



European Road Safety Observatory

National Road Safety Profile - Finland

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 223 people were killed in reported traffic accidents in Finland.
- Finland is 12th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Finland shows a relatively high proportion of car occupants, fatalities that occur on rural roads and fatalities that occur on roads with snow or ice.
- Over the past ten years there has been a strong decrease in the number of pedestrian fatalities.

Road safety performance indicators

- Finland has the highest self-reported frequency of talking on a handheld phone while driving.
- Self-reported drink-driving is much lower than in most European countries.
- Finnish road infrastructure is characterized by low road density. Its quality is perceived as rather high compared to other EU countries.
- Finnish passenger cars are older than the EU average.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other EU countries.
- The self-reported frequency of alcohol checks in Finland is much higher than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Finland, a total of 223 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 40 road fatalities per million inhabitants, which is below the EU average (42) but higher than in other Northern European countries. Since 2001, the mortality rate in Finland has declined at the same pace as the EU average. When the number of vehicles is taken into account, Finland performs much better with a rate of 0.47 fatalities per 10,000 registered vehicles compared to an EU average of 0.73.

Over the past ten years the number of fatalities in Finland decreased by 18%, which is less favorable than the overall EU trend. Fatalities in Finland have fluctuated between 2010 and 2019 while the EU shows a decrease which is followed by a period of stagnation. The number of serious injuries in Finland moved from 477 in 2015 to 408 in 2020. 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	272	223	-18%	29611	18834	-36%
Serious injuries	/	408	/	/	/	/

