



European  
Commission



Country Profile  
**Slovakia**



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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# 1. Highlights

## Road Safety Outcomes

- In 2024, 262 people were killed and 813 were seriously injured in road crashes in Slovakia.
- Slovakia ranks 16<sup>th</sup> out of 27 EU countries in terms of number of fatalities per million inhabitants.
- The fatality rate in terms of vehicle population is significantly higher than the EU average.
- Proportionally more people are killed in crashes involving passenger cars and as pedestrians in traffic than is evident in the EU as a whole.
- Compared to the EU average, the distribution of fatalities in Slovakia shows a relatively high proportion of people aged over 65 years old.

## Road Safety Performance Indicators

- The passenger car fleet in Slovakia is older than the EU average.

## Road Safety Policy Measures & Country Characteristics

- Slovakia is one of the few countries in the European Union with a zero-alcohol limit for all drivers.
- Slovakia's road infrastructure is characterised by higher road network density when compared to EU average
- The proportion of GDP invested in road infrastructure is higher than that of the EU.

## 2. Road Safety Outcomes

### 2.1 Road Safety Trends

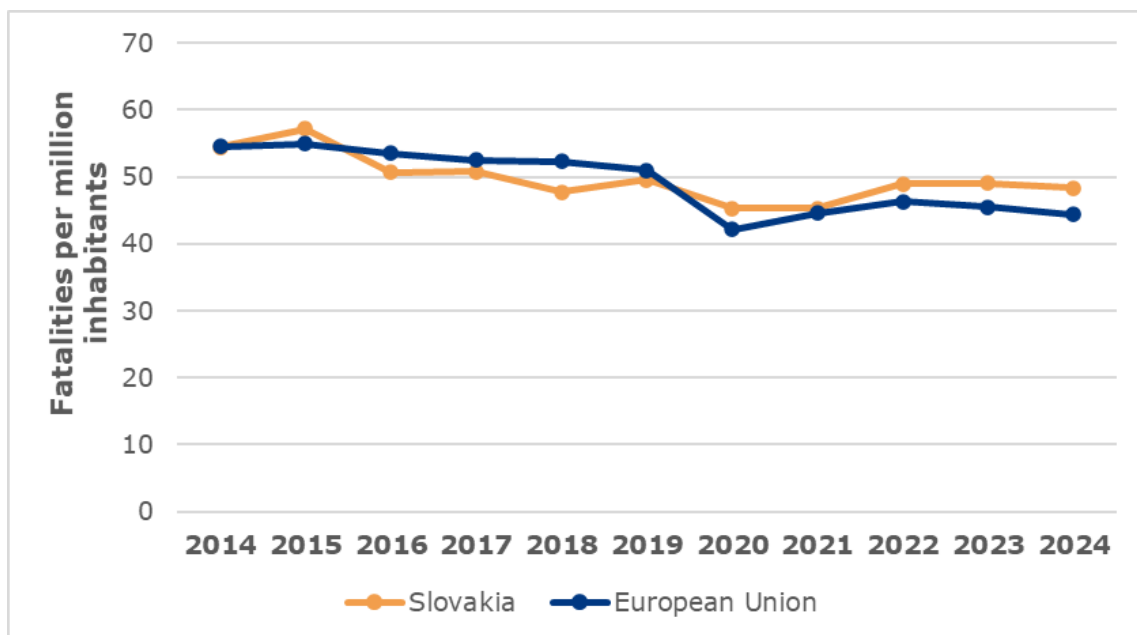
In Slovakia, 262 people were killed and 813 people were seriously injured in road crashes in 2024. Over the 2014-2024 period, the number of fatalities in Slovakia decreased by 12%, which is lower than the 17% decrease recorded in the European Union (EU). The number of serious injuries in Slovakia decreased by 26% over the same period.

In terms of mortality rate, 48 road fatalities per million inhabitants were recorded in 2024, which is slightly above the EU average (45).

