European Commission

European Road Safety Observatory

National Road Safety Profile - Bulgaria

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 628 people were killed in reported traffic accidents in Bulgaria.
- Out of 27 EU countries, Bulgaria has the second highest number of fatalities per million inhabitants. Compared to the EU, this rate has decreased at a significantly slower pace since 2001.
- Compared to the EU average, the distribution of fatalities in Bulgaria shows a relatively high proportion of car occupants and pedestrians.
- Reflecting the large increase of motorways in Bulgaria, there has been a strong increase in the number of fatalities and serious injuries on motorways over the past ten years.

Road safety performance indicators

- Self-reported speeding and drink-driving are much lower in Bulgaria than in most European countries.
- The self-reported seatbelt wearing rate in the back is higher than the European average.
- Bulgarian road infrastructure is characterized by low road density. Its quality is perceived as very low 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 much higher than in most countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Bulgaria, a total of 628 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 90 road fatalities per million inhabitants, which is one of the highest rates in the European Union. As opposed to the EU trend, there was an increase of the mortality rate in Bulgaria in the first decade which was followed by a period of reduction. From 2013 the mortality rate remained broadly stable. Also when the number of vehicles is taken into account, Bulgaria performs worse than other EU countries with a rate of 1.77 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years, the number of fatalities and the number of serious injuries in Bulgaria have decreased by about 20%. While in the European Union the number of fatalities remained stable between 2013 and 2019, fatalities in Bulgaria have undulated.

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

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	776	628	-19%	29611	22700	-23%
Serious injuries	2,451	1,937	-21%	/	/	/

