



European
Commission



Country Profile
Czechia



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

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

Road Safety Outcomes

- In 2021, 532 people were killed and 1,580 people were seriously injured in road crashes in Czechia.
- Czechia is 17th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Czechia shows a relatively high proportion fatalities on rural roads.
- Over the period 2012-2021, Czechia presented a similar to the EU decrease in road fatalities.

Road Safety Performance Indicators

- The use rates of seat-belts among car occupants are higher in Czechia than the EU average, whilst the use of child restraint systems (CRS) is lower.
- Self-reported drink-driving is lower than the EU average.
- Czechia has an older passenger car fleet compared to the EU on average.

Road Safety Policy Measures & Country Characteristics

- Czechia is one of the few countries in the European Union with a zero alcohol limit for all drivers.
- Road infrastructure in Czechia is characterized by high road density.
- Population density in Czechia is above the EU average. Its GDP per capita is below that of the European Union

2. Road Safety Outcomes

2.1 Road Safety Trends

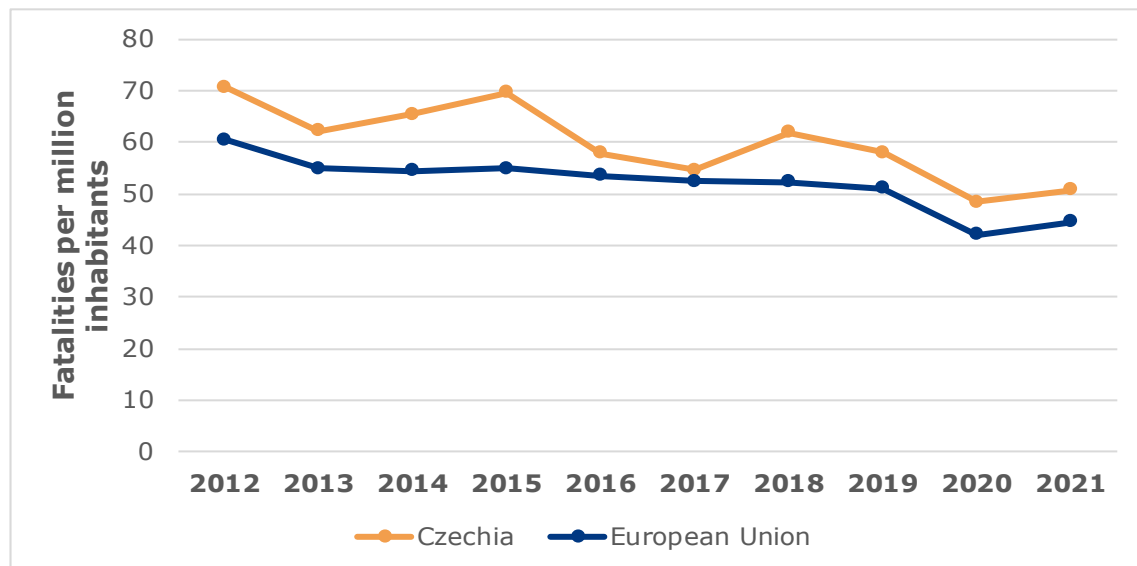
In Czechia, 532 people were killed and 1,580 people were seriously injured in road crashes in 2021^a. Over the period 2012-2021, the number of fatalities in Czechia decreased by 28%, which is slightly higher than the European Union (EU) decrease (25%). The number of serious injuries showed also a significant decrease (46%) over the same period.

In terms of mortality rates, 51 road fatalities per million inhabitants were recorded in 2021, which is slightly higher than the EU average (45). Compared to the EU fatality trend, the mortality rate in Czechia showed more fluctuations during the period 2013-2018, and since then, a similar to the EU trend has been recorded.

