European Commission

European Road Safety Observatory

National Road Safety Profile - Netherlands

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.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 1.0, September 13, 2021

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Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 586 people were killed in reported traffic accidents in the Netherlands.
- The Netherlands is 4th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased less substantially than the EU average.
- Compared to the EU average, the distribution of fatalities in the Netherlands shows a relatively high proportion of cyclists, people aged 65 and over and fatalities that occur on motorways. The proportion of pedestrians on the other hand is much smaller than the EU average.
- Over the past ten years there has been a strong increase in the number of fatalities among people aged 65 and over and in the number of fatalities that occur on motorways.

Road safety performance indicators

- Self-reported drink-driving and distracted driving are lower than the European average.
- Self-reported frequency of wearing a helmet as a cyclist is much lower than in most European countries.
- Dutch road infrastructure is characterized by high road density. Its quality is perceived as relatively high compared to other EU countries.

Road safety policy and measures

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

2 Road Safety Outcomes

2.1 General risk in traffic

In the Netherlands, a total of 586 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 34 road fatalities per million inhabitants, which is far below the EU average (51) and one of the lowest mortality rates in the European Union. Since 2001, the mortality rate in the Netherlands has declined at a slower pace than the European Union overall. When taking into account the number of vehicles, the Netherlands also perform better than most EU countries with a rate of 0.56 road fatalities per 10,000 registered vehicles in 2019.

Contrary to the downward trend that is observed in the European Union between 2010 and 2019, the number of fatalities in the Netherlands has increased over the past ten years (by 9%). The number of serious injuries also increased between 2014 and 2019.

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

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	537	586	+9%	29611	22700	-23%