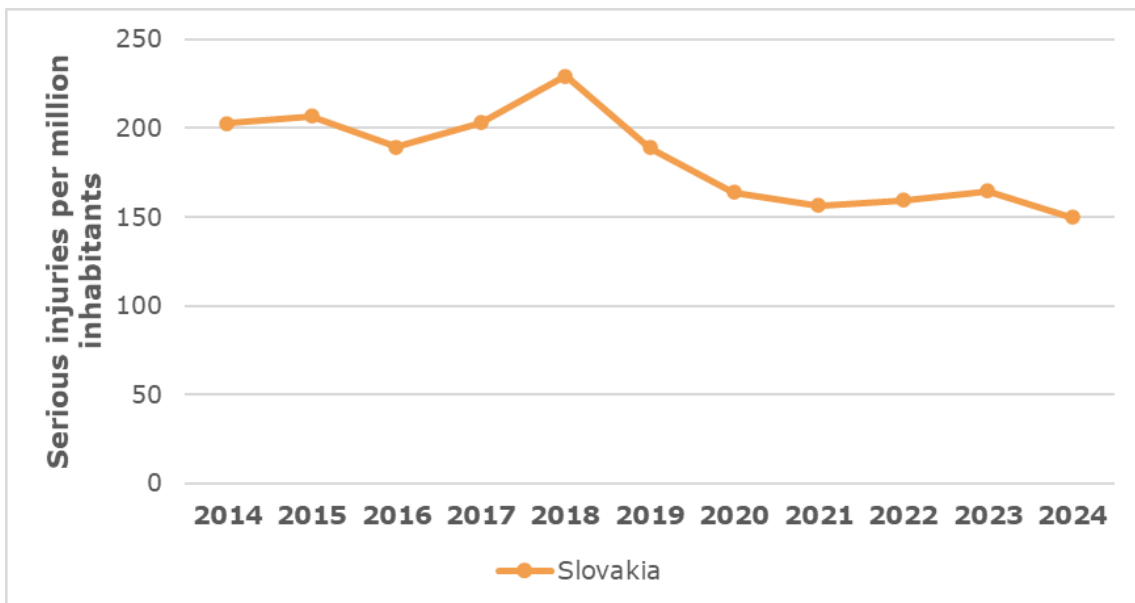
**Table 1.** Number of fatalities and serious injuries, 2014 and 2024

	2014	2024	Trend	EU trend
Fatalities	295	262	-12%	-17%
Serious Injuries	1,098	813	-26%	-