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

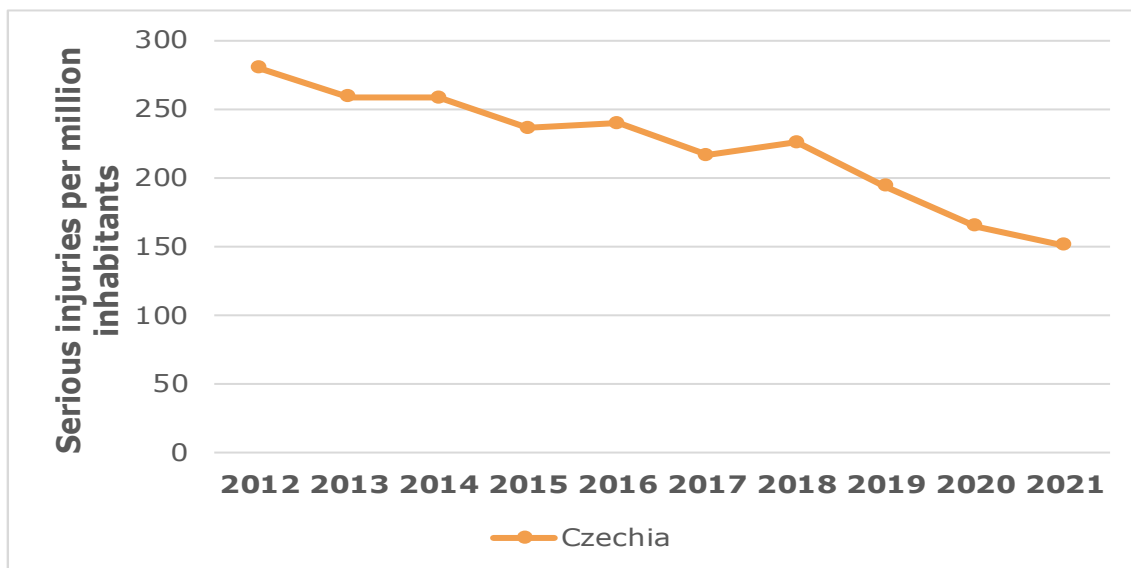
	2012	2021	Trend	EU trend
Fatalities	742	532	-28%	-25%
Serious Injuries	2,934	1,580	-46%	-

Figure 1. Mortality rate development, 2012 – 2021



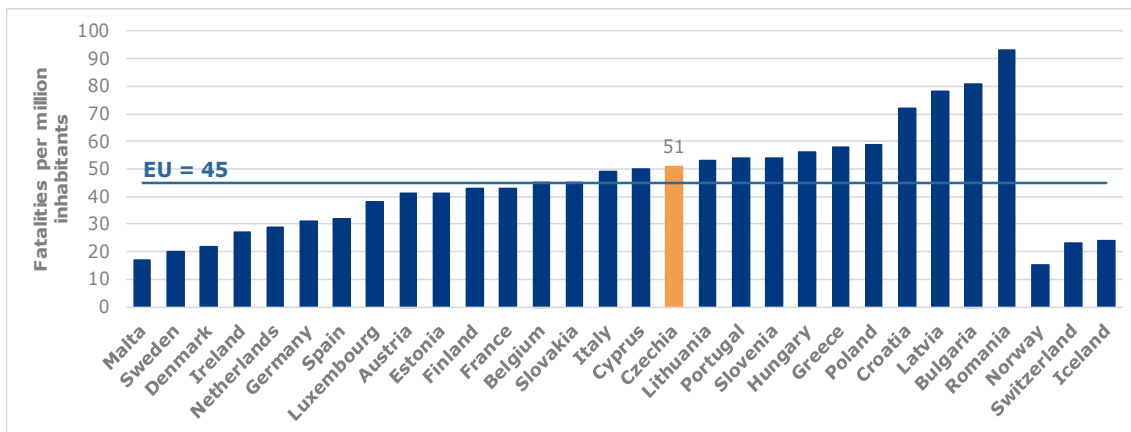
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