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

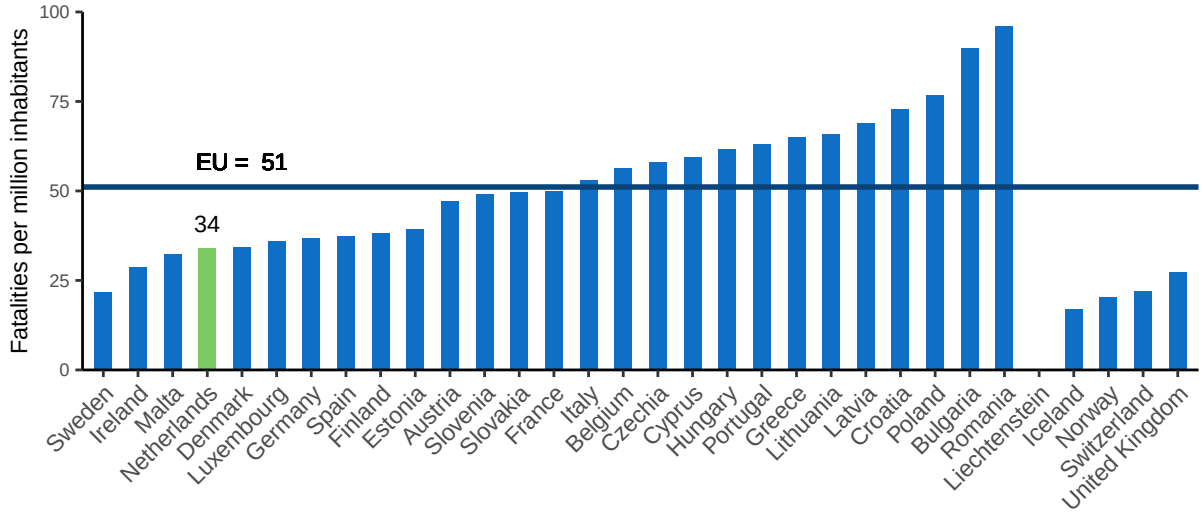


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

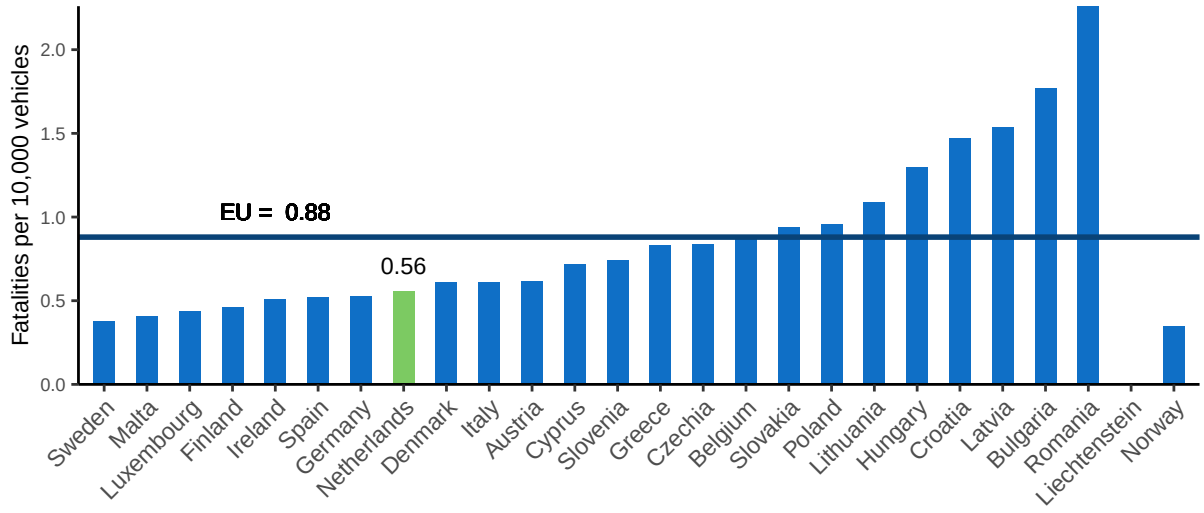


Figure 3. Number of road fatalities (2010-2019). Source: CARE

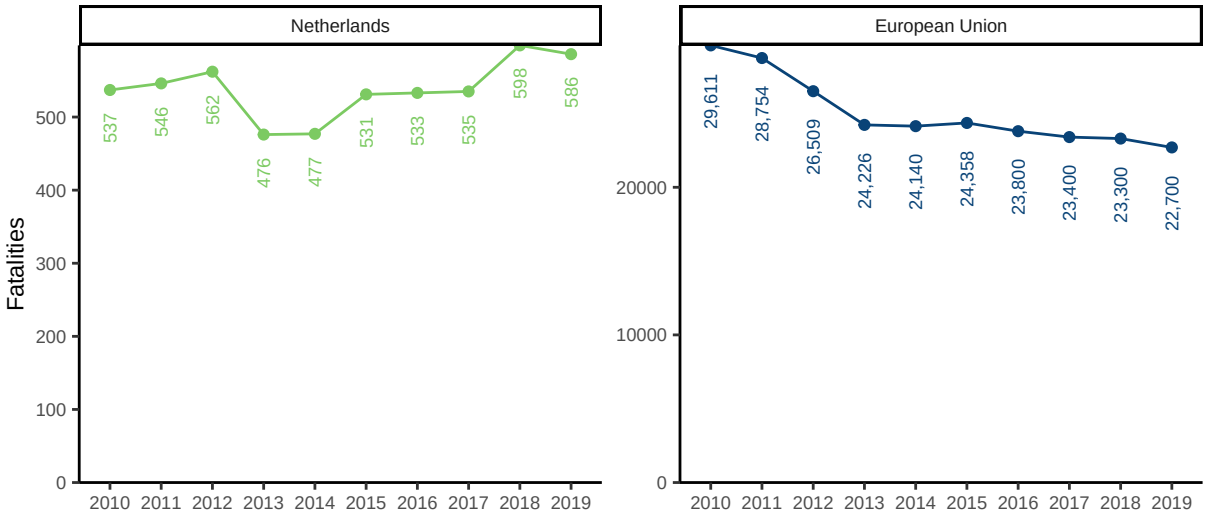


Figure 4. Number of serious injuries (2014-2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

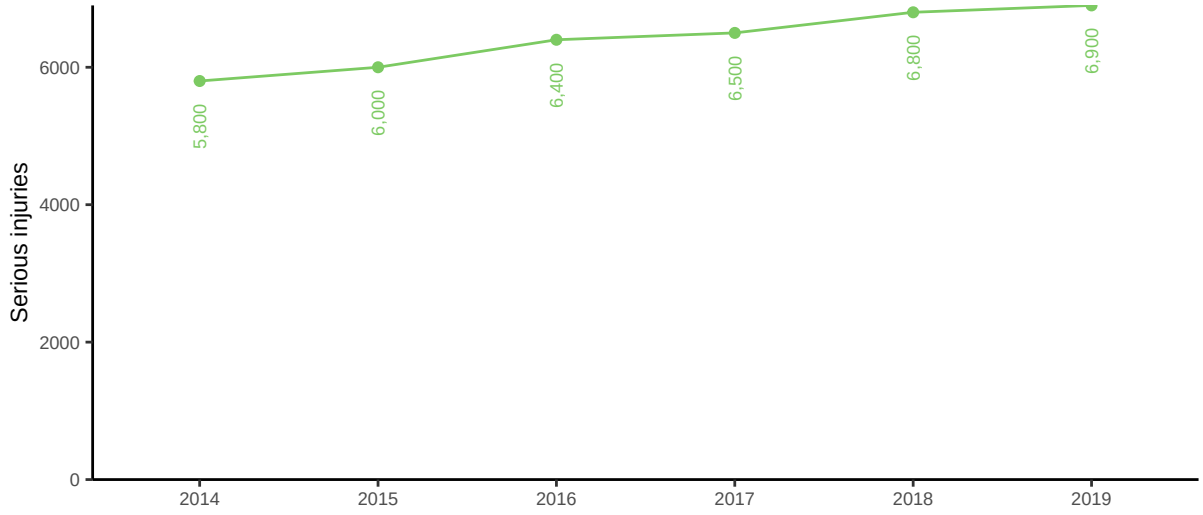
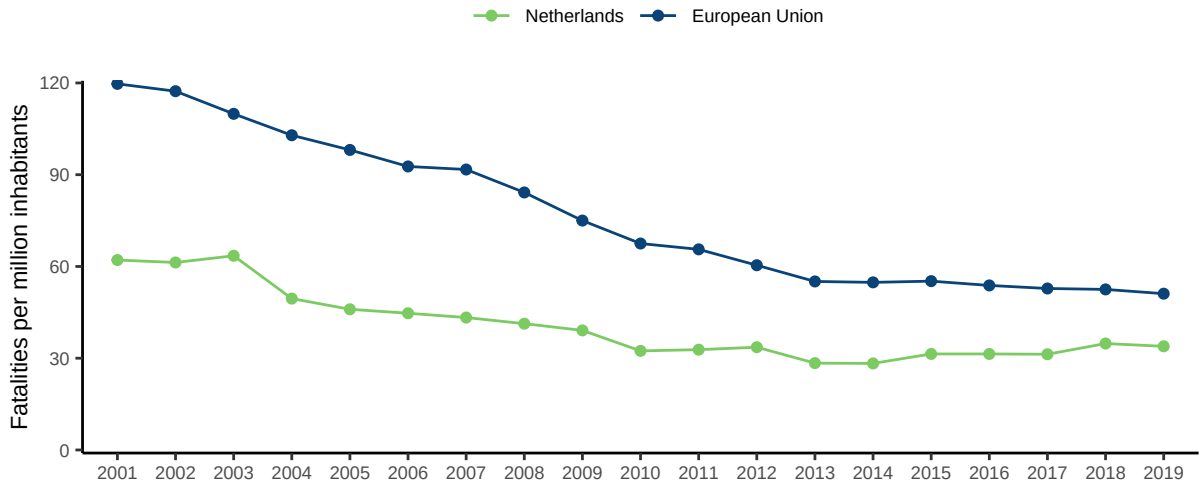


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, cyclists represented a quarter of road traffic fatalities in the Netherlands. This percentage is much higher than that observed for the European Union as a whole (9%). Pedestrians on the other hand, account for only 8% of road fatalities, which is well below the proportion seen in the European Union (21%).