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

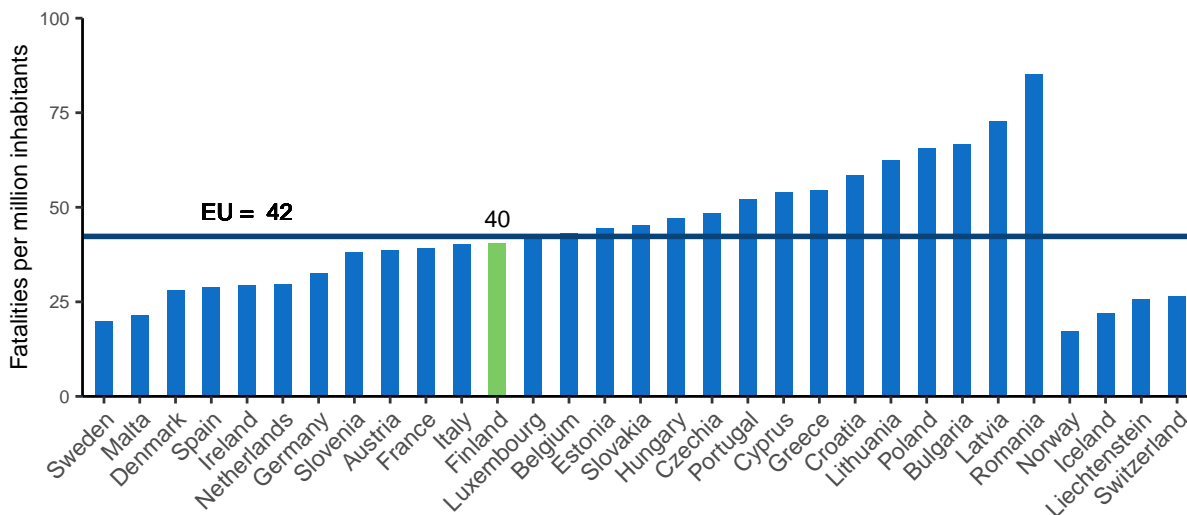


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

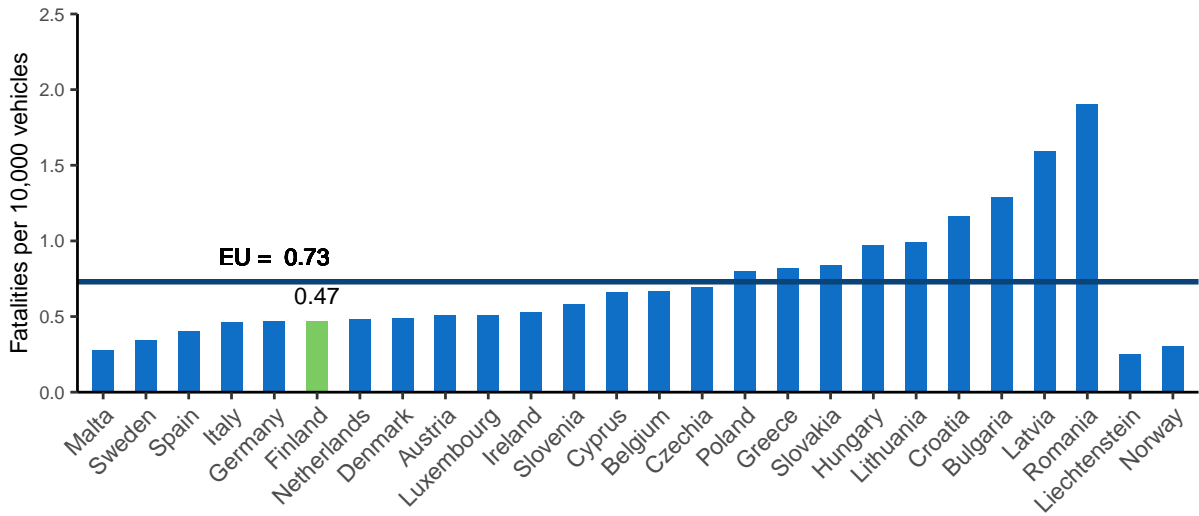


Figure 3. Number of road fatalities (2010-2020). Source: CARE

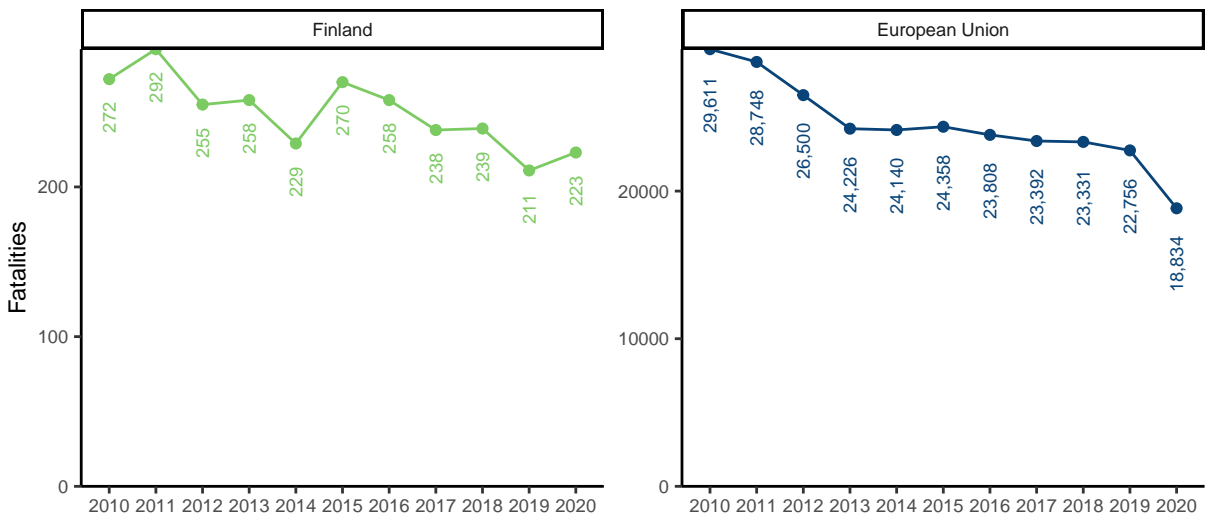
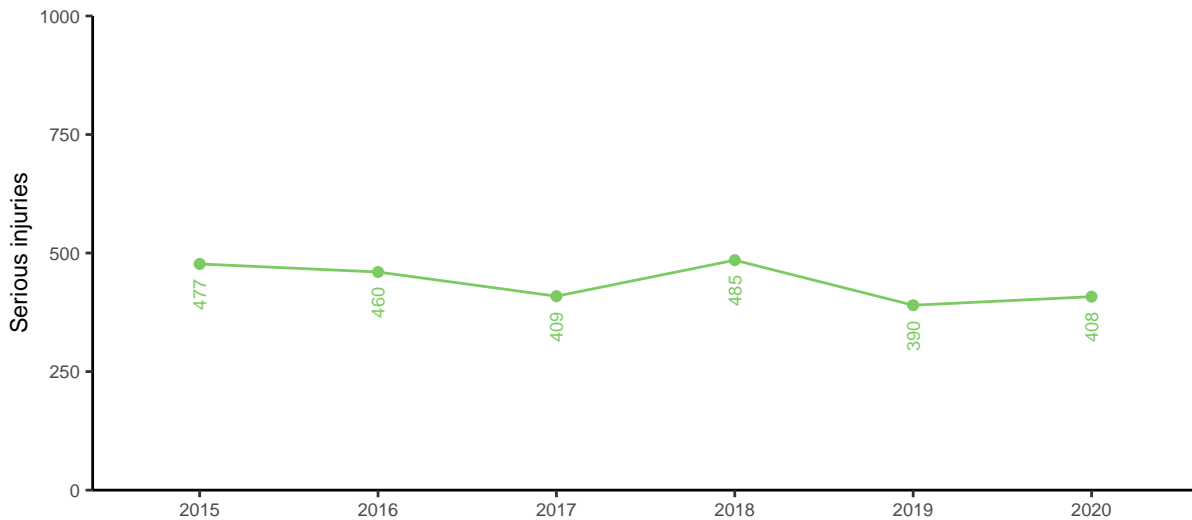
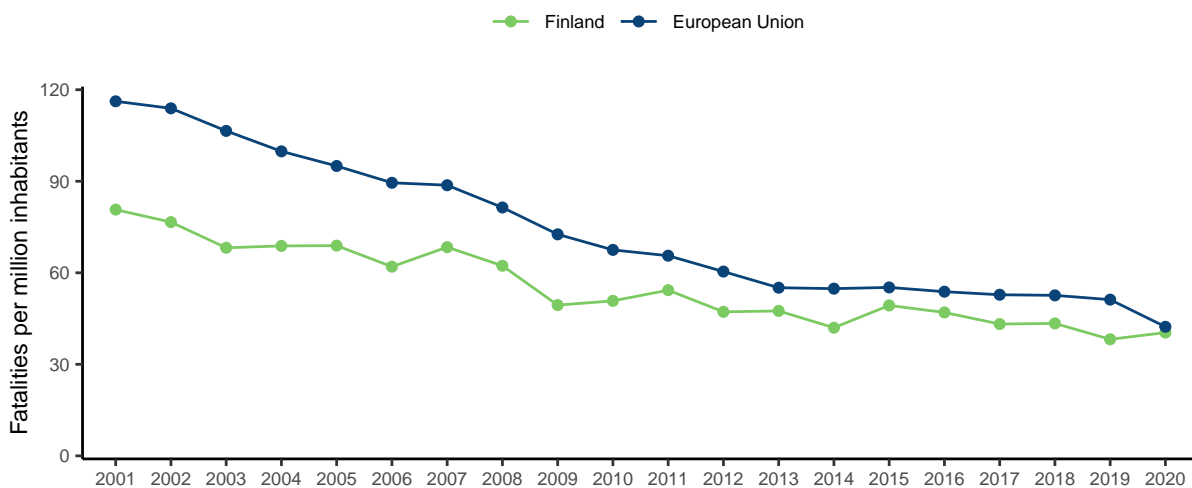


Figure 4. Number of serious injuries (2015-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, car occupants accounted for almost 60% of road traffic fatalities in Finland. This percentage is much higher than that observed in the European Union as a whole (43%). Pedestrians on the other hand account for only 10% of road fatalities, while they are 19% in the European Union. The share of powered two wheelers is also smaller (10%) than in European Union (18%).