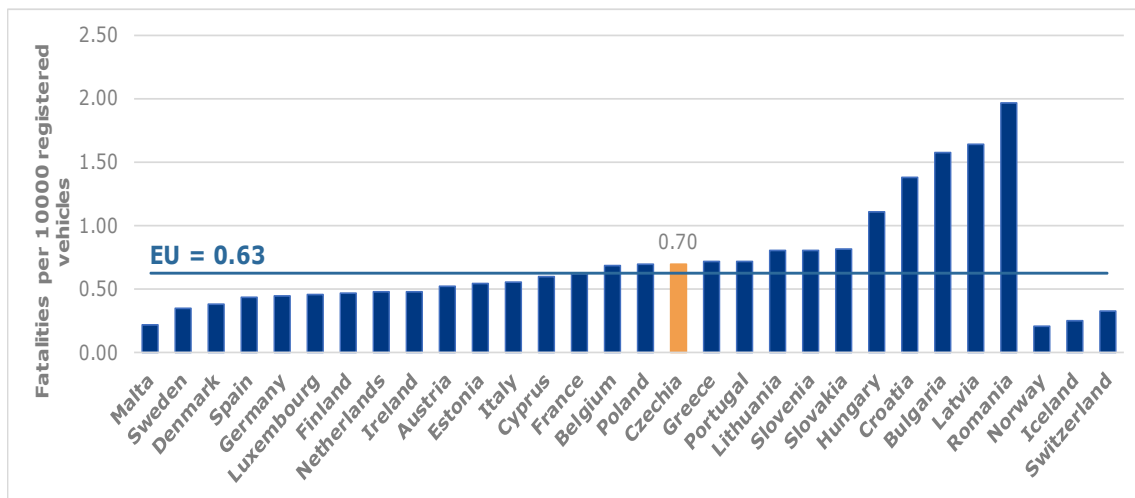


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, the fatality rate per 10,000 vehicles in Czechia was 0.70, which is above the EU average (0,63).

Figure 4. Fatalities per thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, car occupants accounted for 46% of road traffic fatalities in Czechia, which is similar to the percentage observed in the EU as a whole (45%). The percentage of cyclists (17%) on the other hand is slightly higher than that in the European Union (9%).

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries for all transport modes. Both in fatalities and in serious injuries a high decrease was recorded for pedestrians (36% and 52% respectively). Furthermore, seriously injured cyclists were reduced by over a half (51%).

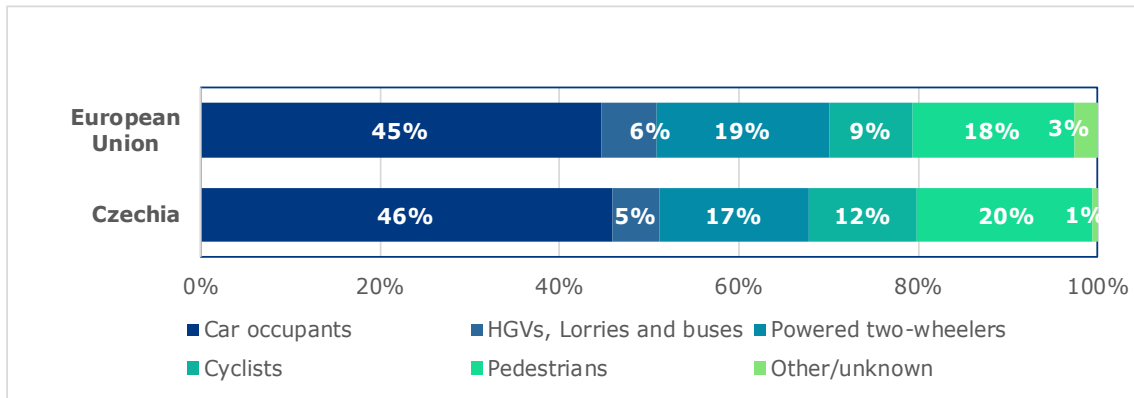
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Czechia in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 71% were involved in a crash with a passenger car, and 25% were involved in a crash with a lorry or heavy goods vehicle.

Also, the number of fatalities in single vehicle crashes decreased more than in the EU over the period 2012-2021.

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

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

	2012	2021	Trend	EU trend
Bus/coach occupants	2	1	-	+26%
Car occupants	368	244	-34%	-28%
Cyclists	78	64	-18%	-12%
Heavy goods vehicles	25	15	-40%	-11%
Lorries, under 3.5t	7	12	-	-14%
Other/unknown	6	3	-	-13%
Pedestrians	163	104	-36%	-34%
Powered two-wheelers	93	89	-4%	-18%
Total	742	532	-28%	-25%

Figure 5. Distribution of road fatalities by transport mode, 2021**Table 3:** Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend
Bus/coach occupants	42	24	-43%
Car occupants	1,164	605	-48%
Cyclists	455	222	-51%
Heavy goods vehicles	49	47	-4%
Lorries, under 3.5t	45	23	-49%
Other/unknown	23	28	+22%
Pedestrians	647	309	-52%
Powered two-wheelers	509	322	-37%
Total	2,934	1,580	-46%