Over the past ten years there has been an increase in the number of fatalities in the Netherlands for all modes except pedestrians and powered two-wheelers. While the EU average shows a significant drop in the number of fatalities for car occupants and occupants of lorries, their numbers increased in the Netherlands. The number of cyclist fatalities shows an upward trend as well, which is even more pronounced in urban areas.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in the Nether-

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

lands that were fatally injured, 40% were involved in a crash with a car, and 18% were involved in a crash with a lorry or a heavy goods vehicle. Over the past ten years these numbers have dropped in the Netherlands, but their decrease was smaller than in the European Union as a whole.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in the Netherlands has increased by 15%, while the number dropped in the European Union. This trend can be observed for almost all transport modes in the Netherlands.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

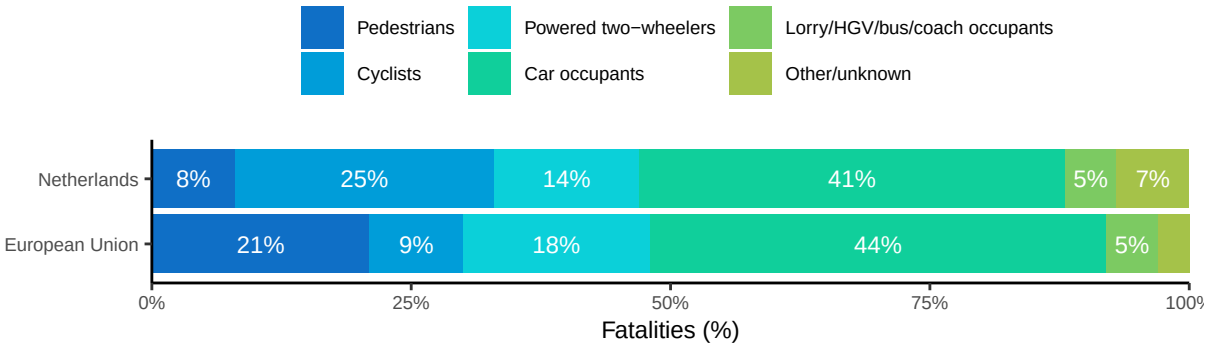


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	64	54	-16%	5,793	4,767	-18%
Cyclists	136	149	+10%	2,023	1,991	-2%
Powered two-wheelers	90	81	-10%	5,058	4,132	-18%
Car occupants	215	226	+5%	13,309	10,445	-22%
Lorries, under 3.5t	19	21	+11%	898	780	-13%
Heavy goods vehicles	4	6	/	590	408	-31%
Bus/coach occupants	1	0	/	102	98	-4%
Other/unknown	19	35	/	1,119	691	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

Table 3. Number of serious injuries by transport mode (2014 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

Serious injuries	2014	2019	Trend
Cyclists	4,110	4,920	+20%
Pedestrians	280	290	+4%
Car occupants	450	590	+31%
Powered two-wheelers	930	930	+0%
Other/unknown	60	150	/
Total	*5,800*	*6,900*	*+19%*

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

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	5	6	/	258	201	-22%
Crashes involving cars	123	113	-8%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	59	51	-14%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	37	39	+5%	3,944	3,303	-16%
Cyclists	83	95	+14%	1,113	1,134	+2%
Powered two-wheelers	36	35	-3%	2,200	1,595	-28%
Car occupants	45	44	-2%	2,883	2,164	-25%
Lorries, under 3.5t	1	3	/	149	132	-11%
Heavy goods vehicles	0	0	/	82	31	-62%
Bus/coach occupants	1	0	/	24	27	+12%
Other/unknown	10	21	/	222	260	/
Total	*213*	*237*	*+11%*	*10,730*	*8,837*	*-18%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	11	21	/	299	381	+27%
Powered two-wheelers	29	30	+3%	1,746	1,443	-17%
Car occupants	117	122	+4%	5,905	4,471	-24%
Lorries, under 3.5t	9	10	/	365	288	-21%
Heavy goods vehicles	2	2	/	241	147	-39%
Bus/coach occupants	0	0	/	40	35	-12%
Other/unknown	6	15	/	327	341	/
Total	*174*	*200*	*+15%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups is different from that for the European Union. People aged 65 and above represent 37% of road fatalities, which is much higher than what is seen in the European Union (28%). On the other hand, the proportion of victims aged 50 to 64 is much smaller.

Over the past ten years, the trend in the number of fatalities in the Netherlands was only favourable for the younger age groups. There has been a significant increase in the number of fatalities for the age group of 65 years and above. 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 (2019). Source: CARE

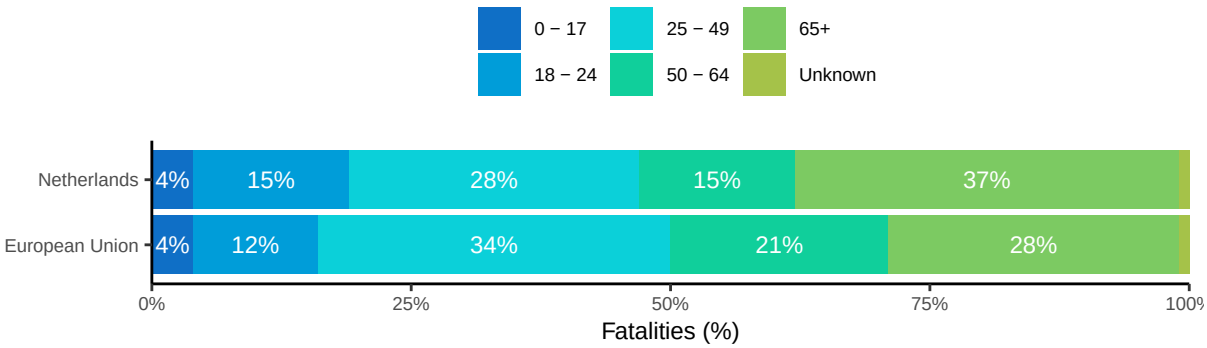


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	19	16	-16%	744	499	-33%
15 - 17	17	14	/	761	493	-35%
18 - 24	84	71	-15%	4,399	2,755	-37%
25 - 49	165	168	+2%	10,458	7,915	-24%
50 - 64	87	92	+6%	5,273	4,891	-7%
65+	176	207	+18%	6,392	6,559	+3%
Unknown	0	4	/	738	148	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

2.4 Gender

The high proportion of males among total road fatalities in the Netherlands (70%) is also observed in the European Union as a whole. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and behaviour.

