



European
Commission



Country Profile
Germany



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, 2,770 people were killed and 50,601 people were seriously injured in road crashes in Germany.
- Germany is 9th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Germany shows a relatively high proportion of cyclists, especially inside urban areas, and fatalities aged more than 65 years old.
- Over the period 2014-2024, Germany recorded a decrease in road fatalities similar to the EU average.
- A higher decrease compared to the EU average was also recorded for people aged 18-24 years old.

Road Safety Performance Indicators

- Germany performs better than the EU average in relation to seat belt use and driver distraction.
- The average age of the passenger car fleet in Germany is lower than the EU average.

Road Safety Policy Measures & Country Characteristics

- Germany is the only EU country with no general speed limit on motorways.
- Germany is among the few EU countries with zero alcohol limit for novice and professional drivers.
- Unlike most other countries there is no age restriction to transport children on motorcycles in Germany.
- The German motorway network shows relatively high road density in comparison with the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Germany, 2,770 people were killed and 50,601 people were seriously injured in road crashes in 2024. Over the period 2014-2024, the number of fatalities in Germany decreased by 18%, which is similar to the European Union (EU) decrease (17%). The number of serious injuries showed a higher decrease compared to fatalities over the same period (25%).

In terms of mortality rates, 33 road fatalities per million inhabitants were recorded in 2024, which is well below the EU average (45). The overall trend of the mortality rate of Germany is similar to that of the EU, with a sharper decrease in 2020 and 2021.

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

	2014	2024	Trend	EU trend
Fatalities	3,377	2,770	-18%	-17%
Serious Injuries	67,732	50,601	-25%	-