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

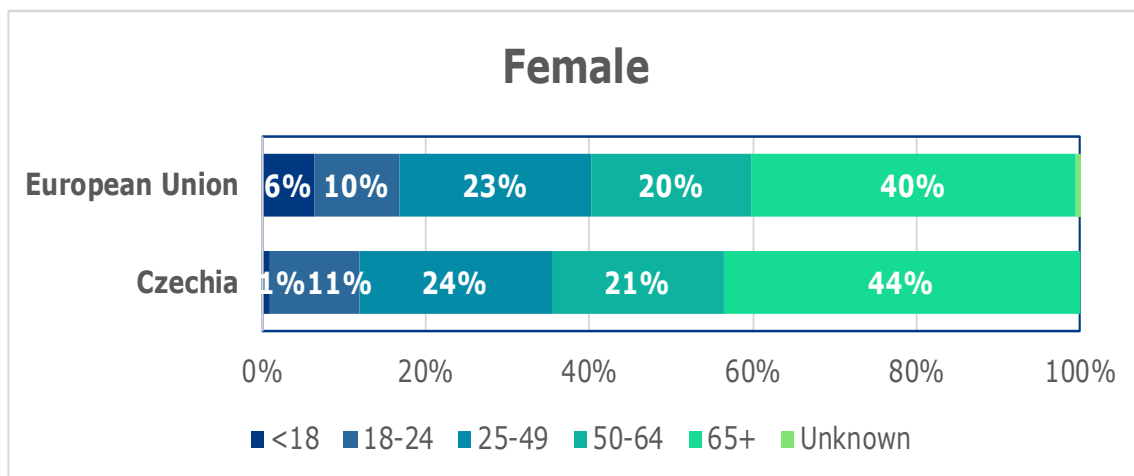
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	9	8	-	-47%
Crashes involving cars	180	134	-26%	-29%
Crashes involving lorries or heavy goods vehicles	64	47	-27%	-15%

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

	2012	2021	Trend	EU trend
Bus/coach occupants	0	1	-	+47%
Car occupants	170	99	-42%	-28%
Cyclists	29	27	-7%	+37%
Heavy goods vehicles	8	4	-	-44%
Lorries, under 3.5t	2	5	-	-12%
Other/unknown	3	1	-	-20%
Powered two-wheelers	32	31	-3%	-16%
Total	244	168	-31%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Czechia is similar to that of the EU, with a slightly higher share of female fatalities aged over 65 years old and male fatalities between 25 and 49 years old. Over the period 2012-2021, the number of fatalities dropped for all age groups and both genders. The number of seriously injured persons decreased also for all age groups and both genders.