Figure 8. Number of road fatalities by gender (2019). Source: CARE

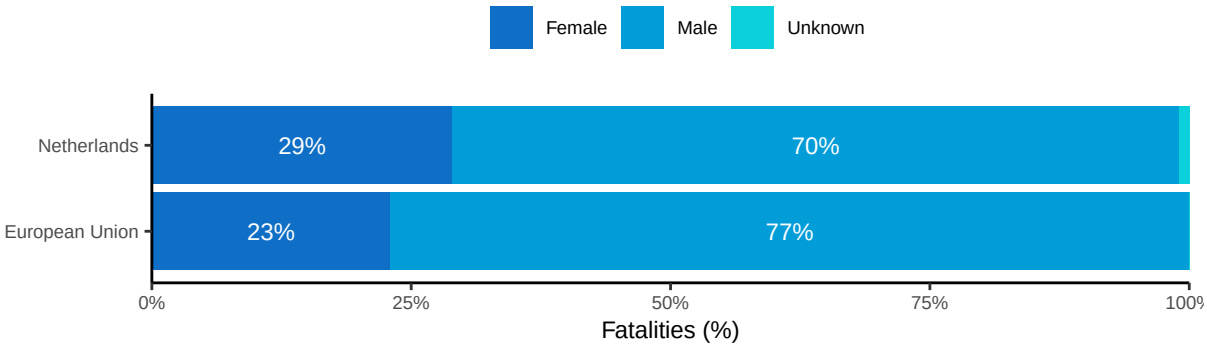


Table 8. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	151	161	+7%	6,656	5,453	-18%
Male	397	410	+3%	21,523	17,764	-17%
Unknown	0	2	/	1,310	42	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

2.5 Area

The proportion of fatalities on motorways in the Netherlands is much higher than in the European Union as a whole, mainly because of the relatively high density of motorways. Over the past ten years, the number of fatalities on these roads has also increased significantly (by 34%) unlike the EU trend. The number of fatalities on urban roads also shows an increase, while their number decreased sharply in the European Union as a whole.

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

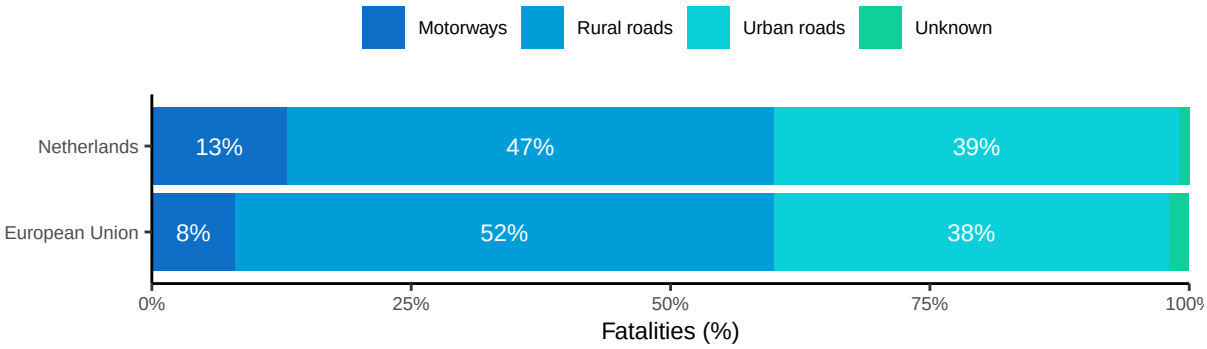


Table 9. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	58	78	+34%	2,038	1,969	-3%
Rural	267	255	-4%	15,205	12,200	-20%
Urban	213	237	+11%	10,730	8,837	-18%
Unknown	10	3	/	770	321	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day in the Netherlands is similar to that for the European Union. Over the past ten years fatalities showed an upward trend for all periods of time, except the number of fatalities that occur in the night-time during the week which decreased by 10%.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE

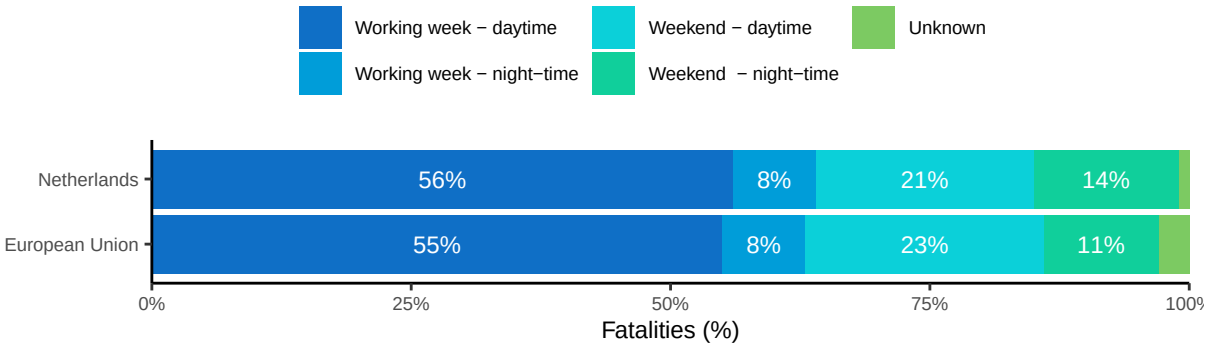


Table 10. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	316	336	+6%	15,404	13,265	-14%
Working week - night-time	48	43	-10%	2,566	1,980	-23%
Weekend - daytime	118	121	+3%	6,353	5,383	-15%
Weekend - night-time	67	72	+7%	3,540	2,593	-27%
Unknown	0	3	/	4,071	662	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

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

2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in the Netherlands occur on dry roads. Wet roads account for 25% of road fatalities, which is slightly higher than in the European Union as a whole. Regarding light conditions, one third of fatalities in the Netherlands occur when it is dark.

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

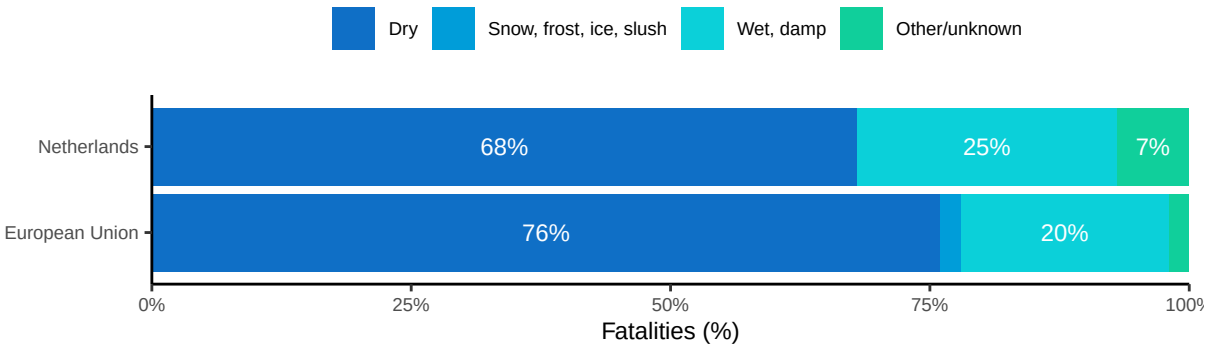


Table 11. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	401	405	+1%	21,091	17,711	-16%
Snow, frost, ice, slush	15	3	/	988	442	-55%
Wet, damp	100	138	+38%	5,636	4,663	-17%
Other/unknown	/	/	/	2,458	446	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