**Figure 1.** Mortality rate development, 2014 – 2024

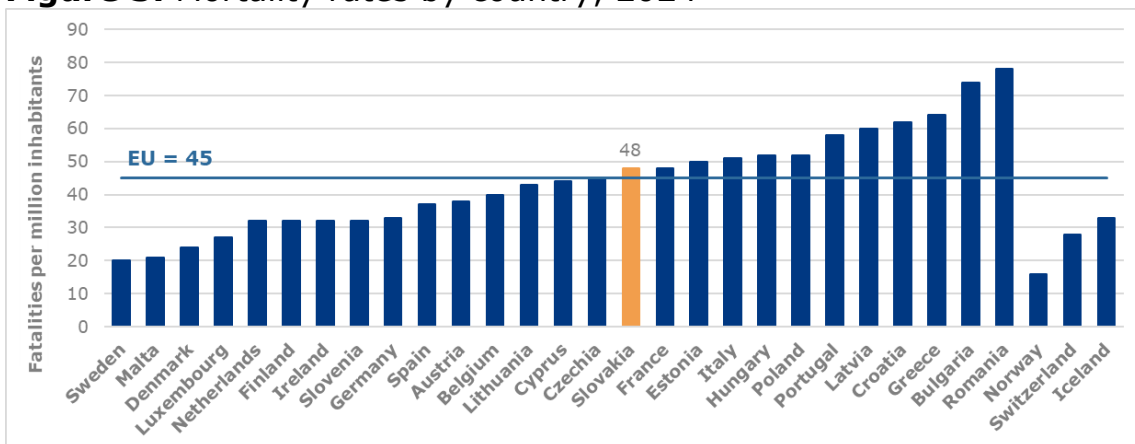


**Figure 2.** Evolution of serious injuries per million inhabitants, 2014 – 2024

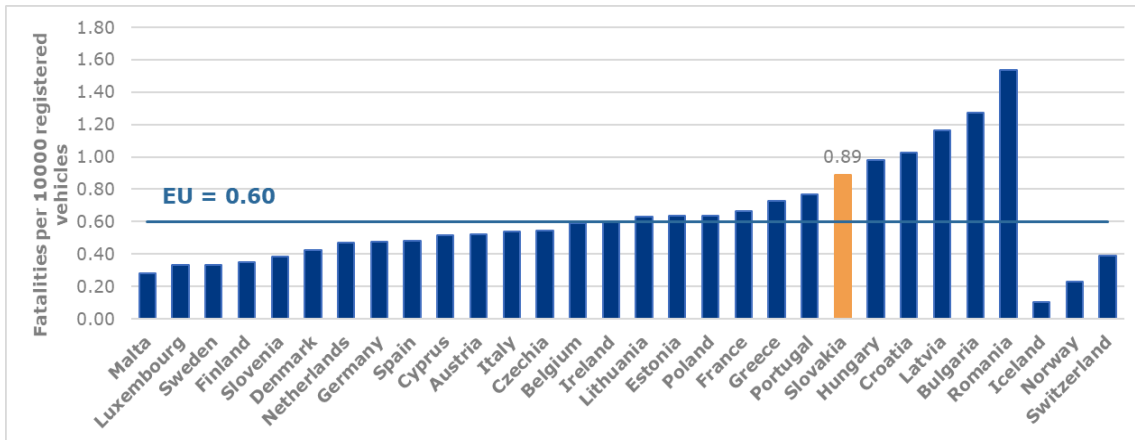


## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2024



Taking into account the number of vehicles, Slovakia performs worse with a rate of 0.89 fatalities per 10,000 registered vehicles compared to 0,60 in the EU.

**Figure 4.** Fatalities per thousand registered vehicles, 2024

## 2.3 Transport Mode

In 2024<sup>a</sup>, car occupants accounted for almost the half of the road traffic fatalities in Slovakia. This percentage is equal to that observed in the EU as a whole (44%). Powered two-wheelers on the other hand accounted for only 15% of road fatalities, which is below the EU proportion (21%).

Over the period 2016-2024, there has been a decrease in road fatalities and serious injuries in Slovakia for the most transport modes. The highest decrease in fatalities was recorded for bus or coach (31%). Concerning serious injuries, the highest decrease was recorded for pedestrians (31%). It is noted that killed and seriously injured PTW riders were increased considerably over this period.

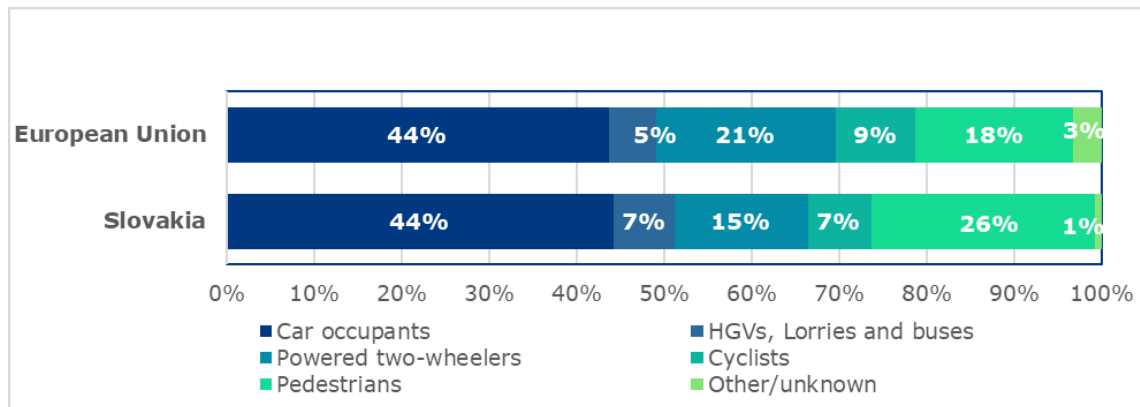
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Slovakia in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 70% were involved in crashes with passenger cars, and 24% were involved in crashes with a lorry or heavy goods vehicle (HGV).

In addition, the number of fatalities in single vehicle crashes increased by 6% in the period 2016-2024, this compared to a drop of 22% in the EU as a whole.