Figure 1. Mortality rate development, 2014 – 2024

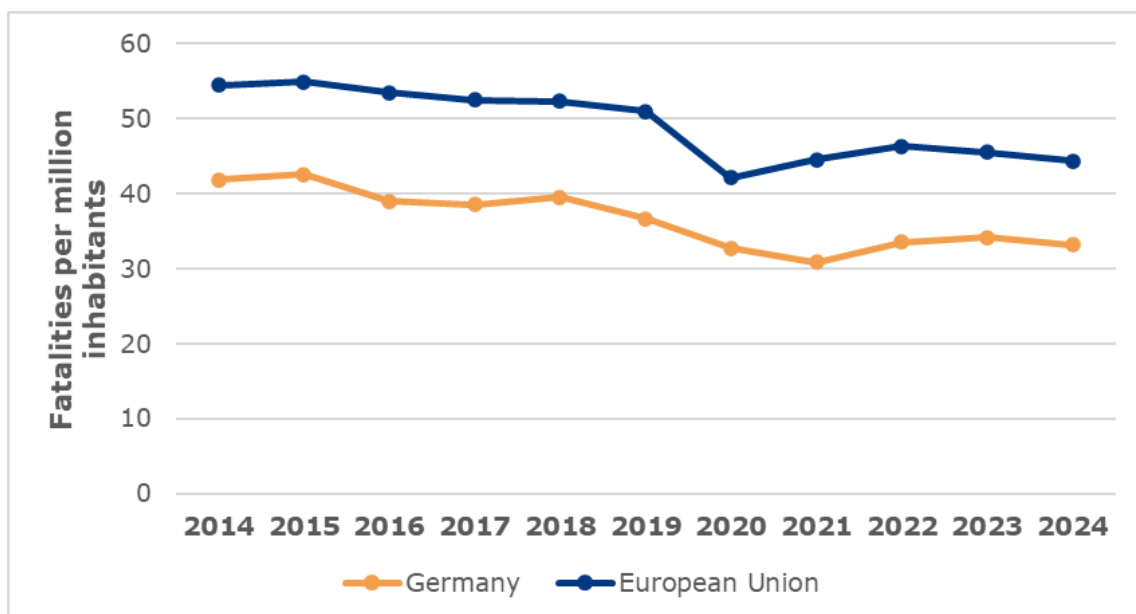
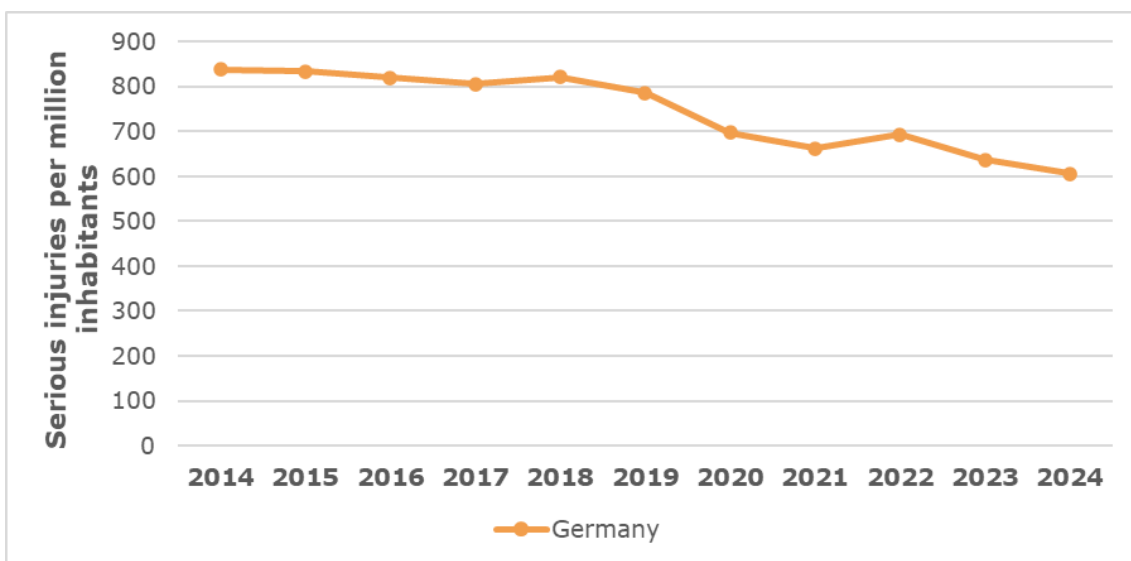
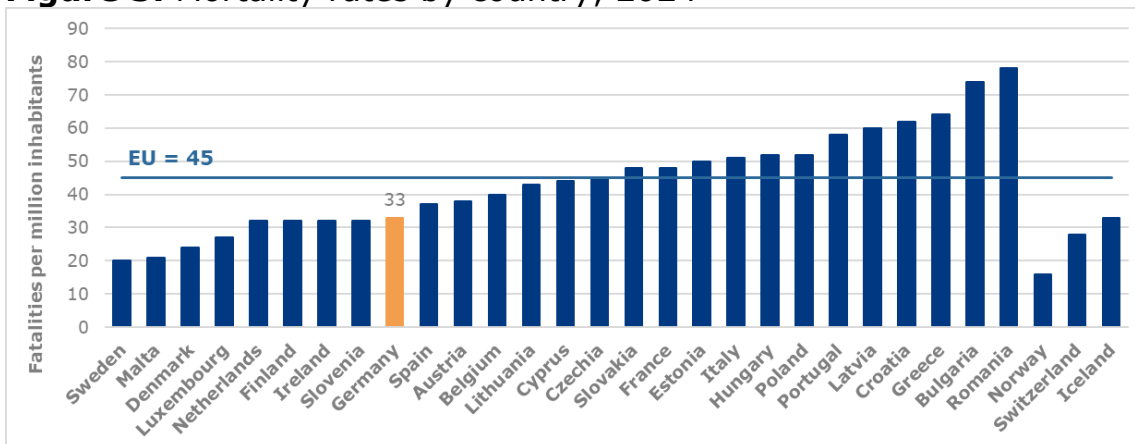