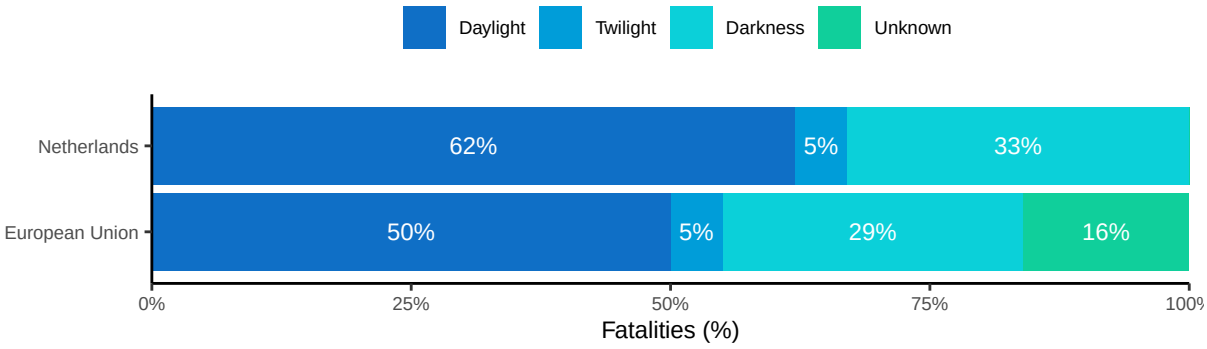


Table 12. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	197	173	-12%	8,918	6,782	-24%
Daylight	317	369	+16%	13,706	11,932	-13%
Twilight	23	29	+26%	1,498	1,228	-18%
Unknown	369	3	/	5,301	3,908	/
Total	*548*	*573*	*+5%*	*28,291*	*23,133*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

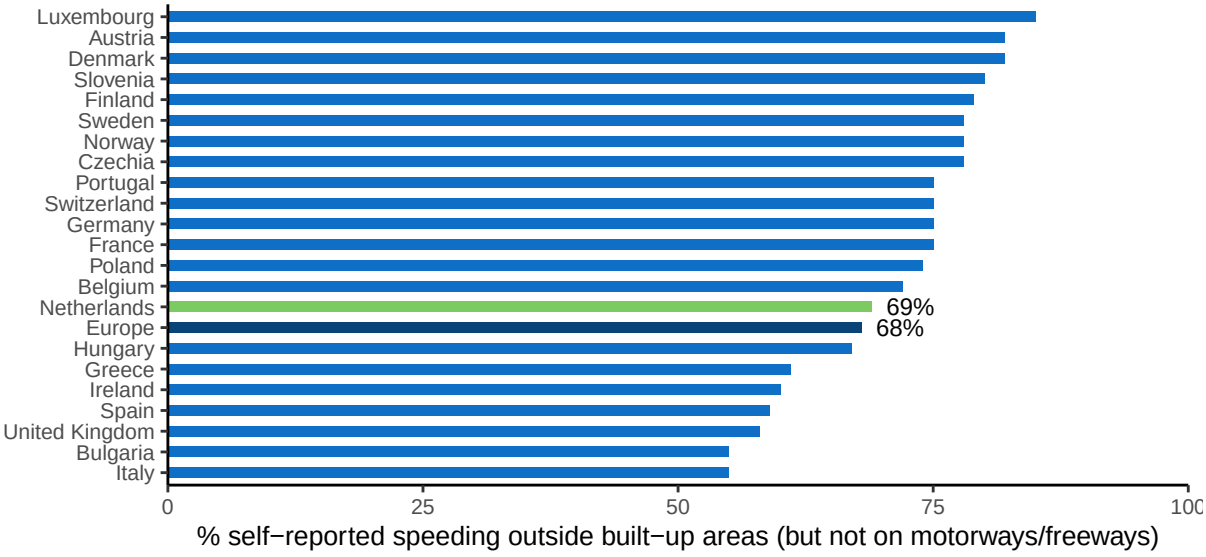
Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. The Netherlands performs better than the European average in relation to drink-driving and distracted driving. On the other hand, the self-reported rate for seatbelt wearing in the back seat is below the European average and moreover, the Netherlands has the lowest score for the use of helmets among cyclists.

3.1.1 Speeding

Table 13. Observed speeding. Source: ETSC (2011)

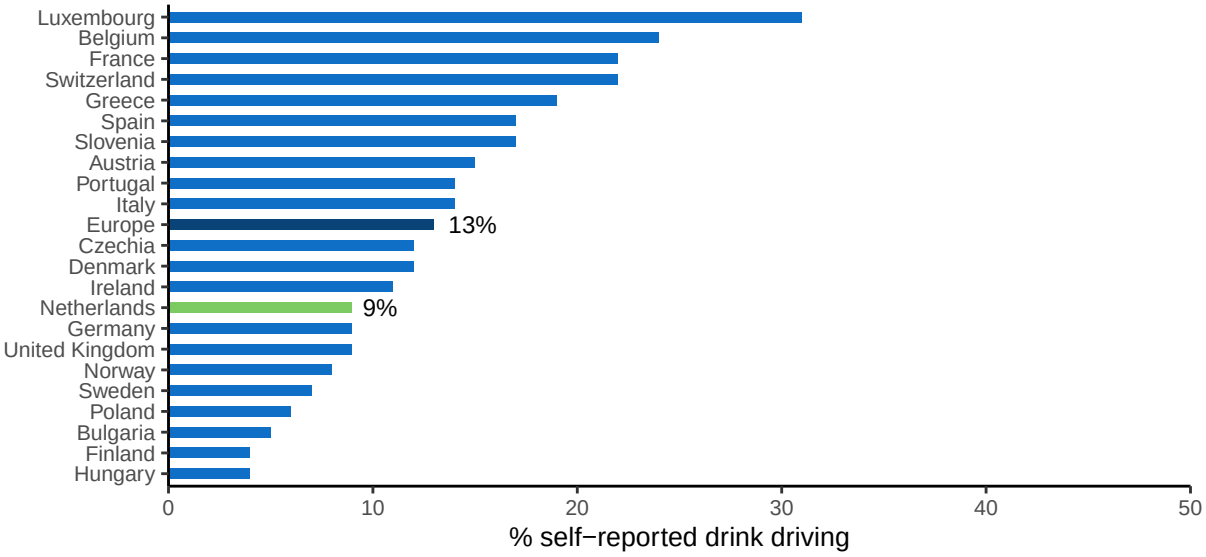
	Mean speed (km/h)	Percentage offenders
Motorways (100km/h)	99	47%
Motorways (120km/h)	114	35%