Over time there has been a decrease in the number of fatalities in Finland for all modes except cyclists for which the number increased by 19%. The most favourable trend in terms of transport mode was related to pedestrians, with the number of fatalities falling by 40%, which is more than the EU trend for this road user category.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Finland that were fatally injured, over a third were involved in a crash with a car, and 19% were involved

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

in a crash with a lorry or heavy goods vehicle. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Finland has remained broadly stable, while there was a significant decrease in the European Union.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

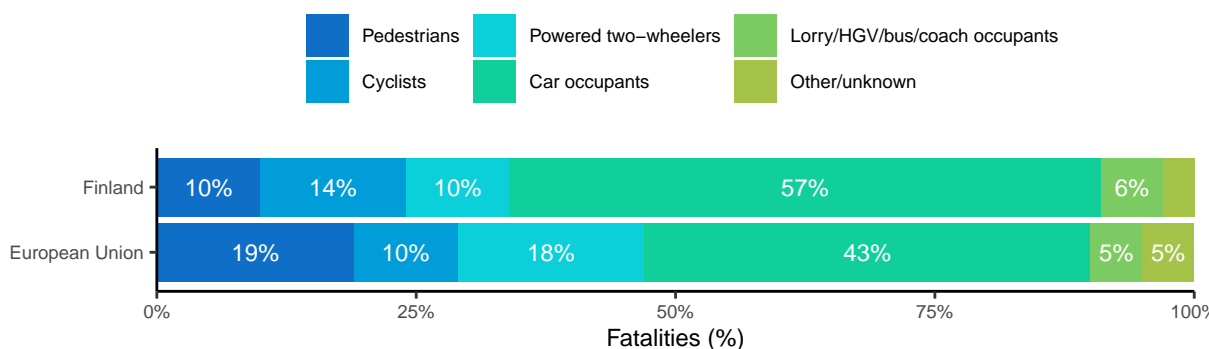


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	35	21	-40%	5,793	4,328	-25%
Cyclists	21	25	+19%	2,023	1,971	-3%
Powered two-wheelers	31	26	-16%	5,057	3,940	-22%
Car occupants	159	132	-17%	13,309	9,597	-28%
Lorries, under 3.5t	10	9	/	898	732	-18%
Heavy goods vehicles	8	3	/	590	378	-36%
Bus/coach occupants	1	2	/	102	88	-14%
Other/unknown	7	8	/	1,116	837	/
Total	273	224	-18%	28,286	21,640	-23%

Table 3. Average number of serious injuries by transport mode (2018-2020). Source: CARE

Transport mode	2018 - 2020
Pedestrians	41
Cyclists	50
Powered two-wheelers	94
Car occupants	200
Lorries, under 3.5t	14
Heavy goods vehicles	5
Bus/coach occupants	1
Other/unknown	23
Total	428

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	4	2	/	258	173	-33%
Crashes involving cars	27	18	-33%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	20	12	/	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	21	13	/	3,944	3,079	-22%
Cyclists	12	17	/	1,113	1,125	+1%
Powered two-wheelers	12	9	/	2,200	1,562	-29%
Car occupants	16	12	/	2,883	2,109	-27%
Lorries, under 3.5t	1	0	/	149	137	-8%
Heavy goods vehicles	1	0	/	82	36	-56%
Bus/coach occupants	1	1	/	24	36	+50%
Other/unknown	0	0	/	219	254	/
Total	64	53	-17%	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	5	10	/	299	400	+34%
Powered two-wheelers	13	10	/	1,746	1,429	-18%
Car occupants	52	50	-4%	5,905	4,187	-29%
Lorries, under 3.5t	2	3	/	365	271	-26%
Heavy goods vehicles	3	2	/	241	143	-41%
Bus/coach occupants	1	0	/	40	33	-18%
Other/unknown	7	5	/	327	309	/
Total	83	80	-4%	8,923	6,772	-24%

2.3 Age

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

Over the past ten years, the trend in the number of fatalities in Finland was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities decreased only slightly for the age groups of 50 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole.

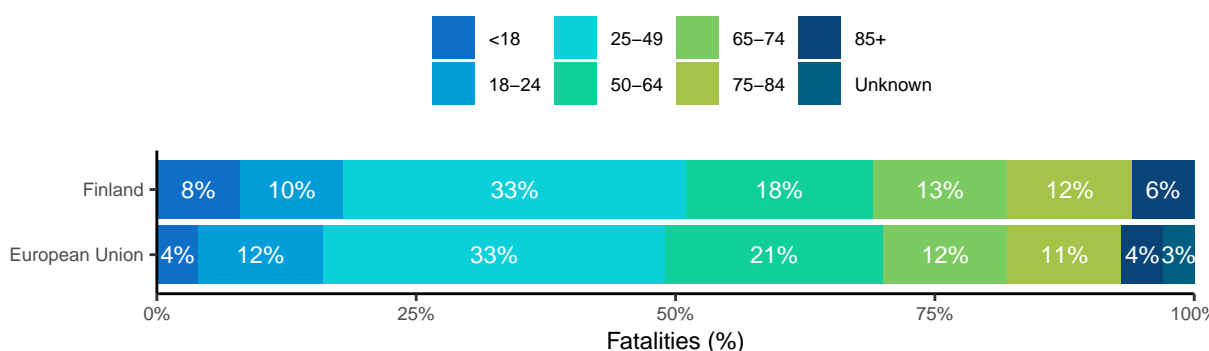
Figure 7. Number of road fatalities by age group (2020). Source: CARE

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

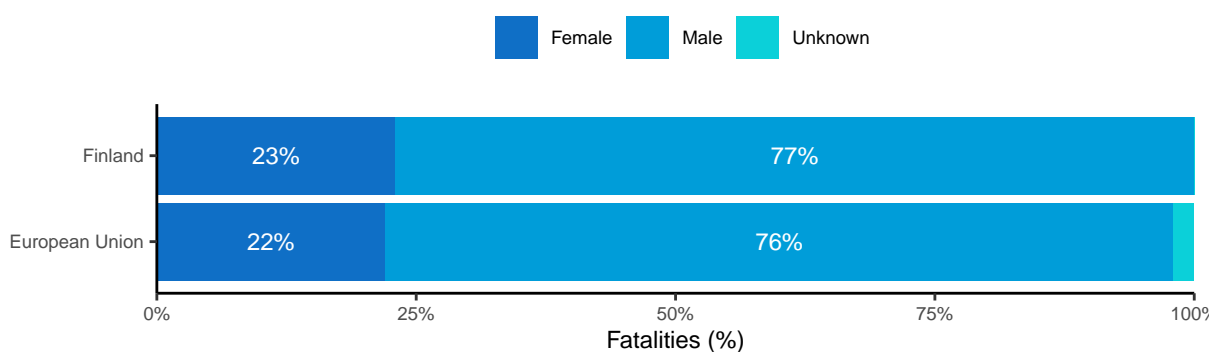
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	21	16	-24%	1,503	918	-39%
18-24	47	28	-40%	4,398	2,589	-41%
25-49	90	67	-26%	10,457	7,311	-30%
50-64	48	45	-6%	5,273	4,605	-13%
65-74	30	29	-3%	2,730	2,627	-4%
75-84	30	28	-7%	2,775	2,414	-13%
85+	8	11	/	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	273	224	-18%	28,286	21,640	-23%