<sup>a</sup> 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, 2016 and 2024

	2016	2024	Trend	EU trend
Bus/coach occupants	3	7	-	-31%
Car occupants	127	116	-9%	-22%
Cyclists	21	19	-10%	-9%
Heavy goods vehicles	4	0	-	-13%
Lorries, under 3.5t	14	11	-21%	-13%
Other/unknown	18	2	-	+22%
Pedestrians	80	67	-16%	-28%
Powered two-wheelers	8	40	-	+4%
Total	275	262	-5%	-16%

**Figure 5.** Distribution of road fatalities by transport mode, 2024**Table 3:** Number of serious injuries by transport mode, 2016 and 2024

	2016	2024	Trend
Bus/coach occupants	12	8	-
Car occupants	471	371	-21%
Cyclists	91	66	-27%
Heavy goods vehicles	16	5	-
Lorries, under 3.5t	31	29	-6%
Other/unknown	99	16	-84%
Pedestrians	251	172	-31%
Powered two-wheelers	56	146	+161%
Total	1,027	813	-21%

**Table 4:** Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2016 and 2024

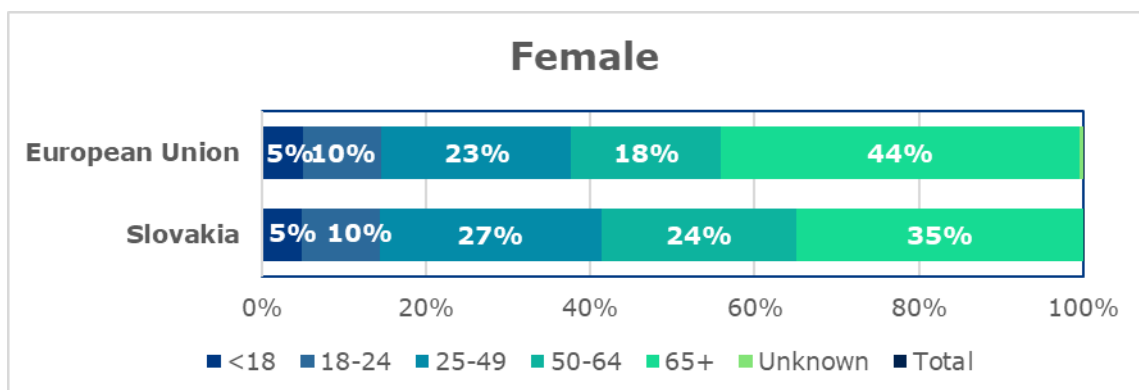
	2016	2024	Trend	EU trend
Crashes involving buses or coaches	5	7	-	-27%
Crashes involving cars	76	75	-1%	-29%
Crashes involving lorries or heavy goods vehicles	17	26	53%	-24%

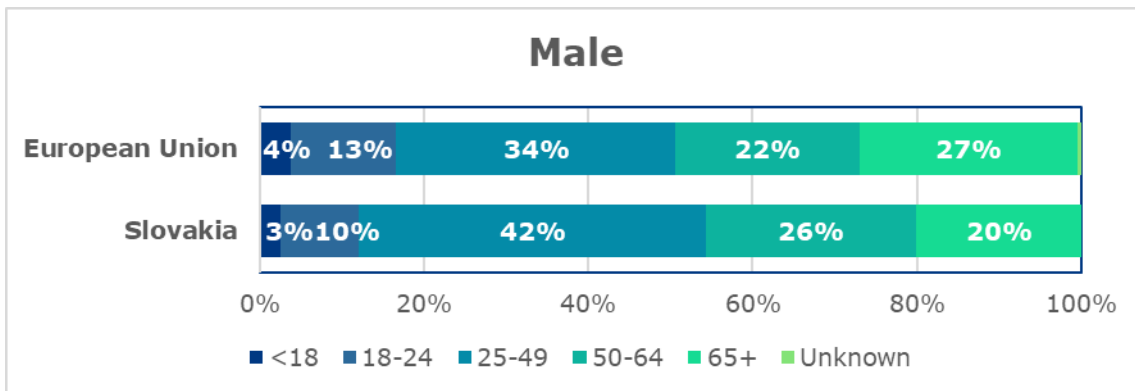
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2016 and 2024

	2016	2024	Trend	EU trend
Bus/coach occupants	2	0	-	-16%
Car occupants	46	48	+4%	-31%
Cyclists	2	4	-	+55%
Heavy goods vehicles	1	0	-	-42%
Lorries, under 3.5t	4	4	-	-14%
Other/unknown	6	1	-	+1%
Powered two-wheelers	3	11	-	-9%
Total	64	68	+6%	-22%

## 2.4 Age and Gender

The distribution of road fatalities across age groups in Slovakia is similar to that of the EU, with a higher share of fatalities aged 25 to 49 years old and a lower share of fatalities aged 65 or older. Over 2016-2024, the number of fatalities dropped for most age groups. The number of seriously injured persons decreased for all age groups except for males aged above 65 years old.

