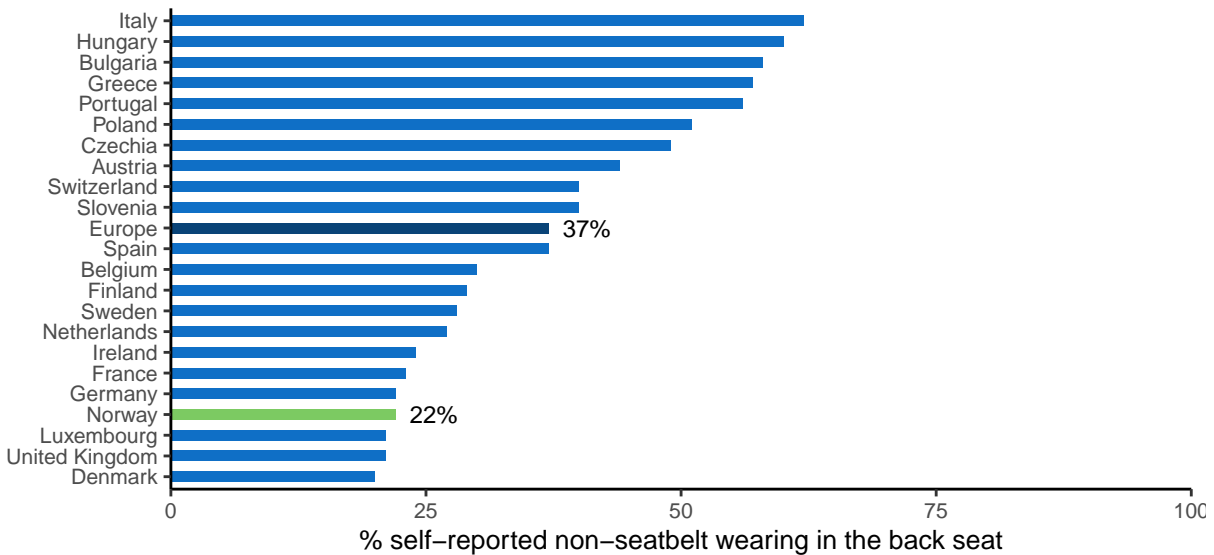
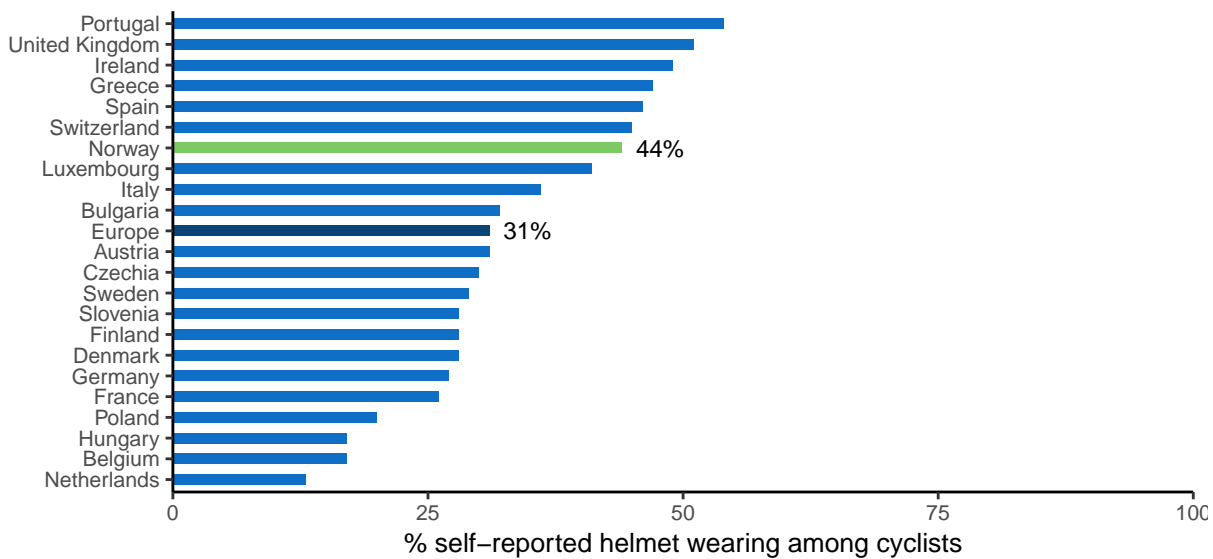
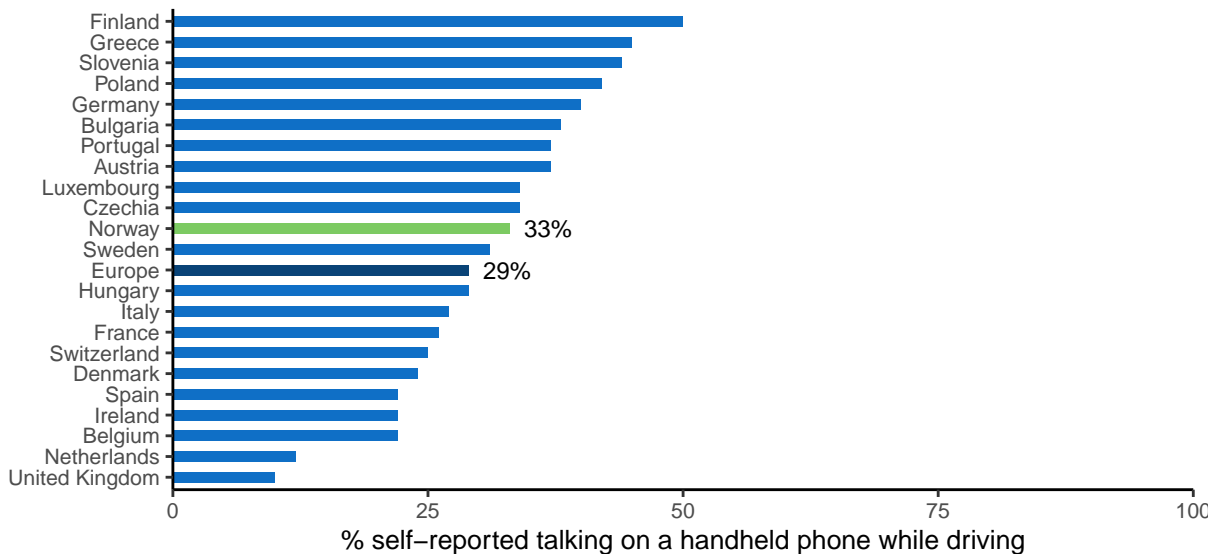