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

Age	2018 - 2020
<18	84
18-24	68
25-49	122
50-64	65
65-74	46
75-84	34
85+	9
Unknown	0
Total	428

2.4 Gender

The high proportion of males among total road fatalities in Finland (77%) 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

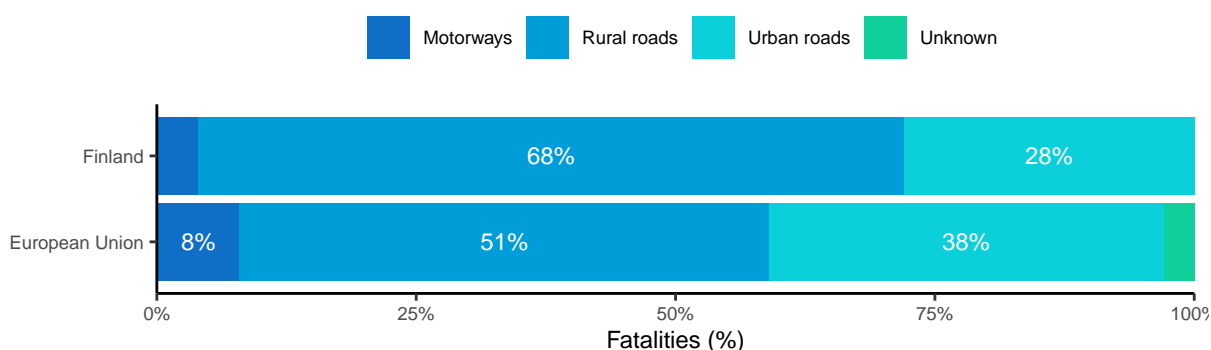
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	71	54	-24%	6,655	4,960	-25%
Male	202	171	-15%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	273	224	-18%	28,286	21,640	-23%

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

Gender	2018 - 2020
Female	121
Male	306
Unknown	0
Total	428

2.5 Area

The majority of road fatalities in Finland occurred on rural roads (68%). This percentage is much higher than in the European Union as a whole (51%). The share of fatalities on urban roads and on motorways on the other hand is lower than the EU average. Over the past ten years, fatalities show a downward trend on all road types in Finland.

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	9	7	/	2,072	1,812	-13%
Rural	199	164	-18%	15,280	11,430	-25%
Urban	64	53	-17%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	273	224	-18%	28,286	21,640	-23%

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

Road type	2018 - 2020
Motorway	14
Rural	240
Urban	174
Unknown	/
Total	428

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a slightly larger proportion of fatalities that occur in the night-time (24%) compared to the European Union (18%). Finland shows a small increase of fatalities

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

in the night-time during the weekends, while there is a significant decrease in the European Union.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

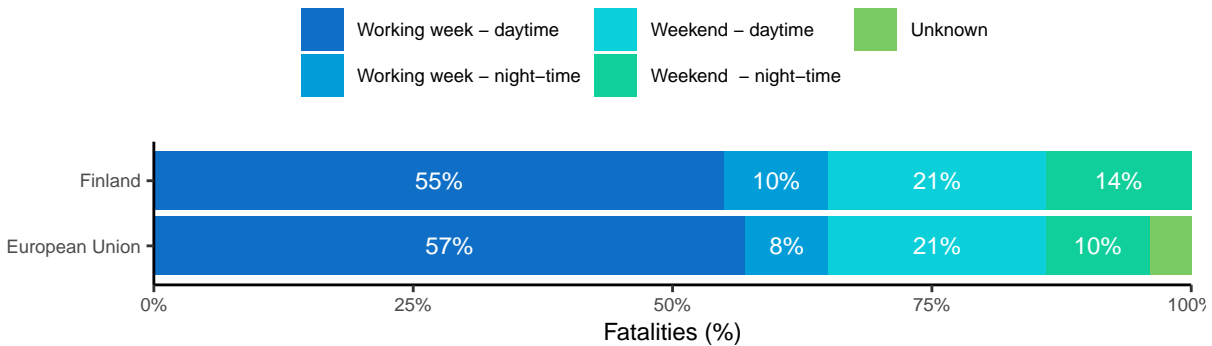


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	164	133	-19%	15,495	12,506	-19%
Working week - night-time	28	23	-18%	2,573	1,848	-28%
Weekend - daytime	51	38	-25%	6,383	4,974	-22%
Weekend - night-time	30	31	+3%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	273	224	-18%	28,286	21,640	-23%

2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in Finland occur on dry roads. Snow, frost, ice and slush account for 16% of road fatalities, which is higher than in the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark.