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

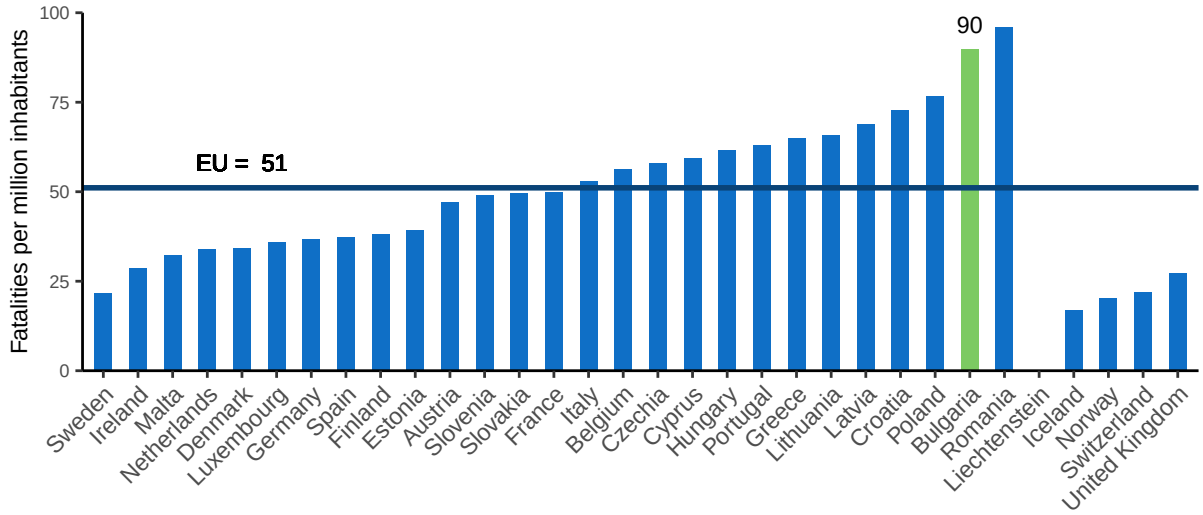


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

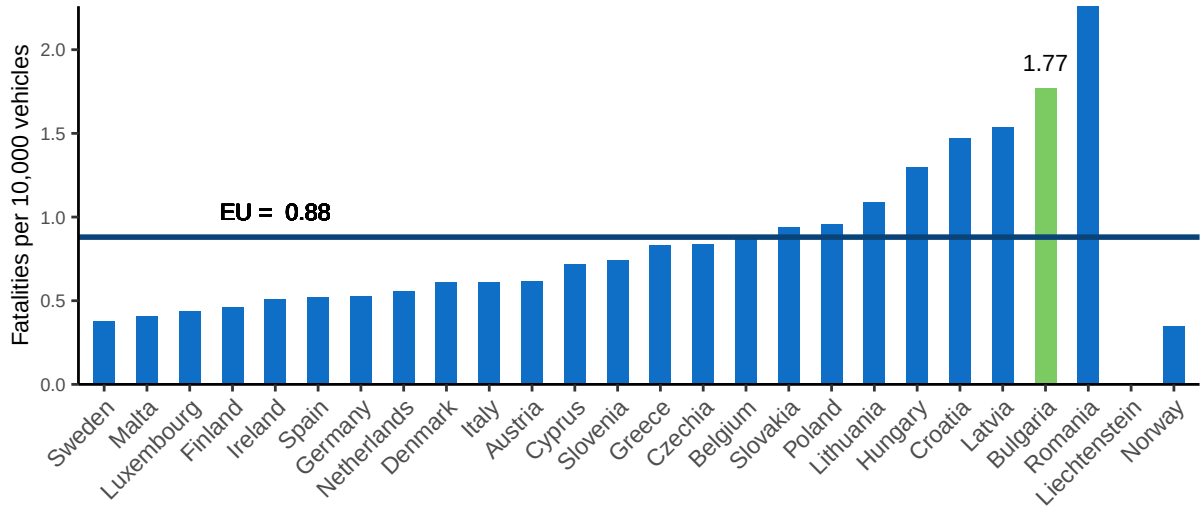


Figure 3. Number of road fatalities (2010-2019). Source: CARE

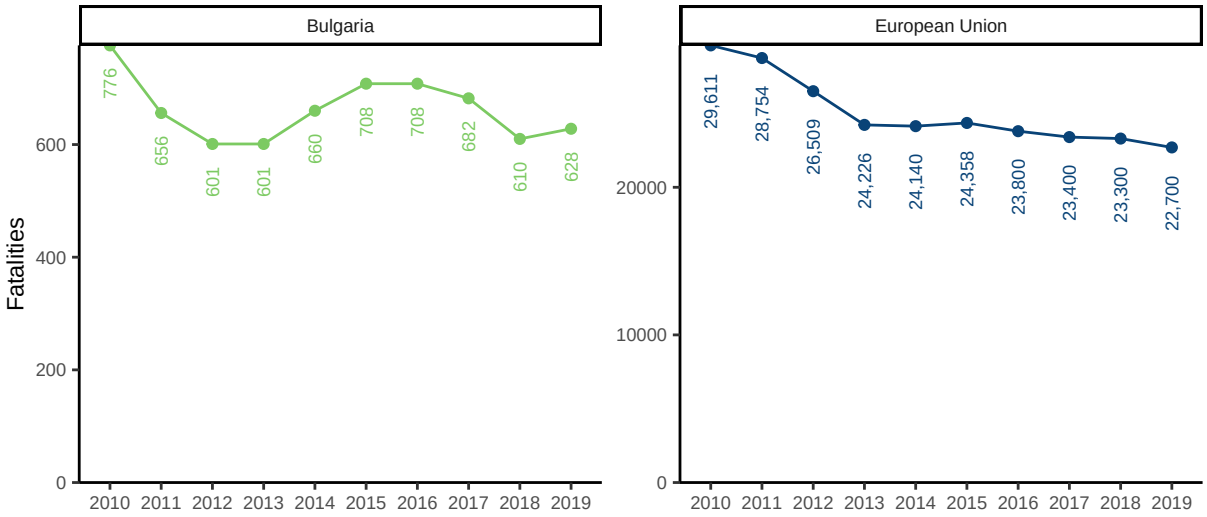


Figure 4. Number of serious injuries (2010-2019). Source: CARE

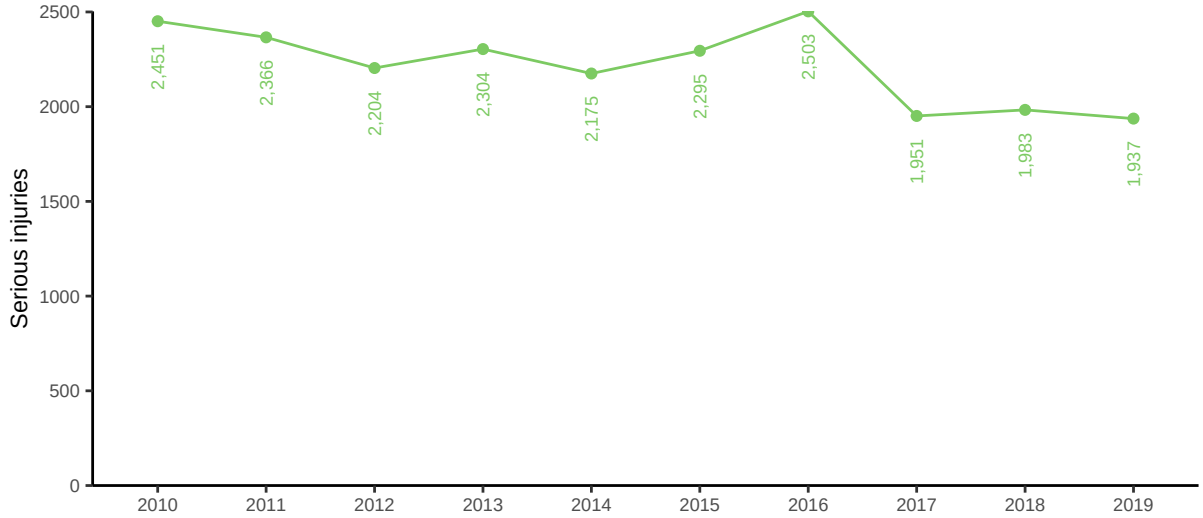
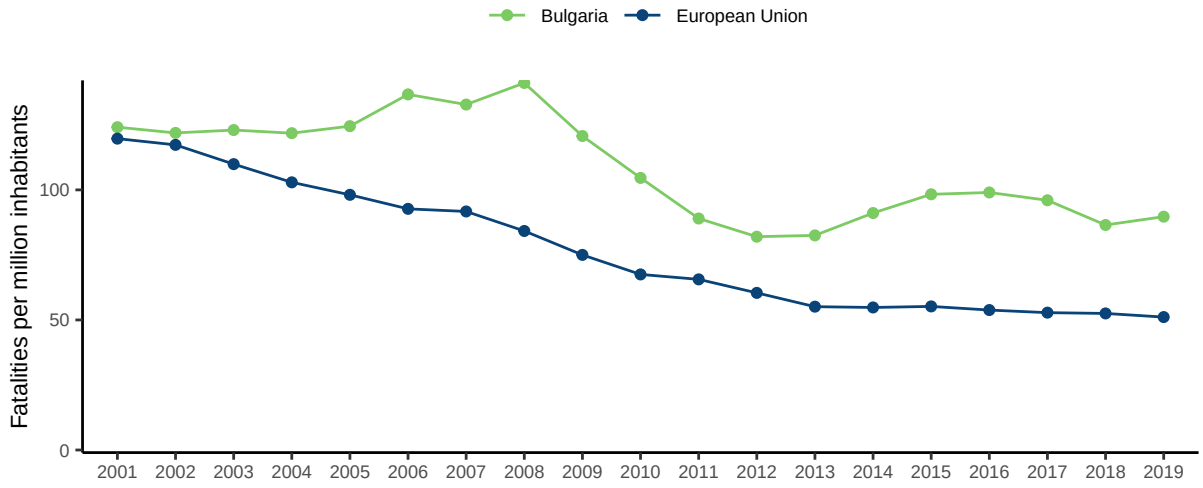


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, car occupants accounted for more than half of road traffic fatalities in Bulgaria. This percentage is considerably higher than that observed in the European Union as a whole (44%). A quarter of road fatalities in Bulgaria are pedestrians, which is also more than in the European Union (21%). Cyclists and powered two-wheelers on the other hand account for only 5% of road fatalities, as opposed to 27% in the European Union. There is also a high percentage of fatalities for which the transport type is not known (14%).

Over the past ten years, the number of fatalities declined for all transport modes. However the number of fatalities for which the transport mode was not known, has increased considerably from 19 to 93. The number of serious injuries also shows a decrease for all modes, except for bus and coach occupants.