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

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 Norway shows relatively low road density in comparison with the EU average. Motorway density is extremely low compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Norway, a score of 4.5 (on a value scale from 1 to 7) is given, which is lower than most other countries.

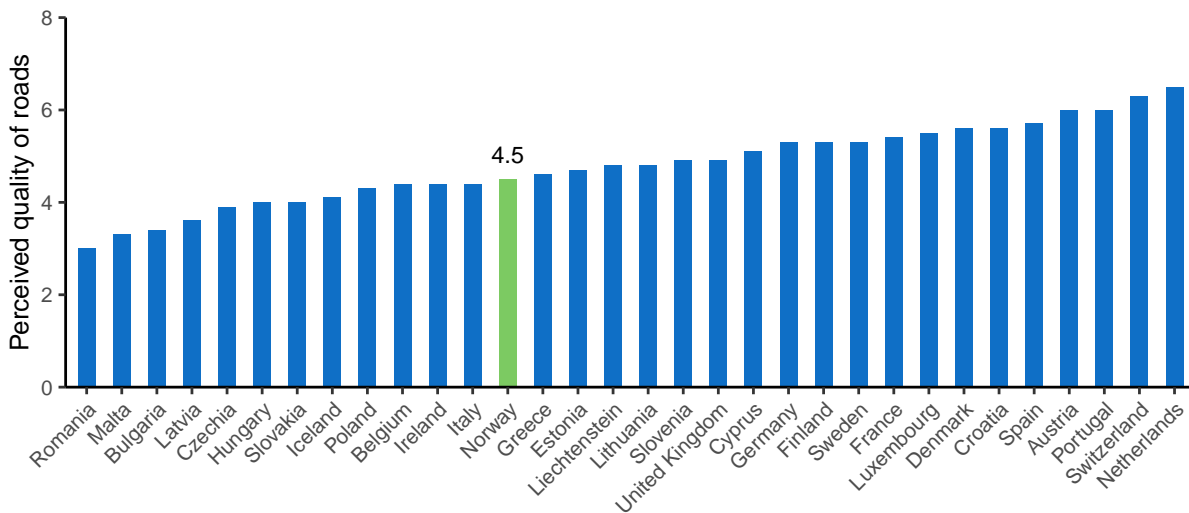
3.2.1 Road density

Table 15. Road density. Source: EUROSTAT (2020)

	Norway	European Union
Motorways	2 km road/1000 km ²	15 km road/1000 km ²
Total	295 km road/1000 km ²	918 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 (2019)



3.3 Vehicle fleet

The size of the Norwegian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. The number of trailers and semi-trailers per 100 inhabitants on the other hand, is considerably larger than the EU average. Regarding the age of the vehicles, Norwegian passenger cars appear to be slightly younger than the EU average, with 46% passenger cars over 10 years.