Figure 2. Evolution of serious injuries per million inhabitants, 2014 – 2024

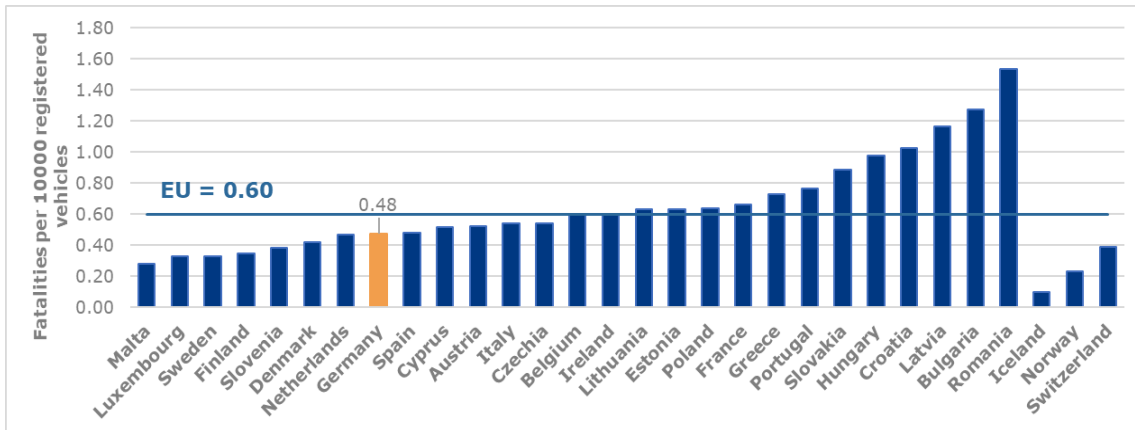


2.2 Risk Figures

Figure 3. Mortality rates by country, 2024



Taking into account the number of vehicles, Germany performs better compared to the EU average. The rate of 0.48 fatalities per 10,000 registered vehicles in Germany is well below the EU average (0.60).

Figure 4. Fatalities per thousand registered vehicles, 2024

2.3 Transport Mode

In 2024^a, car occupants accounted for 42% of road traffic fatalities in Germany. This percentage is similar to that observed in the EU as a whole (44%). Cyclists on the other hand account for 16% of road fatalities, which is above the EU proportion (9%).

Over the period 2014-2024, there has been a decrease in road fatalities and serious injuries in Germany for all transport modes, except for cyclist fatalities. The highest decrease in fatalities was recorded for heavy goods vehicles and car occupants (40% and 26% respectively). Concerning serious injuries, the highest decrease was recorded for heavy goods vehicles (52%).

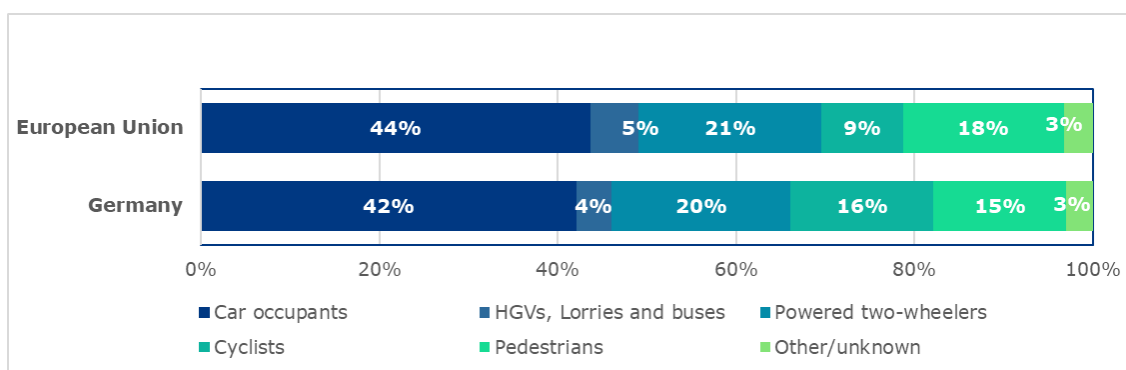
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Germany in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 78% were involved in a crash with a passenger car, and 19% were involved in a crash with a lorry or heavy goods vehicle. Over time Germany showed a somewhat higher decrease of fatalities in these types of crashes than the European Union.