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

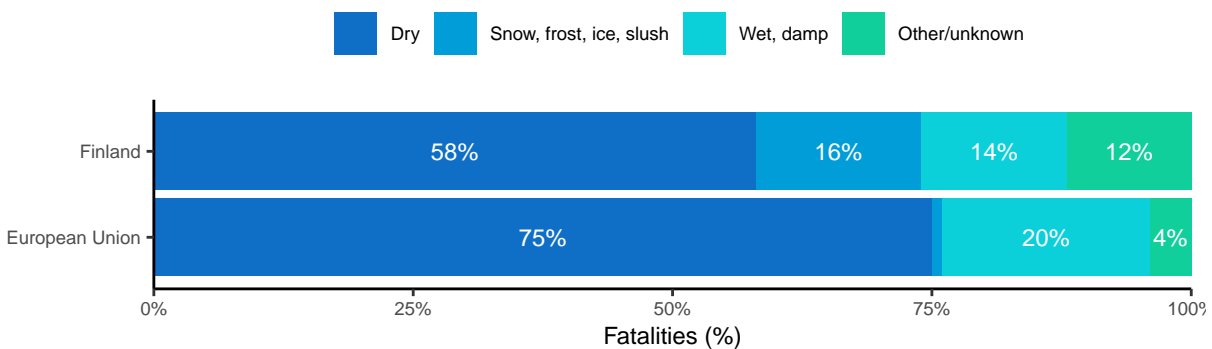
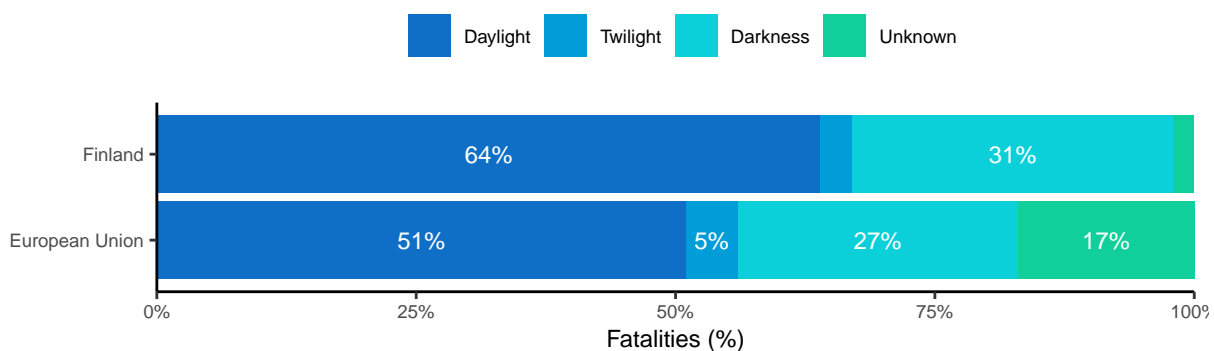


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	155	126	-19%	21,101	16,582	-21%
Snow, frost, ice, slush	57	41	-28%	988	362	-63%
Wet, damp	44	33	-25%	5,638	4,328	-23%
Other/unknown	/	/	/	2,486	580	/
Total	273	224	-18%	28,286	21,640	-23%

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	77	64	-17%	8,922	6,275	-30%
Daylight	175	140	-20%	13,717	11,235	-18%
Twilight	21	17	-19%	1,499	1,156	-23%
Unknown	/	3	/	5,326	3,729	/
Total	273	224	-18%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

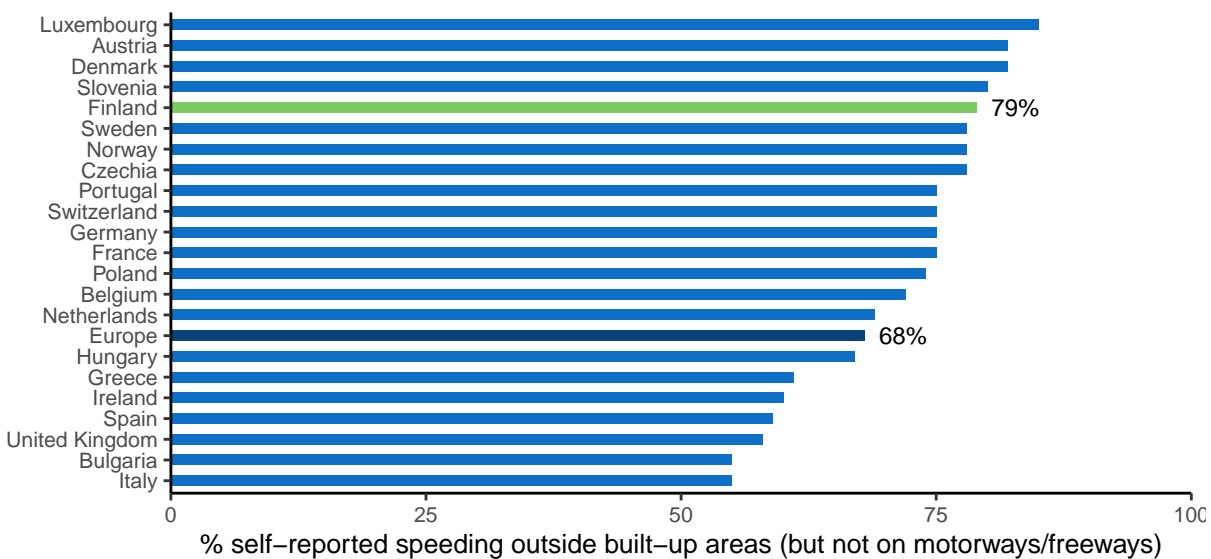
Most of the road safety performance indicators regarding behaviour that are currently available are based on self-reported behaviour. Finland performs worse than the European average in relation to speeding and wearing a helmet as a cyclist. Moreover, it has the highest self-reported frequency of talking on a handheld phone while driving. On the other hand, Finland has one of the best scores in Europe for driving under the influence of alcohol.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link³. For Finland the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

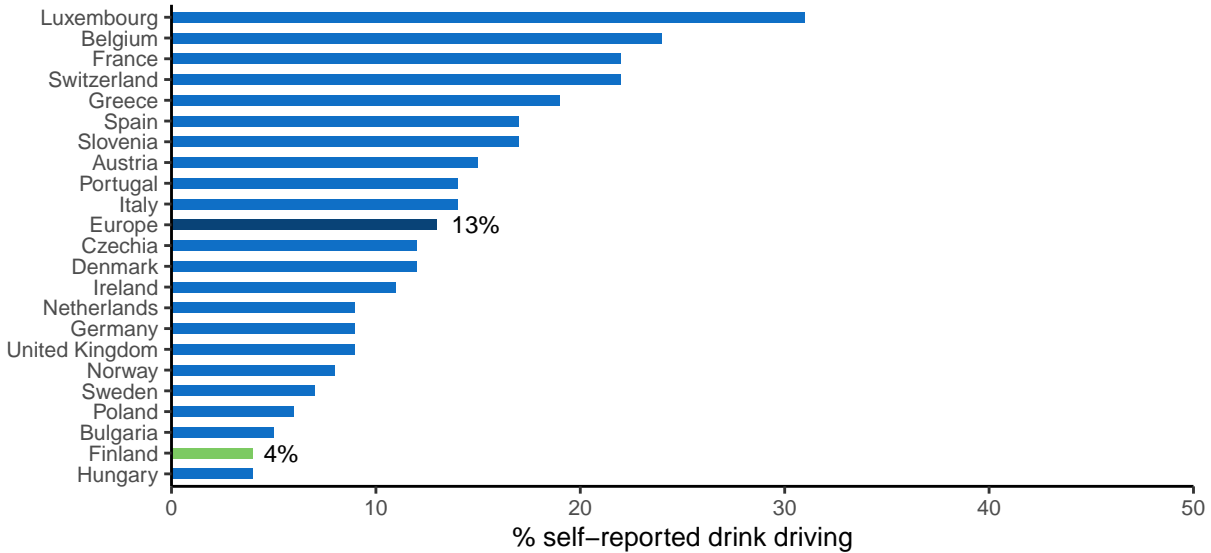
Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