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



3.1.2 Driving under the influence

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



3.1.3 Use of protective systems

Table 14. Observed seatbelt wearing rate. Source: IRTAD (2010)

	Seatbelt wearing rate
Car drivers on urban roads	96%
Car drivers on rural roads	97%
Car drivers	97%
Front seat passengers	97%
Rear seat passengers	82%

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

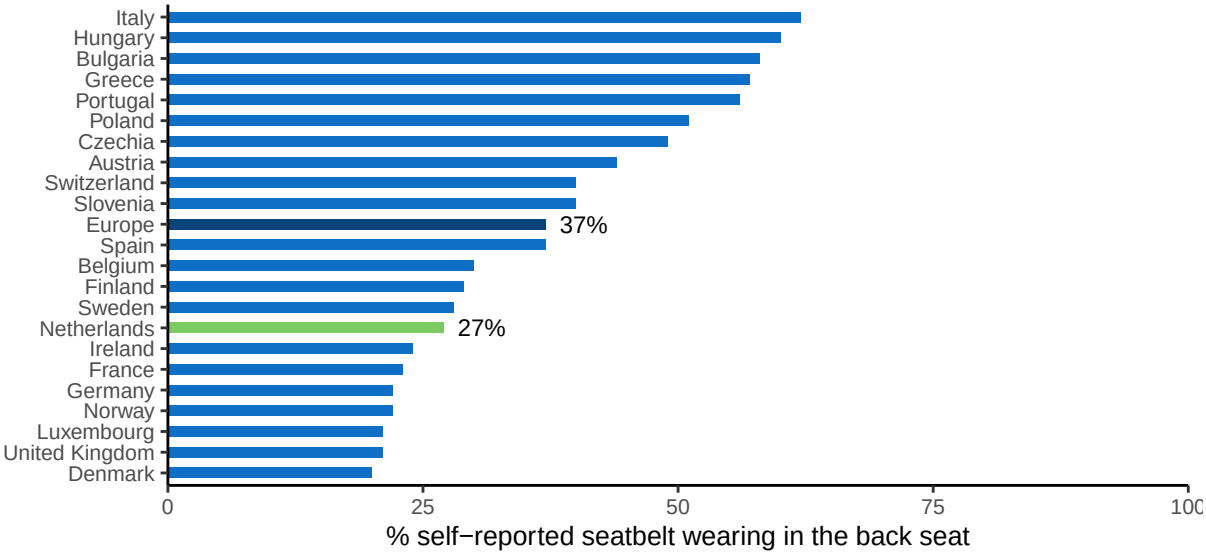
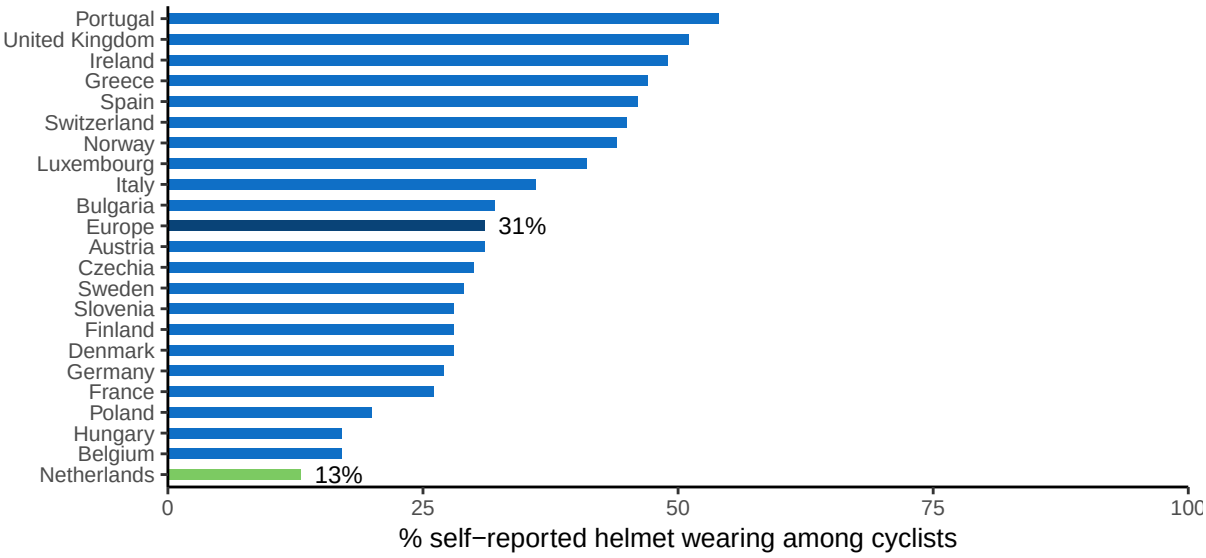
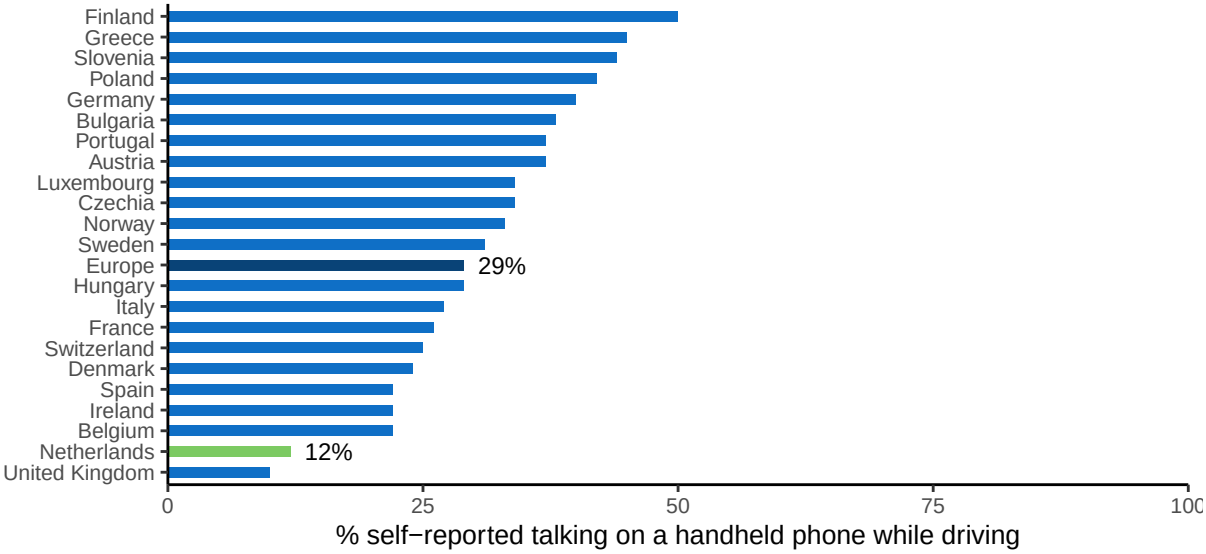