**Figure 6.** Distribution of road fatalities by age and gender, 2024



**Table 6:** Number of fatalities by age and gender, 2016 and 2024

	2016	2024	Trend	EU trend
<b>Female</b>				
<18	6	3	-	+8%
18-24	7	6	-	+245%
25-49	13	17	+31%	+83%
50-64	16	15	-6%	-41%
65+	18	22	+22%	+98%
Unknown	/	/	-	-99%
Total	60	63	+5%	-15%
<b>Male</b>				
<18	12	5	-	+234%
18-24	41	19	-54%	+687%
25-49	83	84	+1%	+248%
50-64	45	51	+13%	-25%
65+	31	40	+29%	+35%
Unknown	1	/	-	-98%
Total	213	199	-7%	+21%

**Table 7:** Number of serious injuries by age and gender, 2016 and 2024

	2016	2024	Trend
<b>Female</b>			
<18	49	26	-47%
18-24	41	29	-29%
25-49	121	86	-29%
50-64	91	70	-23%
65+	76	73	-4%
Unknown	1	/	-
Total	379	284	-25%

**Male**

<18	67	53	-21%
18-24	100	70	-30%
25-49	294	210	-29%
50-64	137	113	-18%
65+	50	83	+66%
Unknown	/	/	-
Total	648	529	-18%

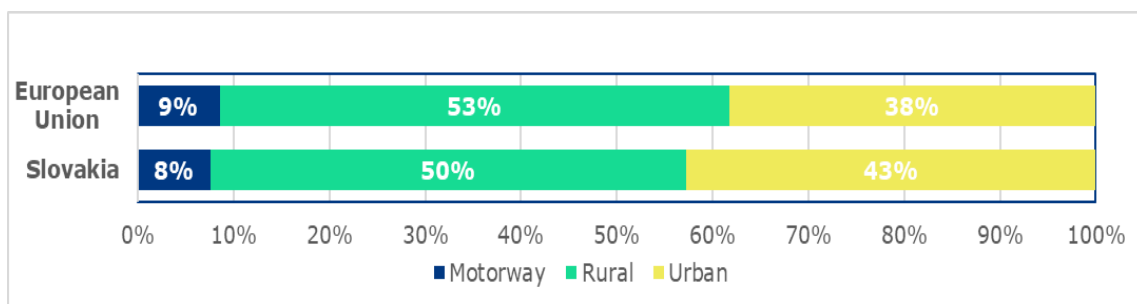
## 2.5 Area and Road Type

The majority of road fatalities in Slovakia occurred on rural roads (50%). The percentage of fatalities that occurred on motorways in Slovakia (8%) is similar to the EU average (9%). It is worth mentioning that the proportion of motorways in terms of total network length, is much lower in Slovakia. Over the period 2016-2024, the number of fatalities decreased on rural roads in Slovakia while it increased on motorways and urban roads.

**Table 8:** Number of fatalities by road type, 2016 and 2024

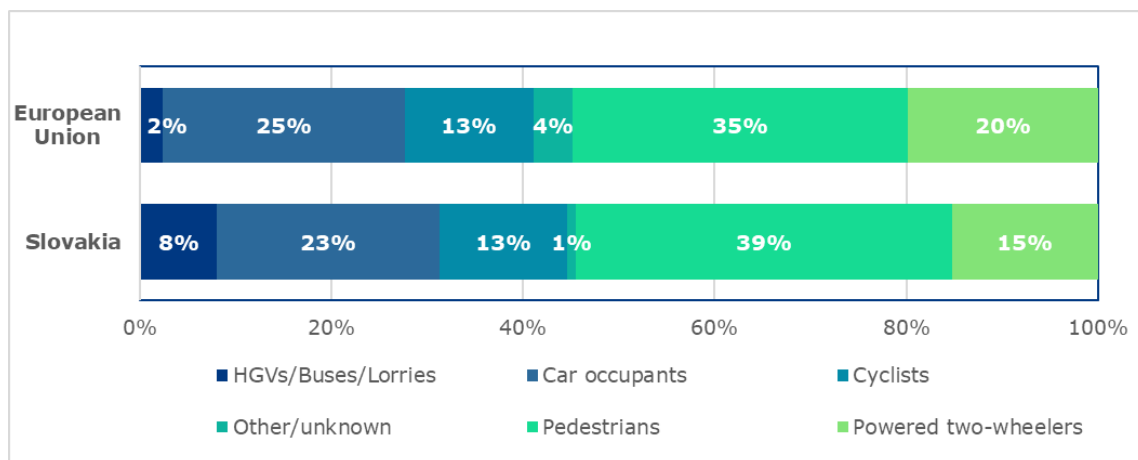
	2016	2024	Trend	EU trend
Motorway	11	20	+82%	-5%
Rural	156	130	-17%	-17%
Urban	108	112	+4%	-17%
Unknown	/	/	-	-91%
Total	275	262	-5%	-16%