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

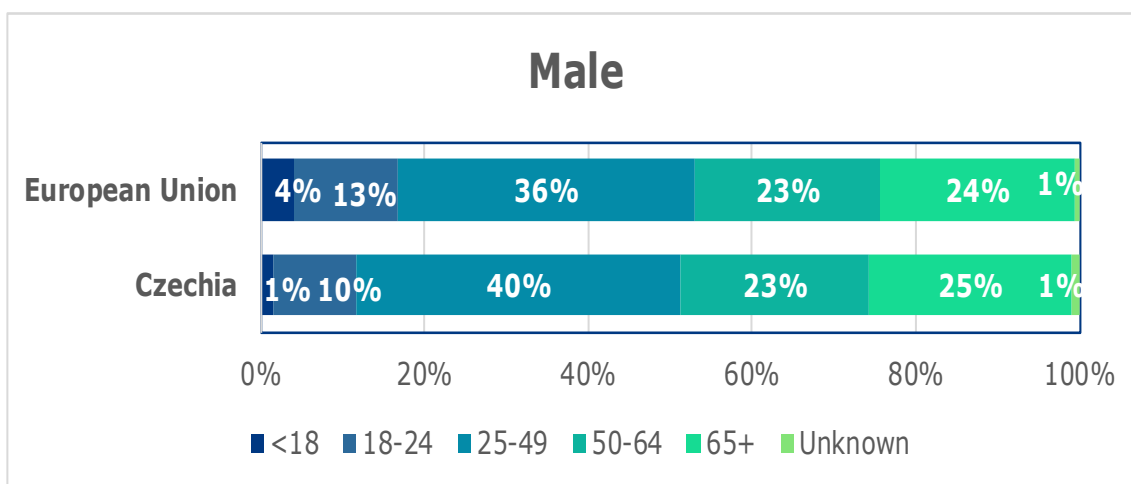


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	9	1	-	-44%
18-24	18	12	-33%	-40%
25-49	59	26	-56%	-37%
50-64	30	23	-23%	-23%
65+	51	48	-6%	-25%
Unknown	0	0	-	-22%
Total	167	110	-34%	-31%
Male				
<18	8	6	-	-27%
18-24	78	42	-46%	-37%
25-49	252	162	-36%	-30%
50-64	114	94	-18%	-13%
65+	106	101	-5%	-8%
Unknown	2	4	-	-9%
Total	560	409	-27%	-23%

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

	2012	2021	Trend
Female			
<18	22	16	-27%
18-24	134	60	-55%
25-49	377	165	-56%
50-64	193	99	-49%
65+	249	138	-45%
Unknown	0	1	-
Total	975	479	-51%

Male

<18	52	21	-60%
18-24	307	124	-60%
25-49	855	522	-39%
50-64	376	214	-43%
65+	198	143	-28%
Unknown	3	2	-
Total	1,791	1,026	-43%

2.5 Area and Road Type

The majority of road fatalities in Czechia occurred on rural roads (61%). The proportion of fatalities on motorways in Czechia is lower than in the European Union as a whole.

Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Czechia except for motorways, where it remained stable (fatalities) or slightly increased (serious injuries).

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

	2012	2021	Trend	EU trend
Motorway	22	22	0%	-6%
Rural	455	323	-29%	-28%
Urban	265	187	-29%	-24%
Unknown	0	0	-	-48%
Total	742	532	-28%	-25%

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

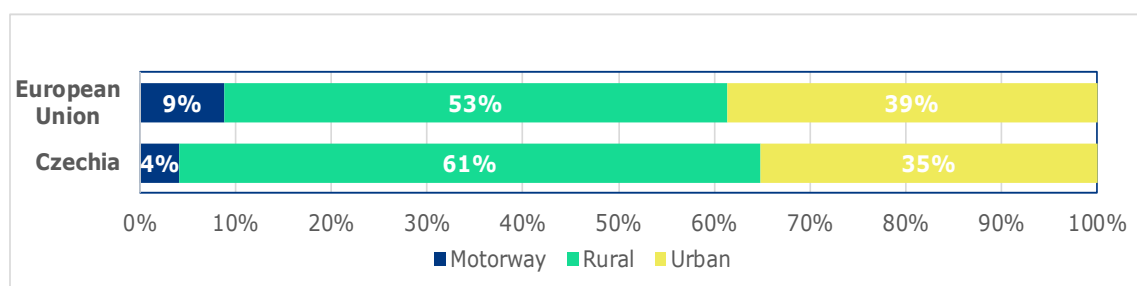
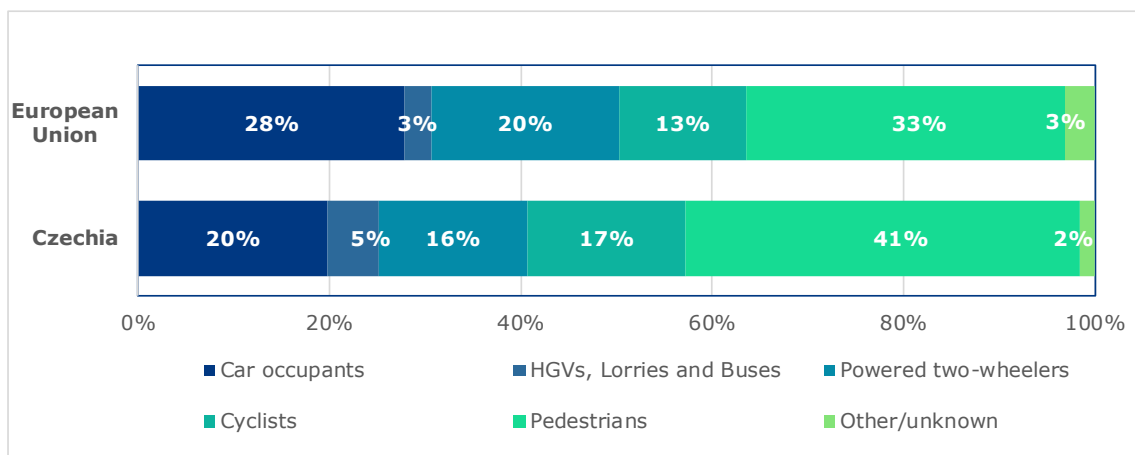