Table 16. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Norway	European Union
All vehicles (except trailers and motorcycles)	53	64
Total utility vehicles	1	9
Lorries	1	7
Road tractors	0	1
Trailers and semi-trailers	28	4
Motorcycles	4	6
Passenger cars	52	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 17. Age of registered passenger cars. Source: EUROSTAT (2020)

	Norway	European Union
Percentage of total number of passenger cars		
Less than 2 years	8%	11%
From 2 to 5 years	17%	15%
From 5 to 10 years	28%	20%
From 10 to 20 years	36%	41%
Over 20 years	10%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Norway is different in several respects from that in most EU countries. Both the maximum speed on rural roads (80km/h) and on motorways (100 km/h) is lower than in most EU countries. Unlike most EU countries there is no age restriction to transport children on motorcycles. The legislation regarding drink driving is somewhat stricter: the general alcohol limit in Norway is 0.2 g/l while in the majority of EU countries the limit for the general population is 0.5 g/l.

Table 18. National road safety legislation. Source: WHO (2018)

	Norway	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	80 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	100 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	0.2 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	0.2 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 135 - 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	Yes	Yes: 25; No: 2
Helmet fastening required	No	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, Norway has the maximum score for all legislation surveyed. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Norway is above the European average.

Table 19. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Norway	European average
Speed legislation	10	6.8
Drink-driving legislation	10	7
Seatbelt legislation	10	7
Child restraint system legislation	10	7
Motorcycle helmet legislation	10	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)

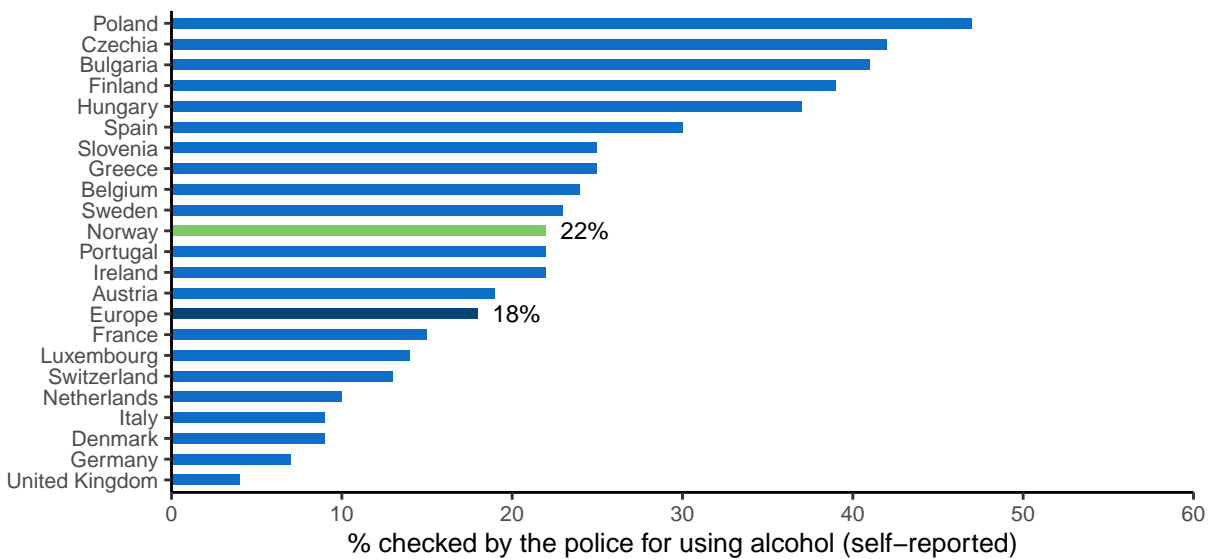
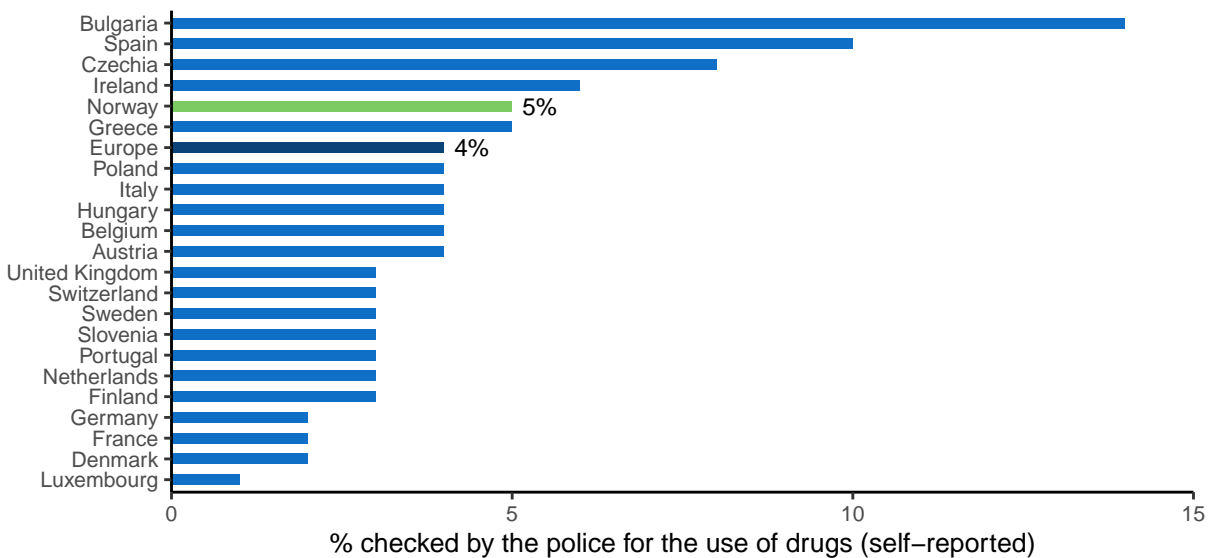


Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 20. Infrastructure-related policy. Source: WHO (2018)

	Norway	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	Partial	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 21. Policy related to post-crash care. Source: WHO (2018)

	Norway	EU countries
Trauma registry	National	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 Norway is much lower than the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is above that of the European Union, and the percentage of GDP that is dedicated to road spending is much larger than the EU average (1.6%).

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Norway
Population-related data (2021)		
Population (2021)	447218763	5391369
Population density (inhabitants/km ²)	106	14
% Children (0-14)	15%	17%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	18%
Urbanization (2020)		
% living in cities	39%	31%
% living in suburbs and towns	34%	41%
% living in rural areas	28%	28%
Economic data		
GDP per capita (EUR, 2021)	32438.4	75589.9
Unemployment rate (2021)	7%	4%
% GDP dedicated to road spending (2015)	0.7%	1.6%

5.2 Structure of road safety management

Table 23. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Communications
	Norwegian National Public Road Administration
	NHO Transport
	Norwegian Haulier's Association
	Norwegian Transport Workers' Union
	Union of Norwegian Transport Employees
Monitoring of the road safety development	Norwegian Association of Local and Regional Authorities
	Ministry of Transport and Communications
	Norwegian National Public Road Administration
Improvements in road infrastructure	Norwegian Association of Local and Regional Authorities
	Norwegian National Public Road Administration
Improvement in vehicles	Accident Investigation Board Norway (AIBN)
	Norwegian National Public Road Administration
Improvement in road user education	Police Department
	The Norwegian Council for Road Safety
Publicity campaigns	Norwegian Directorate of Education and Training
	Norwegian National Public Road Administration
Enforcement of traffic laws	Norwegian National Public Road Administration
	Police Department
	County Governor
Other relevant actors	Norwegian Directorate of Health
	Norwegian Driving School Association
	Finance Norway (FNO)
	Royal Norwegian Automobile Club (KNA)
	Norwegian Abstaining Motorists Association (MA)
	No to Head-on collisions (NtFk)
	Norwegian Automobile Federation (NAF)
Norwegian Cycling Federation (NCF)	

5.3 Attitudes

Table 24. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Norway	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	14%	12%	5/22
I will do my best to respect speed limits in the next 30 days	73%	71%	10/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	14/22
I will do my best not to drive after drinking alcohol in the next 30 days	77%	76%	13/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	7%	3%	2/22
I often check my messages on the mobile phone while driving	5%	4%	2/22
I will do my best not to use my mobile phone while driving in the next 30 days	73%	74%	17/22

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.