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

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



3.2 Infrastructure

In the Netherlands both the overall road network and the motorway network show an extremely high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For the Netherlands, a score of 6.1 (on a value scale from 1 to 7) is given, which is one of the highest scores.

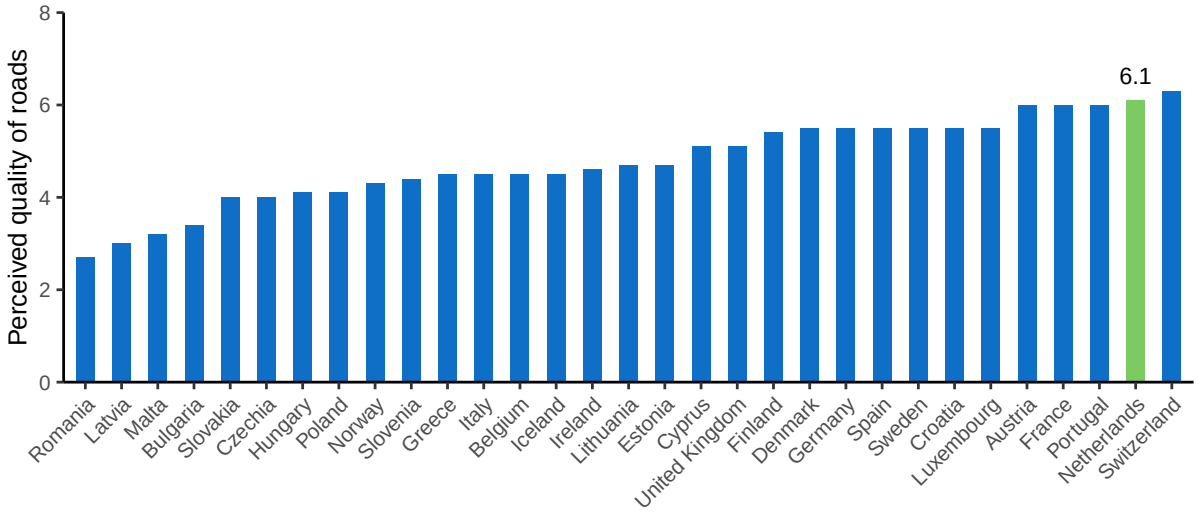
3.2.1 Road density

Table 15. Road density. Source: EUROSTAT (2010)

	Netherlands	European Union
Motorways	75 km road/1000 km²	15 km road/1000 km²
Total	3757 km road/1000 km²	942 km road/1000 km²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Dutch vehicle fleet, expressed per 100 inhabitants, is slightly smaller than the EU average. Dutch passenger cars are relatively younger than the EU average, with almost 60% of passenger cars less than ten years old.

Table 16. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Netherlands	European Union
All vehicles (except trailers and motorcycles)	57	63
Total utility vehicles	7	9
Lorries	6	7
Road tractors	0	1
Trailers and semi-trailers	7	4
Motorcycles	4	6
Passenger cars	50	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 17. Age of registered passenger cars. Source: EUROSTAT (2019)

	Netherlands	European Union
Percentage of total number of passenger cars		
Less than 2 years	16%	12%
From 2 to 5 years	15%	15%
From 5 to 10 years	27%	21%
From 10 to 20 years	36%	42%
Over 20 years	6%	11%

4 Road safety policy and measures

4.1 Legislation[3]

National road safety legislation in the Netherlands reflects the situation in the majority of EU countries with some exceptions. The maximum speed on rural roads is 80 km/h which is lower than in most countries (90 km/h). Furthermore, the alcohol limit for professional drivers is 0.5 g/l while in most countries the limit is lower.

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

	Netherlands	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	80 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 km/h	No limit1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 18 yrs / 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	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	No	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, the Netherlands scores below the EU average for all legislation surveyed. Furthermore, both the self-reported frequency of alcohol checks and of drug checks is lower than the European average.

[3]Since 2020, the speed limit on Dutch motorways, which by default is 120 km/h or 130 km/h, is reduced to 100 km/h during the day (from 6.00 a.m. to 7.00 p.m.).

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

	Netherlands	European average
Speed legislation	6	6.8
Drink-driving legislation	6	7
Seatbelt legislation	6	7
Child restraint system legislation	6	7
Motorcycle helmet legislation	5	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)