³<https://baseline.vias.be/>

3.1.2 Driving under the influence

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



3.1.3 Use of protective systems

Figure 15. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

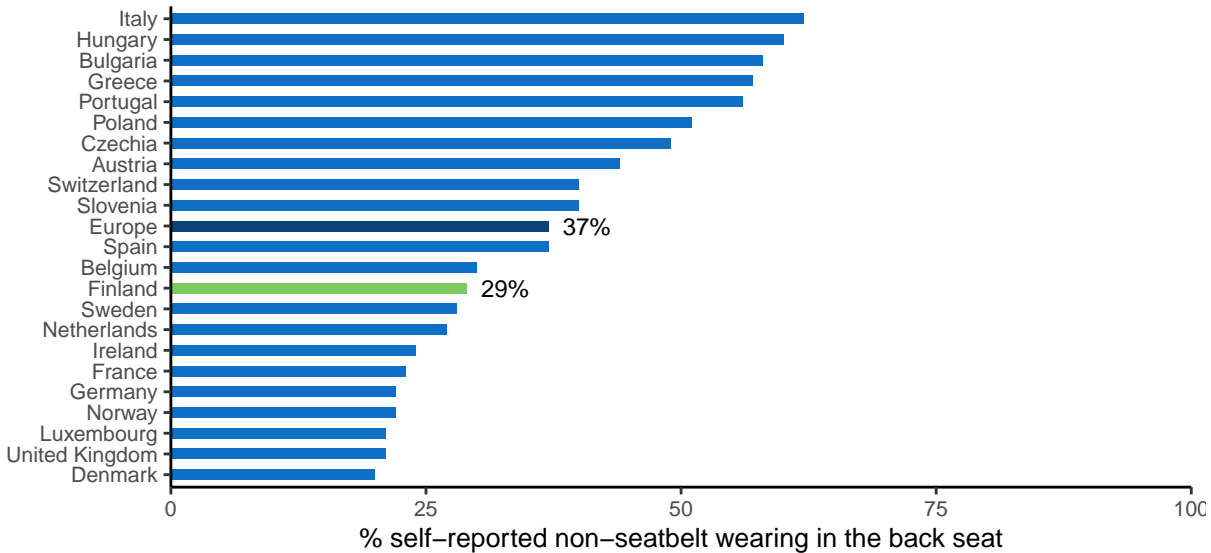
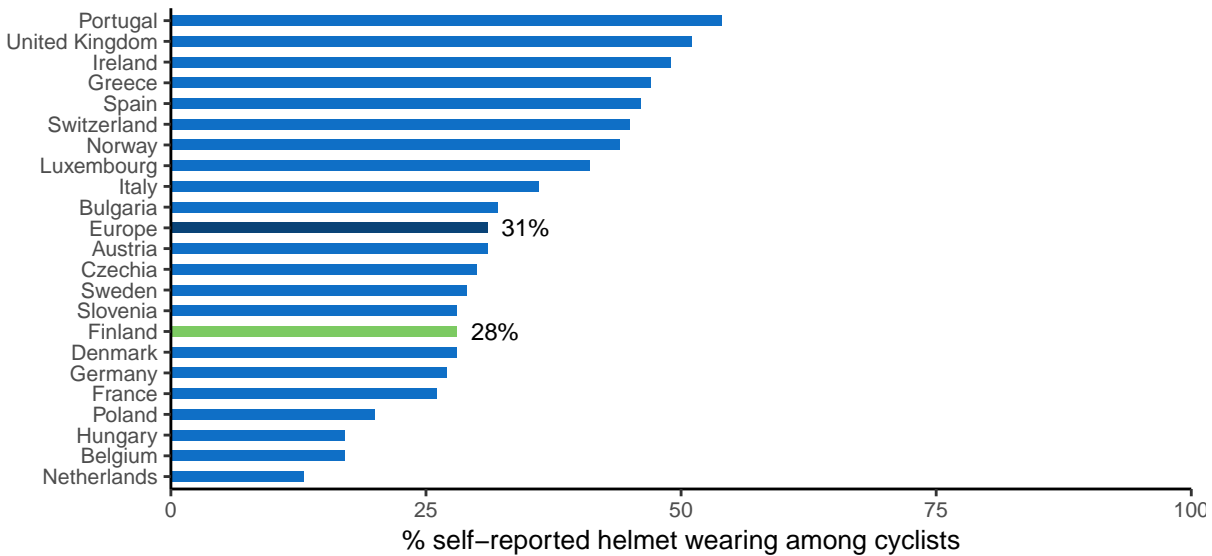
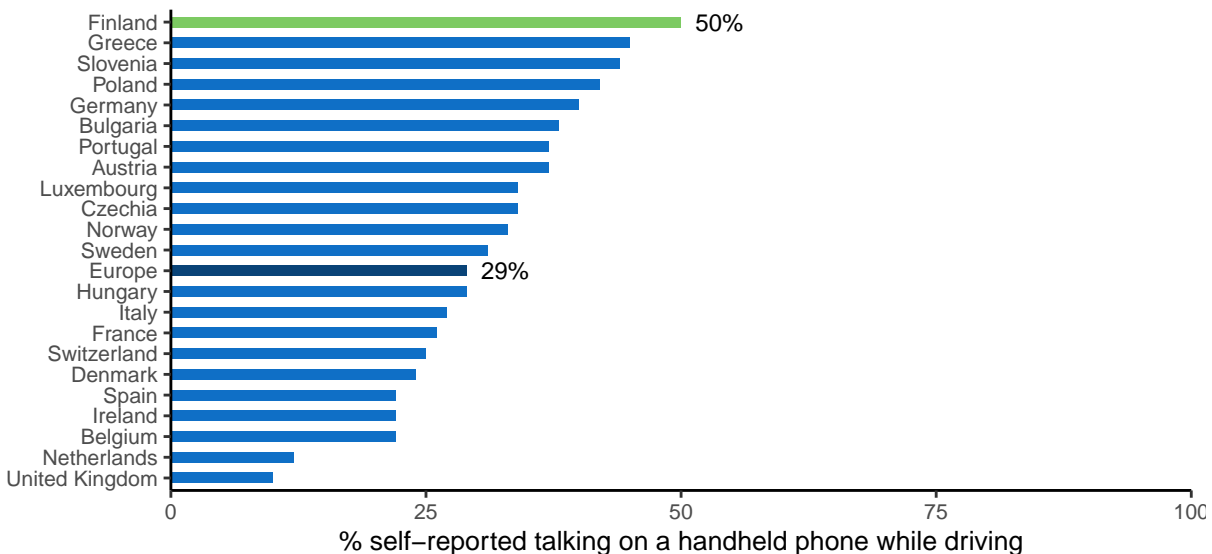