**Figure 7.** Distribution of road fatalities by road type, 2024



**Table 9:** Number of serious injuries by road type, 2016 and 2024

	2016	2024	Trend
Motorway	28	46	+64%
Rural	444	324	-27%
Urban	555	443	-20%
Unknown	/	/	-
Total	1,027	813	-21%

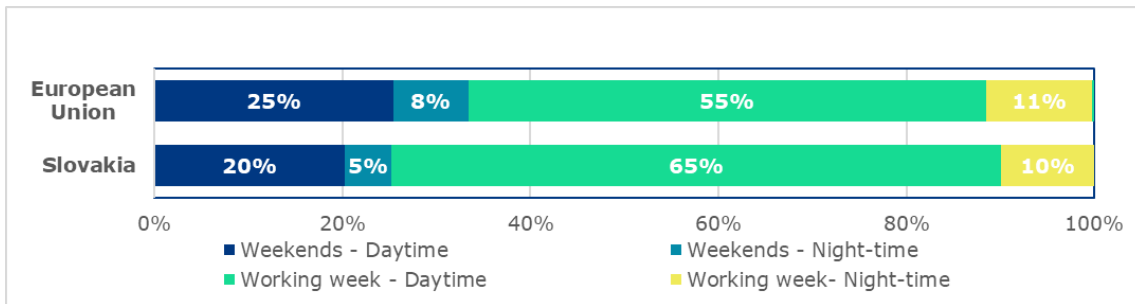
**Figure 8.** Distribution of road fatalities inside urban areas by type of transport mode, 2024

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is very similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2016-2024, Slovakia showed a more favourable downward trend regarding night-time fatalities.

**Table 10:** Number of fatalities by time period, 2016 and 2024

	2016	2024	Trend	EU trend
Weekends - Daytime	168	53	-68%	-63%
Weekends - Night-time	17	13	-24%	-23%
Working week - Daytime	56	170	+204%	+101%
Working week- Night-time	34	26	-24%	-17%
Unknown	/	/	-	-
Total	275	262	-5%	-16%

**Figure 9.** Distribution of road fatalities by time period, 2024

## 2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Slovakia and in the EU occurred during daylight and under dry weather conditions. However, over the period 2016-2024, Slovakia recorded an increase in crash fatalities during daylight, whereas the EU showed a decrease.

**Table 11:** Number of fatalities by lighting and weather conditions, 2016 and 2024

	2016	2024	Trend	EU trend
Lighting Conditions				
Daylight	140	156	+11%	-26%
Twilight	17	17	-	-30%
Darkness	118	89	-25%	-33%
Weather Conditions				
Dry	227	226	-	-17%
Rain	29	28	-3%	-20%
Other/Unknown	19	8	-58%	-18%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

**Table 12:** Road Safety Performance Indicators, 2022 and 2025

	Slovakia		EU	
	2022	2025	2022	2025
<b>Speeding<sup>b</sup></b>				
% of passenger cars travelling within speed limits <sup>a</sup>				
Motorways	-	67.0	-	-
Rural Roads	-	85.0	-	-
Urban Roads	-	47.0	-	-
<b>Seat belt &amp; CRS use rates (%) <sup>a*,b</sup></b>				
Front	95.0	85.0	93.1	92.4
Rear	78.0	59.6	75.3	69.9
Child restraint systems (roadside observations)	-	96.4	67.0	83.3
Child restraint systems (in- vehicle inspections)	/	/	-	-
<b>Helmet use rates (%) <sup>a</sup></b>				
PTW driver	80.3	100.0	97.0	97.6
PTW passenger	65.5	100.0	94.4	97.0
Cyclist	-	48.0	37.8	34.5
<b>DUI of Alcohol<sup>c</sup></b> (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	14.5	-	11.8	11.8
<b>Driver Distraction <sup>a</sup></b>				
% of drivers not using hand-held mobile device/phone while driving	-	91.4	94.8	94.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>b</sup> ETSC (2022), <sup>c</sup> ESRA3 project (2024),