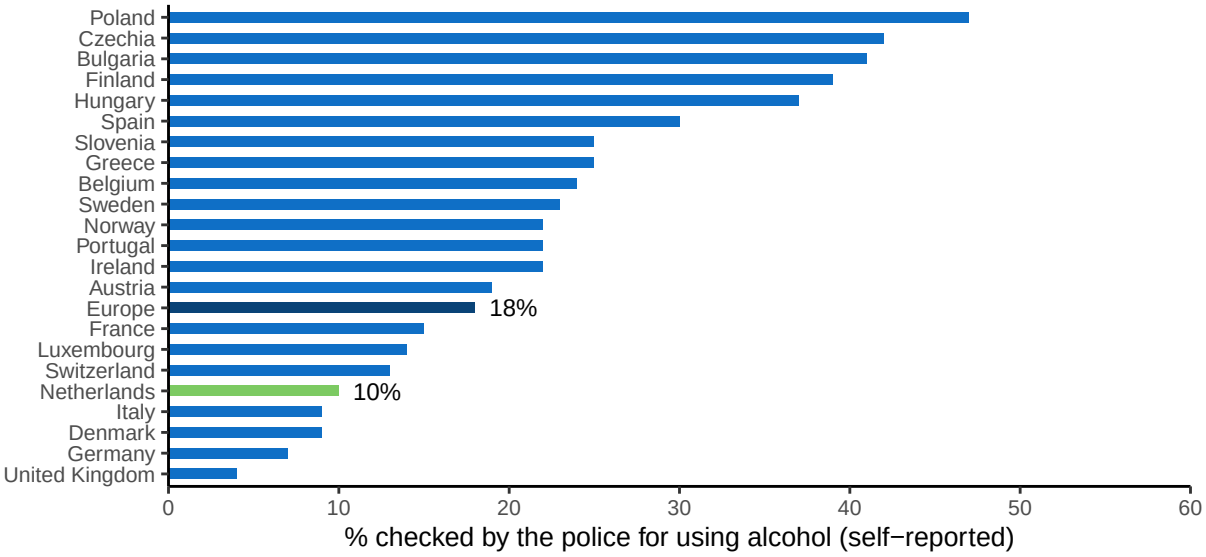
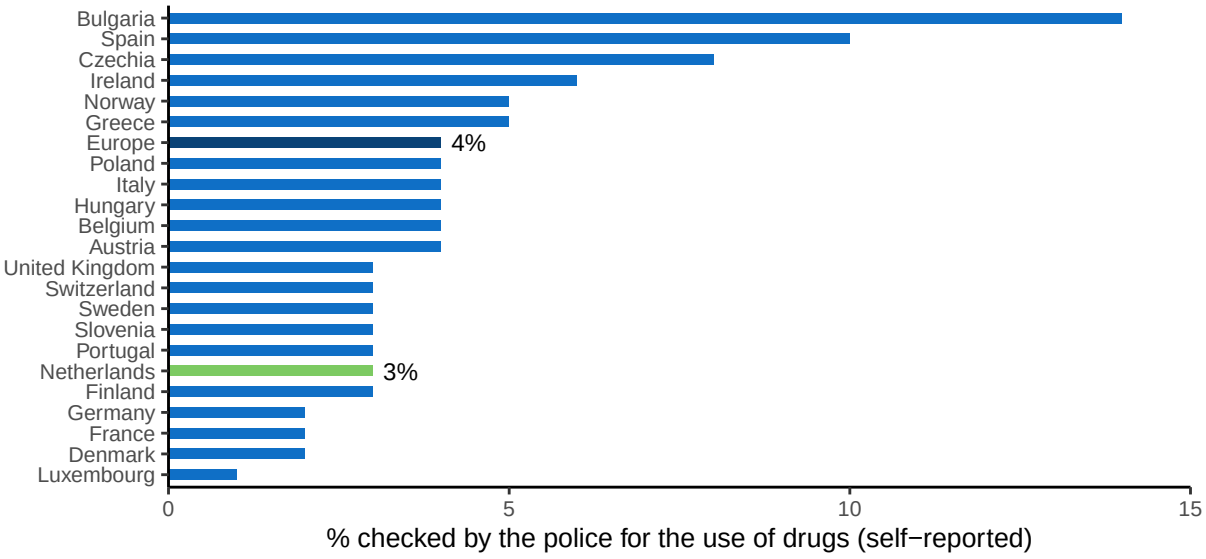


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Netherlands	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: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

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

	Netherlands	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	No	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 the Netherlands is much higher than the EU average, and its population is mainly settled in cities. Its GDP per capita is above that of the European Union and the unemployment rate is lower.

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Netherlands
Population-related data (2020)		
Population (2020)	447319916	17407585
Population density (inhabitants/km²)	106	466
% Children (0-14)	15%	16%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	20%
Urbanization (2019)		
% living in cities	38%	56%
% living in suburbs and towns	34%	34%
% living in rural areas	28%	10%
Economic data		
GDP per capita (EUR, 2020)	29768.3	45880.8
Unemployment rate (2020)	7%	4%
% GDP dedicated to road spending (2011)	0.8%	0.4%

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 Infrastructure and Water Management
	Provinces, urban regions, water boards and municipalities
	Safe Traffic Netherlands (VVN)
	Scientific Research on Road Safety (SWOV)
Monitoring of the road safety development	Ministry of Infrastructure and Water Management
	Provinces, urban regions, water boards and municipalities
Improvements in road infrastructure	Ministry of Infrastructure and Water Management
	Rijkswaterstaat
	Scientific Research on Road Safety (SWOV)
Improvement in vehicles	Ministry of Infrastructure and Water Management
Improvement in road user education	Ministry of Infrastructure and Water Management
	Each province has a Regional Road Safety Body (ROV) which provides information and education
Publicity campaigns	Ministry of Infrastructure and Water Management
	Team Alert
Enforcement of traffic laws	Ministry of Security and Justice
	National Traffic Prosecution Team
	Police
Other relevant actors	Council for the Environment and Infrastructure; General Dutch Association for the Elderly (ANBO)
	De Coninck Traffic Management; Innovative Partners
	IPO
	Ministries (Interior, Justice, WWI)
	Sustainable Mobility Platform; Police Academy
	Rabobank Netherlands
	STIVA (Foundation for responsible use of alcohol)
	SkVV (collaborating metropolitan regions traffic and transport)

5.3 Attitudes

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

	Netherlands	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	13%	12%	14/22
I will do my best to respect speed limits in the next 30 days	72%	71%	12/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	13/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	6/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	7/22
I often check my messages on the mobile phone while driving	3%	4%	9/22
I will do my best not to use my mobile phone while driving in the next 30 days	76%	74%	13/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

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

ETSC (European Transport Safety Council)

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

IRTAD (International Traffic Safety Data and Analysis Group)

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

WHO (World Health Organization)

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

World Economic Forum

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

6.2 Definitions

Accident / Crash

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

Bicycle

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

Bus or Coach

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

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

CARE EU Average and aggregated numbers

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

Fatal crash

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

Fatalities

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

Lorry, under 3.5 tonnes

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

Pedestrian

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

Powered two-wheelers

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

Seriously injured (at least 30 days)

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

Working week – Daytime

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

Working week – Night-time

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

Weekend - Daytime

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

Weekend - Night-time

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