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

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

3.2 Infrastructure

The overall road network in Finland 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 Finland, a score of 5.3 (on a value scale from 1 to 7) is given, which is above the score of most other countries.

In the framework of the EU Baseline-project a new road safety performance indicator related to road infrastructure is estimated. The KPI is defined as the percentage of distance driven

over roads with a safety rating above an agreed threshold. The values should be available from early 2023 via this link⁴.

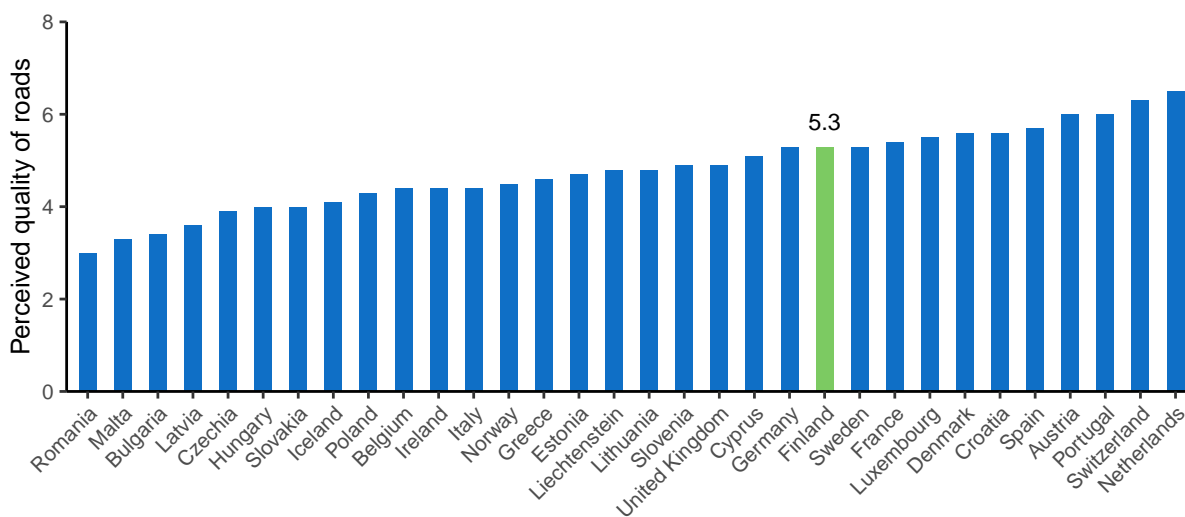
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2020)

	Finland	European Union
Inside built-up areas	23 km road/1000 km ²	150 km road/1000 km ²
Outside built-up areas	208 km road/1000 km ²	607 km road/1000 km ²
Motorways	3 km road/1000 km ²	15 km road/1000 km ²
Total	3 km road/1000 km ²	918 km road/1000 km ²

3.2.2 Road quality

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



3.3 Vehicle fleet

The size of the Finnish vehicle fleet, expressed per 100 inhabitants, is larger than the EU average. The number of trailers and semi-trailers per 100 inhabitants is considerably larger than the EU average. Regarding the age of the vehicles, Finnish passenger cars appear to be older than the EU average, with 28% passenger cars over 20 years.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link⁵.

⁴<https://baseline.vias.be/>

⁵<https://baseline.vias.be/>

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Finland	European Union
All vehicles (except trailers and motorcycles)	80	64
Total utility vehicles	14	9
Lorries	12	7
Road tractors	0	1
Trailers and semi-trailers	21	4
Motorcycles	5	6
Passenger cars	65	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	2	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Finland	European Union
Percentage of total number of passenger cars		
Less than 2 years	6%	11%
From 2 to 5 years	11%	15%
From 5 to 10 years	18%	20%
From 10 to 20 years	37%	41%
Over 20 years	28%	12%

4 Road safety policy and measures

4.1 Legislation⁶

National road safety legislation in Finland is different in several respects from that in most EU countries. The maximum speed on rural roads (80km/h) and on motorways (120 km/h) is lower than in most other EU countries. The drink driving legislation is somewhat less strict than in other countries: the alcohol limit for professional drivers is 0.5 g/l while in most countries the limit is lower. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Finland.

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

	Finland	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	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; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 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	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

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

⁶100 km/h is also a common speed limit on rural main roads in summer half of the year.