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	57	72	+26%
Rural	1,309	720	-45%
Urban	1,568	788	-50%
Unknown	0	0	-
Total	2,934	1,580	-46%

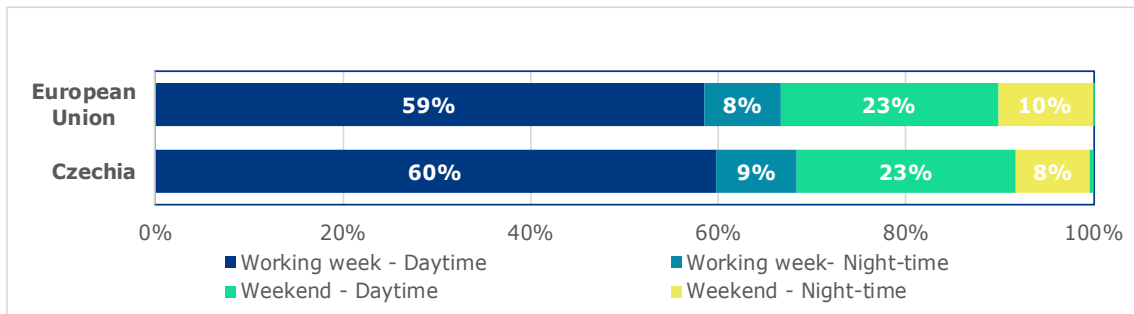
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that for the European Union. Most fatalities occurred during working weekdays. Over the period 2012-2021, Czechia showed the largest downward trend for night-time fatalities during the weekend, which is in line with the EU average.

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

	2012	2021	Trend	EU trend
Working week - Daytime	433	318	-27%	-21%
Working week- Night-time	61	46	-25%	-30%
Weekend - Daytime	150	124	-17%	-25%
Weekend - Night-time	98	42	-57%	-39%
Unknown	0	2	-	-75%
Total	742	532	-28%	-25%

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

2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Czechia and in the EU are during daylight and with dry weather conditions. During darkness and under raining conditions, road crash fatalities decreased more than in the EU on average. In addition, there is an increase in fatalities during twilight.

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

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	456	343	-25%	-17%
Twilight	16	23	+44%	-25%
Darkness	270	166	-39%	-33%
Weather Conditions				
Dry	605	447	-26%	-24%
Rain	76	46	-39%	-28%
Other/Unknown	61	39	-36%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Czechia	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	39.8	-
Rural Roads	54.5	-
Urban Roads	57.3	-
Seat belt & CRS use rates (%)^{1,2}		
Front	95.8	93.3
Rear	86.2	75.5
Child restraint systems	36.9	67.0
Helmet use rates (%)¹		
PTW driver	99.5	97.0
PTW passenger	100.0	94.4
Cyclist	50.3	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	7.0	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving	97.2	94.8

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

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

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Czechia	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	85.1	83.6
Average age of passenger car fleet (years) ²	15.3	11.8

Sources: ¹Baseline project, ²ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Czechia	EU
Speeding	41.1	139.7
Non-use of seat-belt	2.7	5.7
Illegal use of mobile phone	2.7	4.4
Driving above legal alcohol limits	0.9	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 15: National road safety strategy and targets

Czechia	
Timeframe	2021-2030
Lead Authority	Road Safety Department of the Ministry of Transport
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	Average 2017-2019
SPIs	Yes, for 8 KPIs
Link	https://www.ibesip.cz/getattachment/Pro-odborniky/Narodni-strategie-BESIP/Aktualni-strategie/Czech-Road-Traffic-Safety-Strategy-2021-30_11-11.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Czechia reflects the situation in the majority of EU countries. The legislation regarding drink driving is stricter than in most European countries: there is a zero-alcohol limit for all drivers.