Also, the number of fatalities in single vehicle crashes has decreased for car occupants for 28%.

^a 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, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	13	8	-	-37%
Car occupants	1,579	1,165	-26%	-20%
Cyclists	396	445	+12%	-11%
Heavy goods vehicles	72	43	-40%	-21%
Lorries, under 3.5t	71	60	-15%	-14%
Other/unknown	45	84	+87%	-21%
Pedestrians	527	411	-22%	-31%
Powered two-wheelers	674	554	-18%	-3%
Total	3,377	2,770	-18%	-18%

Figure 5. Distribution of road fatalities by transport mode, 2024**Table 3:** Number of serious injuries by transport mode, 2014 and 2024

	2014	2024	Trend
Bus/coach occupants	503	348	-31%
Car occupants	29,059	18,760	-35%
Cyclists	14,522	13,919	-4%
Heavy goods vehicles	870	415	-52%
Lorries, under 3.5t	1,012	651	-36%
Other/unknown	620	1,994	+222%
Pedestrians	7,832	5,016	-36%
Powered two-wheelers	13,314	9,498	-29%
Total	67,732	50,601	-25%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2014 and 2024

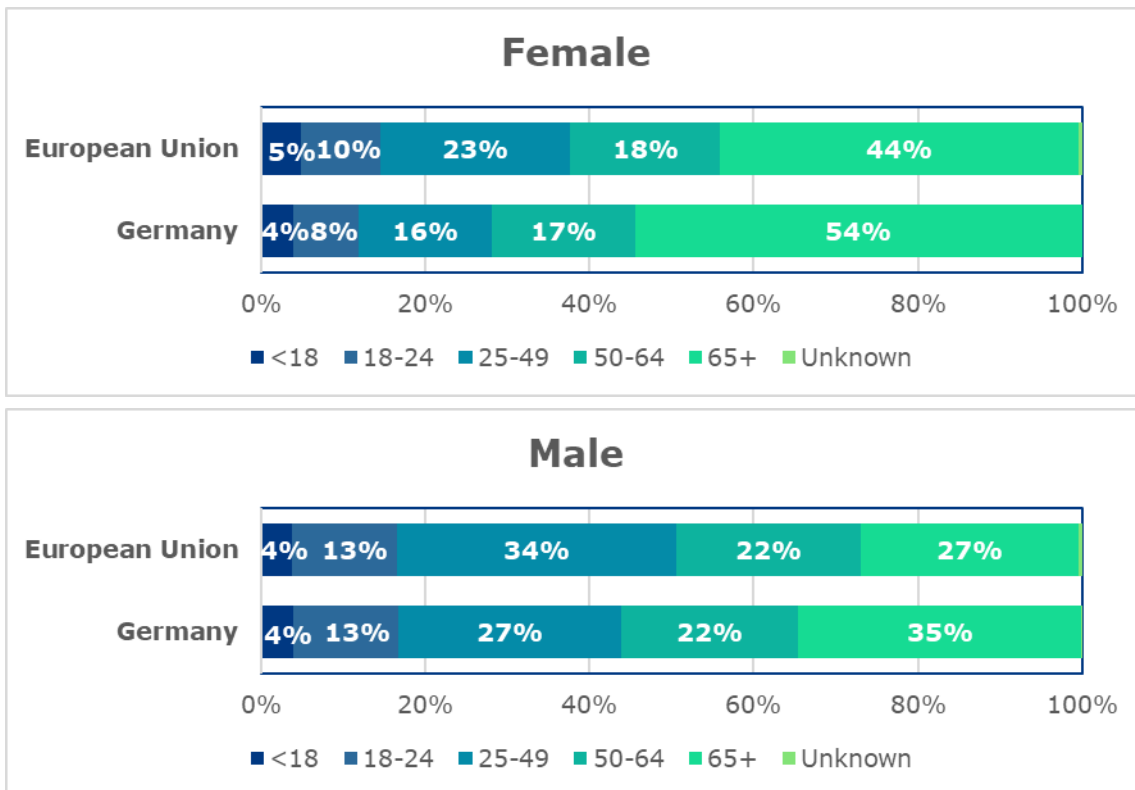
	2014	2024	Trend	EU trend
Crashes involving buses or coaches	30	36	+20%	-27%
Crashes involving cars	862	728	-16%	-29%
Crashes involving lorries or heavy goods vehicles	256	175	-32%	-24%