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

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

were fatally injured, more than 60% were involved in a crash with a car. In contrast with the European Union, this number remained broadly stable over the past ten years.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Bulgaria has decreased at the same rate as in the European Union.

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

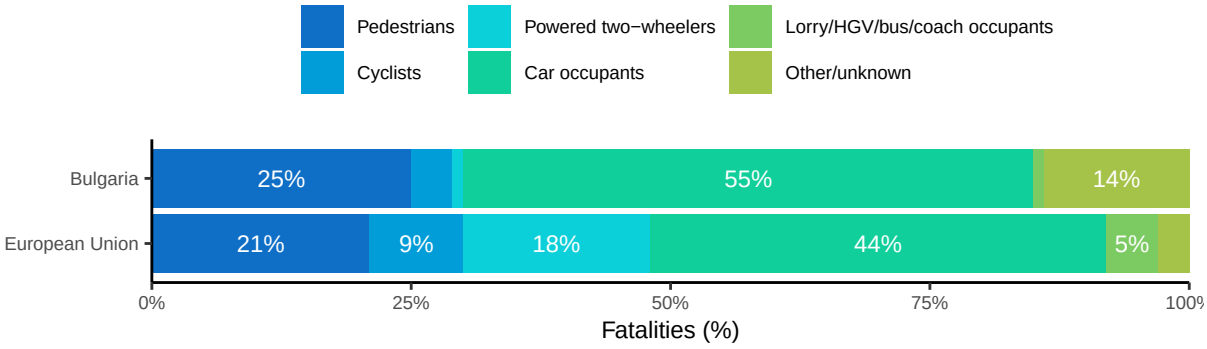


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	153	145	-5%	5,793	4,767	-18%
Cyclists	25	23	-8%	2,023	1,991	-2%
Powered two-wheelers	48	10	/	5,058	4,132	-18%
Car occupants	404	353	-13%	13,309	10,445	-22%
Lorries, under 3.5t	/	0	/	898	780	-13%
Heavy goods vehicles	24	0	/	590	408	-31%
Bus/coach occupants	5	15	/	102	98	-4%
Other/unknown	19	93	/	1,119	691	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	625	515	-18%
Cyclists	118	93	-21%
Powered two-wheelers	275	44	-84%
Car occupants	1129	924	-18%
Lorries, under 3.5t	/	2	/
Heavy goods vehicles	69	0	/
Bus/coach occupants	63	68	+8%
Other/unknown	62	311	/
Total	*2340*	*1,957*	*-16%*

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	9	9	/	258	201	-22%
Crashes involving cars	116	113	-3%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	27	2	/	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	111	109	-2%	3,944	3,303	-16%
Cyclists	13	13	/	1,113	1,134	+2%
Powered two-wheelers	28	6	/	2,200	1,595	-28%
Car occupants	98	52	-47%	2,883	2,164	-25%
Lorries, under 3.5t	/	0	/	149	132	-11%
Heavy goods vehicles	3	0	/	82	31	-62%
Bus/coach occupants	1	1	/	24	27	+12%
Other/unknown	5	33	/	222	260	/
Total	*260*	*215*	*-17%*	*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	1	2	/	299	381	+27%
Powered two-wheelers	24	5	/	1,746	1,443	-17%
Car occupants	203	150	-26%	5,905	4,471	-24%
Lorries, under 3.5t	/	0	/	365	288	-21%
Heavy goods vehicles	9	0	/	241	147	-39%
Bus/coach occupants	4	2	/	40	35	-12%
Other/unknown	7	42	/	327	341	/
Total	*248*	*201*	*-19%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Bulgaria is similar to that for the European Union. Over the past ten years, the number of fatalities increased by one third for both the youngest age group (14 years and younger) and for the oldest age group (65 years and older). A less favorable trend for senior road users is also seen in the European Union and is partly due to the ageing of the population. Seriously injured victims also show an upward trend for the oldest age group.