Notes: \*2025 data only for weekdays

<sup>b</sup> An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

## 3.2 Vehicle Safety

**Table 13:** Vehicle Safety Performance Indicators, 2022 and 2025

	Slovakia		EU	
	2022	2025	2022	2025
<b>Vehicle Safety</b>				
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>a</sup>	/	80.0	83.6	82.7
Average age of passenger car fleet (years) <sup>d</sup>	11.2	15.1	12.3	12.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>d</sup> ACEA (2024, 2025)

## 3.3 Enforcement

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

Tickets per 1,000 population	Slovakia	EU
Speeding	46.4	139.7
Non-use of seat-belt	2.3	5.7
Illegal use of mobile phone	2.6	4.4
Driving above legal alcohol limits	0.4	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

Slovakia	
Timeframe	2021-2030
Lead Authority	Ministry of Transport and Construction, Road Safety Department
<b>Targets</b>	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	-
<b>Link</b>	<a href="https://www.mindop.sk/bezpecnost-cestnej-premavky">https://www.mindop.sk/bezpecnost-cestnej-premavky</a>

Source: National sources

### 4.2 Traffic Laws and Regulations

National road safety legislation in Slovakia generally reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is stricter than in most EU countries: there is a zero alcohol limit for all drivers.

**Table 16:** National road safety legislation

	Slovakia	Most common in EU
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.0	0.5: 19/27
Novice drivers	0.0	0.2: 13/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
<b>Child restraint systems</b>		
CRS required	Up to 150cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27

	Slovakia	Most common in EU
Children on motorcycles	Prohibited under 12 years	Prohibited under certain age/height: 18/27
<b>Helmet requirement</b>		
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	Cyclists up to 15 years on all roads, all cyclists outside built-up areas	Not restricted: 16/27
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	Allowed from 15 years	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit (km/h)	25	25: 17/27
Helmet required	No	Not required: 11/27
Allowed on road lanes	Yes	Yes: 21/27
Allowed on pavements	Yes	No: 14/27, 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

	Slovakia	Most common in EU
<b>Novice Drivers</b>		
Accompanied driving	17 years	17 years: 13/27, No: 7/27
Probation period for novice drivers	2 years	2 years: 7/27, 3 years: 5/27
<b>Renewal procedure</b>		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Until 65: 15 years Above 65 yrs.: 5 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	-	Yes: 22/27

Source: National sources

## 4.4 Road Infrastructure

**Table 18:** Policies and regulations related to road infrastructure

	Slovakia	Most common in EU
Presence of technical standards for new roads that take account of all road-user safety	/	Yes: 20/27
Audits or star rating required for new road infrastructure	Partial	Yes:22/27, Partial:5/27
Inspections / star rating of existing roads	No	Yes:21/27, No:6/27
Target for roads to meet technical safety standards for all users	/	Yes:18/27, No:4/27
Investments to upgrade high risk locations	Yes	Yes:21/27, No:6/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27, Partial:2/27
Policies & investment in urban public transport	Yes	Yes:23/27, No:4/27
Policies promoting walking and cycling	Yes	Yes:21/27, No:3/27, Subnational:1/27

Source: WHO (2018), WHO (2023)

## 5. Structure and Culture

### 5.1 Country Characteristics

Population density in Slovakia is above the EU average. Its GDP per capita is below that of the European Union.