Table 5: Number of fatalities in single vehicle crashes by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	3	7	-	-16%
Car occupants	616	443	-28%	-17%
Cyclists	100	161	+61%	+42%
Heavy goods vehicles	10	13	+30%	-24%
Lorries, under 3.5t	25	25	-	-14%
Other/unknown	28	46	+64%	+12%
Powered two-wheelers	213	169	-21%	+1%
Total	995	864	-13%	-10%

2.4 Age and Gender

The distribution of road fatalities across age groups in Germany is similar to that of the EU, but with a higher share of killed people aged above 65 years old and a lower share of killed females under 25 years old. Over the period 2014-2024, the number of fatalities dropped for all age groups, except male fatalities over 65 years old, with the highest decrease being recorded for persons aged between 18-24 years old. The number of seriously injured persons decreased for all age groups except for males aged above 65 years.

Figure 6. Distribution of road fatalities by age and gender, 2024**Table 6:** Number of fatalities by age and gender, 2014 and 2024

	2014	2024	Trend	EU trend
Female				
<18	46	29	-37%	-44%
18-24	103	57	-45%	-28%
25-49	187	117	-37%	-26%
50-64	138	126	-9%	-22%
65+	393	393	-	-4%
Unknown	/	/	-	-26%
Total	867	722	-17%	-18%
Male				
<18	115	81	-30%	-21%
18-24	393	262	-33%	-18%
25-49	858	554	-35%	-19%
50-64	549	441	-20%	-4%
65+	594	708	+19%	+6%
Unknown	/	1	-	-16%
Total	2,509	2,047	-18%	-10%

Table 7: Number of serious injuries by age and gender, 2014 and 2024

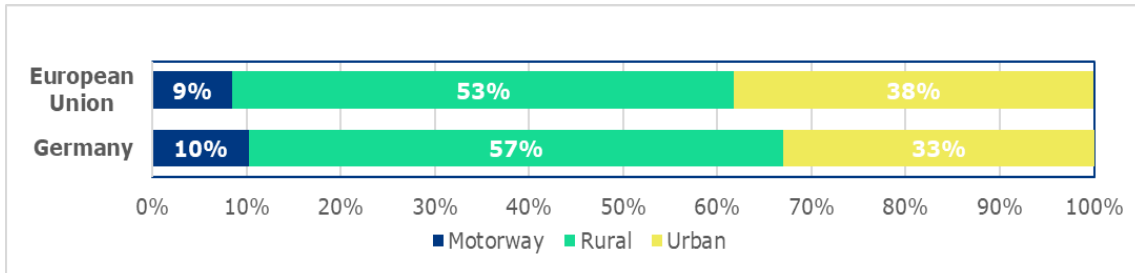
	2014	2024	Trend
Female			
<18	3,075	1,950	-37%
18-24	3,969	2,077	-48%
25-49	7,708	4,991	-35%
50-64	5,423	4,505	-17%
65+	5,940	5,022	-15%
Unknown	10	2	-
Total	26,125	18,547	-29%
Male			
<18	4,965	3,585	-28%
18-24	6,703	4,325	-35%
25-49	14,612	10,003	-32%
50-64	9,049	7,763	-14%
65+	6,256	6,331	+1%
Unknown	15	7	-
Total	41,600	32,014	-23%