Table 16: National road safety legislation

	Czechia	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
Allowed BAC levels (g/l)		
General population	0.0	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 36 kg / 150 cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27

	Czechia	Most common in EU
Children on motorcycles	Prohibited under 12 years old	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	Yes	Not mandatory: 19/27
Age restriction	Up to 18 years	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Not restricted	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	25 km/h	25 km/h: 18/27
Helmet required	Up to 18 years old	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	No	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

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

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Czechia	Most common in EU
Novice Drivers		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

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

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

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

Table 19: Country Characteristics, 2021

	Czechia	EU
Demographics²		
Population (inhabitants)	10,494,836	447,000,548
Population density (inh./km ²)	138.6	109.0
% children (0-17)	18.9	18.2
% adults (18-64)	60.6	61.6
% elderly (65+)	20.5	20.3
% of urban population	74.3	75.2
Economic Data²		
GDP per capita (euro)	22,270	32,560
Infrastructure¹		
Country Area (km ²)	78,871	4,225,134
Road network length (km)	130,757	4,473,380
Road density (km/km ²)	1.70	1.1
% of motorways	1.03	1.67
% GDP spent to road infrastructure ³	0.8	0.4
Vehicle Fleet¹		
Vehicles per population	0.81	0.73
% of passenger cars	71.2	77.3
% of motorcycles	19.9	11.4
% of HGVs	8.6	11.1
% of buses	0.2	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	81.9	85.2
- Bus/coach/Metro/Tram	11.8	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	75.1	74.6
- Rail	22.3	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	18.4	739.8
Share of road transport emissions in total transport emissions (%)	96.5	76.3

Sources: ¹EC (2023b), ²Eurostat, ³OECD (2023)

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	<ul style="list-style-type: none"> - Ministry of Transport - Czech Governmental Council for Road Safety
Monitoring of the road safety development	<ul style="list-style-type: none"> - Ministry of Transport
Improvements in road infrastructure	<ul style="list-style-type: none"> - Ministry of Transport (Road administration directorate)
Improvement in vehicles	<ul style="list-style-type: none"> - Ministry of Transport: vehicle licensing and technical inspection
Improvement in road user education	<ul style="list-style-type: none"> - Ministry of Transport - Transport Research Centre (CDV)
Publicity campaigns	<ul style="list-style-type: none"> - Ministry of Transport - Ministry of Interior - Police - NGOs
Enforcement of traffic laws	<ul style="list-style-type: none"> - Police
Other relevant actors	<ul style="list-style-type: none"> - Ministry of Health - Transport Research Centre (CDV) - NGOs: NGOs (mainly campaigning and road traffic education), e.g.: National Healthy Cities Network, Partnership Foundation, Central Auto Club, Auto Club of the Czech Republic, Road Safety Foundation, CESMAD Bohemia, the association of road haulers, Czech Association of Road Accident Victims

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Czechia	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	5.1	17.0	2/18
- drive faster than the speed limit inside urban areas	65.0	55.7	15/18
- transport children under 150cm without using CRS	16.9	17.2	6/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	21.8	16.8	3/18
- respecting speed limits	31.3	34.4	12/18
- using of hand-held mobile phone while driving	15.7	15.0	8/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	80.8	76.6	2/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	24.4	38.3	18/18
- requiring all cyclists to wear a helmet	56.1	60.1	9/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)

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

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

ACEA (2022)

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

https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

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

Baseline project

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

https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis_en

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

European Commission 2023

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

Date of extraction: July 2023

European Commission – Statistical Pocketbook 2023 (b)

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

Eurostat

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

ESRA project

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

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

ETSC

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

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

FERSI (2020)

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

IRTAD (International Traffic Safety Data and Analysis Group)

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

WHO

Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.
https://www.who.int/violence_injury_prevention/road_safety_status/

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

6.2 Definitions

Road Crash

Any crash involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

Fatalities

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

Seriously injured (at 30 days)

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

Lorry, under 3.5tn

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

Heavy Goods Vehicles

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

Powered two-wheelers

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

Working week – Daytime

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

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

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

Weekend – Daytime

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

Weekend – Night-time

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

Speeding

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

Seat belt & CRS use rates

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

Helmet use rates

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

DUI of Alcohol

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

Driver Distraction

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

Explanations of symbols in tables:

/ : not available

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



Publications Office