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

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

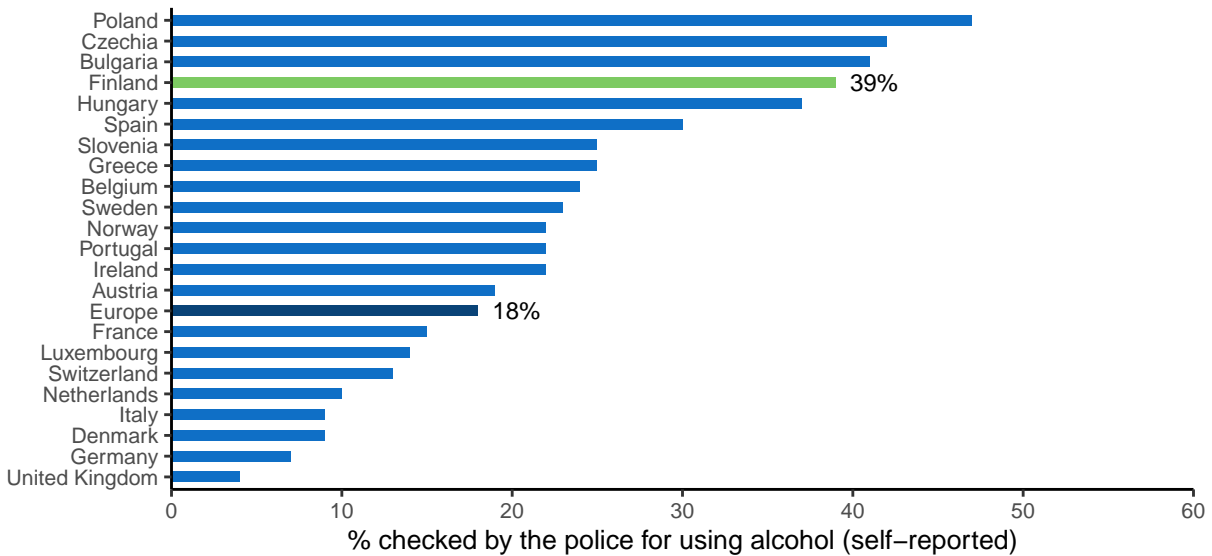
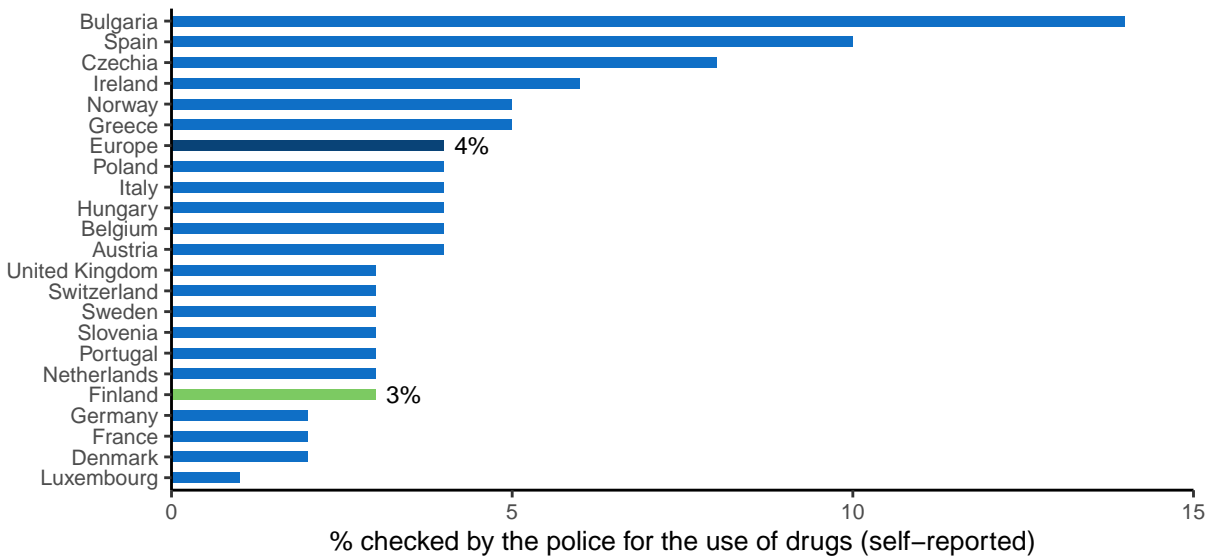


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Finland	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
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)

	Finland	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 Finland is much lower than the EU average and its GDP per capita is above that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Finland
Population-related data (2021)		
Population (2021)	447218763	5533793
Population density (inhabitants/km ²)	106	16
% Children (0-14)	15%	16%
% Adults (15-64)	64%	62%
% Elderly (65+)	21%	23%
Urbanization (2021)		
% living in cities	39%	40%
% living in suburbs and towns	35%	33%
% living in rural areas	26%	28%
Economic data		
GDP per capita (EUR, 2021)	32438.4	45424.0
Unemployment rate (2021)	7%	8%
% GDP dedicated to road spending (2020)	0.7%	0.9%

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Communications
	Traffic Planning Departments (Provincial State Offices): set road safety goals for each province
	The State Provincial Offices: coordination of road safety work of municipalities (via the Provincial Traffic Safety Committees)
Improvements in road infrastructure	Finnish Transport Infrastructure Agency
Improvement in vehicles	Municipalities: local roads
Improvement in road user education	Finnish Transport Safety Agency (TRAFI): The Vehicular and Driver Data Register contains information on the technical specifications, identity, inspection and approval, and purpose of use of vehicles, as well as information on driving licenses, driving rights, and drivers examinations
	Finnish Transport and Communications Agency Traficom
Publicity campaigns	Liikenneturva (Finnish Road Safety Council)
	Police
	Liikenneturva (Finnish Road Safety Council)
	Ministry of Education
Enforcement of traffic laws	Ministry of Social Affairs and Health
	Finnish Institute for Health and Welfare (THL)
Other relevant actors	Police
	Automobile Club of Finland
	Research: Technical Research Centre of Finland, University of Helsinki
	University of Tampere - Transport Research Centre Verne The Finnish Crash Data Institute (OTI)

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

Timeframe	Link to national road safety strategy
2022-2026	https://www.lvm.fi/en/-/government-resolution-transport-safety-strategy-aims-to-improve-the-safety-of-all-modes-of-transport-1703498

5.3 Attitudes

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

	Finland	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	13%	12%	10/22
I will do my best to respect speed limits in the next 30 days	75%	71%	9/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	22/22
I will do my best not to drive after drinking alcohol in the next 30 days	82%	76%	5/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	7/22
I often check my messages on the mobile phone while driving	5%	4%	1/22
I will do my best not to use my mobile phone while driving in the next 30 days	70%	74%	19/22

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.