2.5 Area and Road Type

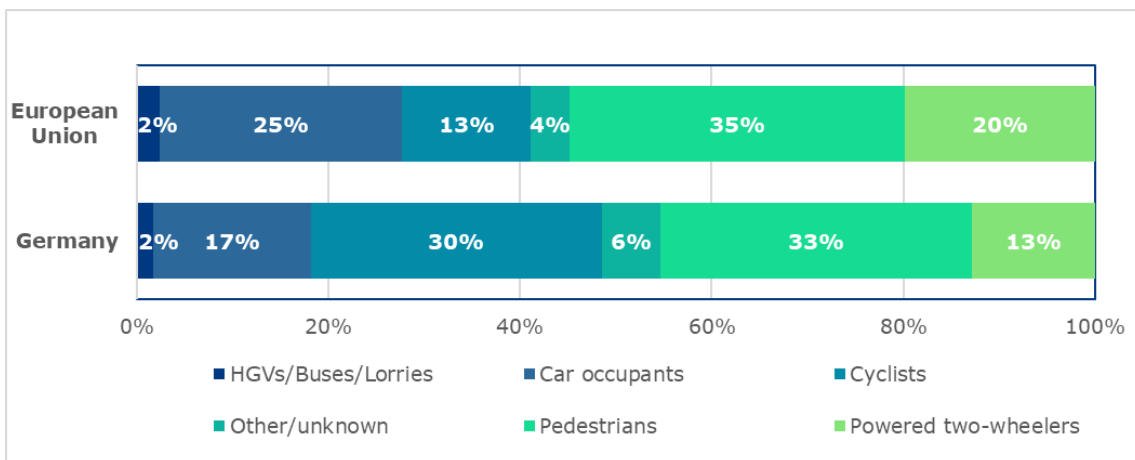
The majority of road fatalities in Germany occurred on rural roads (57%). The percentage of fatalities that occurred on urban roads in Germany (33%) is much lower than the EU average (38%). Over the period 2014-2024, the number of fatalities and serious injuries decreased on all road types in Germany. Furthermore, a higher share of fatalities with cyclists was observed in urban areas.

Table 8: Number of fatalities by road type, 2014 and 2024

	2014	2024	Trend	EU trend
Motorway	375	284	-24%	-5%
Rural	2,019	1,571	-22%	-17%
Urban	983	915	-7%	-17%
Unknown	/	/	-	-91%
Total	3,377	2,770	-18%	-16%

Figure 7. Distribution of road fatalities by road type, 2024**Table 9:** Number of serious injuries by road type, 2014 and 2024

	2014	2024	Trend
Motorway	5,707	3,919	-31%
Rural	25,971	19,325	-26%
Urban	36,054	27,357	-24%
Unknown	/	/	-
Total	67,732	50,601	-25%

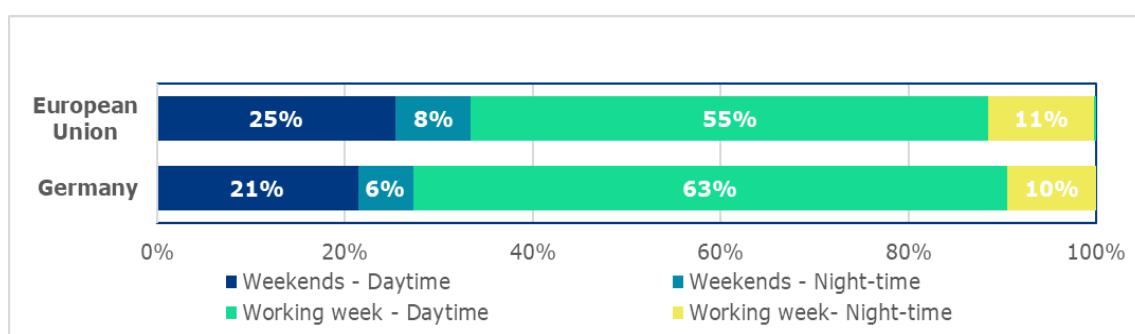
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2024