**Table 19:** Country Characteristics, 2023

	Slovakia	EU
<b>Demographics<sup>2</sup></b>		
Population (inhabitants)	5,428,792	447,695,350
Population density (inh./km <sup>2</sup> )	111.4	106.0
% children (0-17)	11.8	10.6
% adults (18-64)	70.4	68.1
% elderly (65+)	17.8	21.3
% of urban population	53.2	74.9
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	25,120	33,400
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	49,035	4,225,134
Road network length (km)	57,822	4,582,936
Road density (km/km <sup>2</sup> )	1.2	1.1
% of motorways	1.9	1.67
% GDP spent to road infrastructure <sup>3</sup>	1.1	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.54	0.73
% of passenger cars	89.6	77.4
% of motorcycles	6.1	11.8
% of HGVs	11.7	10.6
% of buses	0.3	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	77.5	82.0
- Bus/coach/Metro/Tram	10.7	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	56.9	75.0
- Rail	25.8	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	7.5	749.1
Share of road transport emissions in total transport emissions (%)	96.4	79.2

Sources: <sup>1</sup>EC (2025b), <sup>2</sup>Eurostat, <sup>3</sup>OECD (2025)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	<ul style="list-style-type: none"> <li>- Ministry of Transport, Construction and Regional Development of the Slovak Republic</li> <li>- Ministry of Interior</li> <li>- Transport Research Institute</li> <li>- National Motorway Company</li> </ul>
<b>Monitoring of the road safety development</b>	<ul style="list-style-type: none"> <li>- Ministry of Transport, Construction and Regional Development of the Slovak Republic</li> <li>- Road administrators</li> </ul>
<b>Improvements in road infrastructure</b>	<ul style="list-style-type: none"> <li>- Slovak Road Administration</li> <li>- Chamber of Civil Engineers (KSI)</li> <li>- Scientific and research institutions</li> </ul>
<b>Improvement in vehicles</b>	<ul style="list-style-type: none"> <li>- Ministry of Interior of the Slovak Republic</li> </ul>
<b>Improvement in road user education</b>	<ul style="list-style-type: none"> <li>- Ministry of Transport, Construction and Regional Development of the Slovak Republic</li> <li>- Ministry of Interior of the Slovak Republic</li> <li>- Slovak Chamber of Driving Schools</li> </ul>
<b>Publicity campaigns</b>	<ul style="list-style-type: none"> <li>- Ministry of Transport, Construction and Regional Development of the Slovak Republic</li> <li>- Ministry of Interior of the Slovak Republic</li> <li>- Public Health Authority of the Slovak Republic</li> <li>- SRC (Slovak Red Cross)</li> <li>- Insurance companies</li> </ul>
<b>Enforcement of traffic laws</b>	<ul style="list-style-type: none"> <li>- Ministry of Interior of the Slovak Republic</li> </ul>
<b>Other relevant actors</b>	<ul style="list-style-type: none"> <li>- Ministry of Education, Science, Research and Sport of the Slovak Republic</li> <li>- Network of volunteers VAMOS</li> <li>- Self-governing authorities</li> <li>- SKP Slovak Chamber of Psychologists</li> </ul>

Source: National sources

### **5.3 Self-declared behaviour & Attitudes**

For Slovakia, there are no data on self-declared behaviour and attitudes.

## 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 (2024). 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: January 2026

#### **ACEA (2022, 2024, 2025)**

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

[https://www.acea.auto/files/ACEA\\_Pocket\\_Guide\\_2022-2023.pdf](https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf)

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<https://www.acea.auto/files/ACEA-Pocket-Guide-2024-2025.pdf>

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2052/2026*. ACEA, 2025.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2025-2026.pdf>

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 25 EU countries. Date of extraction: January 2026

#### **Baseline project**

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

[https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/key-performance-indicators-kpis\\_en](https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/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: October 2025

**European Commission 2025**

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](https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm)

Date of extraction: January 2026

**European Commission – Statistical Pocketbook 2025 (b)**

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2025*. Publications Office of the European Union, 2025. Date of extraction: : January 2026  
<https://op.europa.eu/en/publication-detail/-/publication/52c07e98-a3f4-11f0-97c8-01aa75ed71a1>

**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: January 2026

**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, Iceland, Norway and Switzerland are also included. Date of extraction: October 2025

**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: January 2026

### **Trendline project**

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

<https://trendlineproject.eu/dashboard>

The European average is based on the average of 19 EU countries for seat-belt use, 13 EU countries for CRS use, 17 EU countries for helmet use, 17 EU countries for driver distraction and 14 EU countries for vehicle safety. Date of extraction: October 2025

### **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/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/). Date of extraction: January 2026

## **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)