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that for the European Union. Most fatalities occurred during working weekdays. Over the period 2014-2024, Germany showed the largest downward trend for night-time fatalities (both during the working week and at weekends), which is in line with the EU average.

Table 10: Number of fatalities by time period, 2014 and 2024

	2014	2024	Trend	EU trend
Weekends - Daytime	766	593	-23%	-13%
Weekends - Night-time	235	162	-31%	-40%
Working week - Daytime	2,056	1,751	-15%	-20%
Working week- Night-time	320	264	-18%	+12%
Unknown	/	/	-	+63%
Total	3,377	2,770	-18%	-17%

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

2.7 Lighting and Weather Conditions

The majority of fatalities in Germany occurred during daylight. During darkness road crash fatalities decreased less than the EU average. Data on fatalities by weather conditions are not available for Germany.

Table 11: Number of fatalities by lighting and weather conditions, 2014 and 2024

	2014	2024	Trend	EU trend
Lighting Conditions				
Daylight	2,215	1865	-16%	-27%
Twilight	161	154	-4%	-36%
Darkness	1,001	751	-25%	-34%
Weather Conditions				
Dry	/	/	-	-17%
Rain	/	/	-	-20%
Other/Unknown	3,377	2770	-18%	-18%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022 and 2025

	Germany		EU	
	2022	2025	2022	2025
Speeding^b				
% of passenger cars travelling within speed limits ^a				
Motorways	-	-	-	-
Rural Roads	-	-	-	-
Urban Roads	-	-	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	99.2	98.6	93.1	92.4
Rear	96.1	94.6	75.3	69.9
Child restraint systems (roadside observations)	98.7	99.4	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	99.5	98.6	97.0	97.6
PTW passenger	99.3	99.3	94.4	97.0
Cyclist	31.7	44.4	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	-	9.7	-	11.7
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	97.1	96.9	94.8	94.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2023 data), National sources

Notes: *2025 data only for weekdays

^b 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

	Germany		EU	
	2022	2025	2022	2025
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	/	88.0	83.6	82.7
Average age of passenger car fleet (years) ^d	10.0	10.3	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^d ACEA (2024, 2025)

3.3 Enforcement

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

Tickets per 1,000 population	Germany	EU
Speeding	33.6	139.7
Non-use of seat-belt	/	5.7
Illegal use of mobile phone	5.0	3.2
Driving above legal alcohol limits	/	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

Germany	
Timeframe	2021-2030
Lead Authority	Federal Ministry of Transport with assistance from BASt
Targets	
Fatalities	-40%
Serious injuries	Significant reduction
Baseline Year	2019
SPIs	No targets on SPIs
Link	https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/broschuere-verkehrssicherheitsprogramm-2021-bis-2030.pdf?__blob=publicationFile

Source: National sources

4.2 Traffic Laws and Regulations

National road safety legislation in Germany is different in several aspects from that in most EU countries. The maximum speed limit on rural roads (100km/h) is higher than in most EU countries, while Germany is the only country with no general speed limit on motorways. Germany is also among the few EU countries with zero alcohol limit for novice and professional drivers. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Germany.

Table 16: National road safety legislation

	Germany	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	100	90: 17/27
Motorways	No limit (130 km/h recommended)	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	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
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27

	Germany	Most common in EU
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 12 years / 150 cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27
Children on motorcycles	Not restricted	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	No	Yes: 25/27
Cyclists	No	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 14 years	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit	20 km/h	25: 17/27
Helmet required	No	Not required: 11/27
Allowed on road lanes	Yes (if there is no bicycle path)	Yes: 21/27
Allowed on pavements	No	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

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

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Germany	Most common in EU
Presence of technical standards for new roads that take account of all road-user safety	Yes	Yes: 20/27
Audits or star rating required for new road infrastructure	Yes	Yes:22/27, Partial:5/27
Inspections / star rating of existing roads	Yes	Yes:21/27, No:6/27
Target for roads to meet technical safety standards for all users	Yes	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 Germany is above the EU average. The road density is smaller than the EU average, but Germany has a relatively high share of motorways.

Table 19: Country Characteristics, 2023

	Germany	EU
Demographics²		
Population (inhabitants)	83,118,501	447,695,350
Population density (inh./km ²)	235.8	106.0
% children (0-17)	10.2	10.6
% adults (18-64)	67.5	68.1
% elderly (65+)	22.2	21.3
% of urban population	89.9	74.9
Economic Data²		
GDP per capita (euro)	43,450	33,400
Infrastructure¹		
Country Area (km ²)	357,569	4,225,134
Road network length (km)	229,560*	4,582,936
Road density (km/km ²)	0.64	1.1
% of motorways	5.75	1.67
% GDP spent to road infrastructure ³	0.42	0.4
Vehicle Fleet¹		
Vehicles per population	0.70	0.73
% of passenger cars	84.4	77.4
% of motorcycles	8.6	11.8
% of HGVs	6.8	10.6
% of buses	0.1	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	83.8	82.0
- Bus/coach/Metro/Tram	6.4	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	70.9	75.0
- Rail	20.0	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	140.3	749.1
Share of road transport emissions in total transport emissions (%)	79.6	79.2

Sources: ¹EC (2025b), ²Eurostat, ³OECD (2025)

*Local roads are excluded

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Federal Ministry of Transport (BMV)
Monitoring of the road safety development	- Federal Ministry of Transport (BMV) - Federal Highway and Transport Research Institute (BASt) - Federal Statistical Office (StBA)
Improvements in road infrastructure	- Federal Ministry of Transport (BMV) - Federal Motorway Ltd. (Autobahn GmbH des Bundes) - Road Authorities of the 16 federal states - Federal Highway and Transport Research Institute (BASt)
Improvement in vehicles	- Federal Ministry of Transport (BMV) - Federal Motor Transport Authority (KBA) - Technical Vehicle Inspection Organisations
Improvement in road user education	- Federal Ministry of Transport (BMV) - The Ministries of Education of the 16 federal states - The Ministries of Interior of the 16 federal states (police) - German Road Safety Council (DVR) - German Road Safety Organization / regional Road Safety Organizations (DVW, LVWs)
Publicity campaigns	- Federal Ministry of Transport (BMV) - The Ministries of Transport of the 16 federal states - The Ministries of Interior of the 16 federal states (police) - German Road Safety Council (DVR) - German Road Safety Organization / regional Road Safety Organizations (DVW, LVWs)
Enforcement of traffic laws	- Highway Patrol (Autobahnpolizei) - Federal Police
Other relevant actors	- German Insurance Association (GDV) - Municipalities - Municipal umbrella organisations - Automobile Clubs - Road user associations - Professional trade associations - Vehicle manufacturers - Police trade union - Various OEMs and private initiatives

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Germany	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	12.1	17.0	6/18
- drive faster than the speed limit inside urban areas	47.6	55.7	4/18
- transport children under 150cm without using CRS	16.0	17.2	5/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	10.2	16.8	4/18
- respecting speed limits	33.8	34.4	8/18
- using of hand-held mobile phone while driving	9.2	15.0	4/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	79.9	76.6	5/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	40.8	38.3	11/18
- requiring all cyclists to wear a helmet	55.9	60.1	10/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)

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

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (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

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2024/2025*. ACEA, 2024.

<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

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

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, Switzerland is 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/. 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 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)