Figure 7. Number of road fatalities by age group (2019). Source: CARE

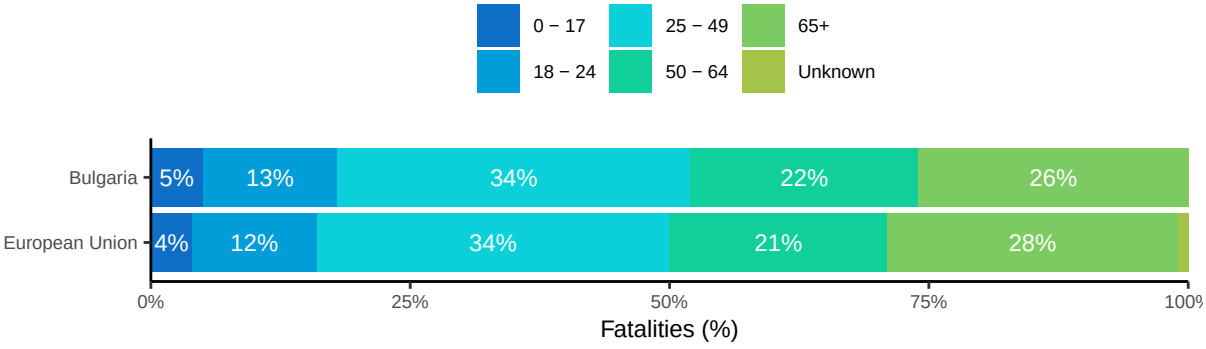


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	15	20	+33%	744	499	-33%
15 - 17	19	15	-21%	761	493	-35%
18 - 24	104	67	-36%	4,399	2,755	-37%
25 - 49	267	236	-12%	10,458	7,915	-24%
50 - 64	141	138	-2%	5,273	4,891	-7%
65+	128	164	+28%	6,392	6,559	+3%
Unknown	4	1	/	738	148	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	167	121	-28%
15 - 17	99	68	-31%
18 - 24	371	243	-35%
25 - 49	920	718	-22%
50 - 64	427	408	-4%
65+	350	398	+14%
Unknown	8	1	/
Total	*2,340*	*1,957*	*-16%*

2.4 Gender[2]

The high proportion of males among total road fatalities in Bulgaria (74%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

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

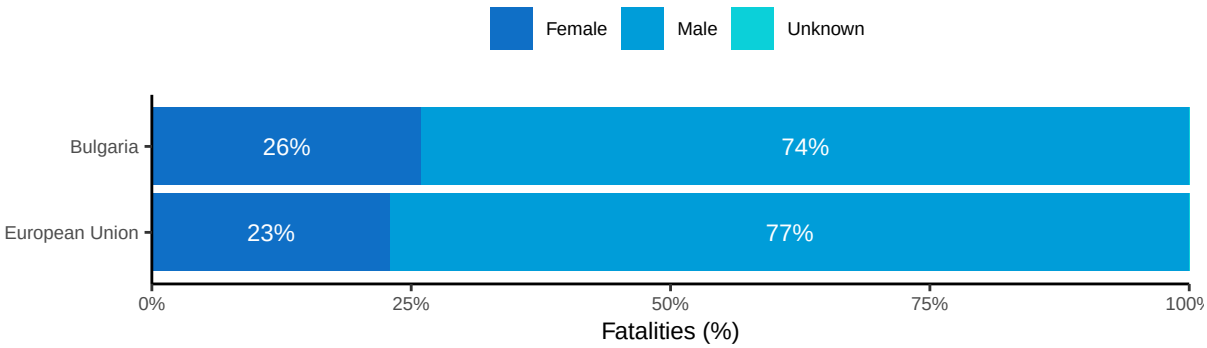


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	/	169	/	6,656	5,453	-18%
Male	/	471	/	21,523	17,764	-17%
Unknown	678	0	/	1,310	42	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

[2]Gender data before 2016 are missing.

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	/	778	/
Male	/	1,179	/
Unknown	2340	0	/
Total	*2340*	*1,957*	*-16%*

2.5 Area

The majority of road fatalities in Bulgaria occurred on rural roads (56%). This percentage is slightly higher than in the European Union as a whole, mainly because of the relatively low density of the population.

Over the past ten years Bulgaria has seen a particularly unfavourable trend in the number of fatalities and serious injuries on motorways, while the EU average has declined. This trend is mostly due to the significant increase in motorways in Bulgaria (almost doubled between 2010 and 2019) and the increase of traffic on motorways.

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

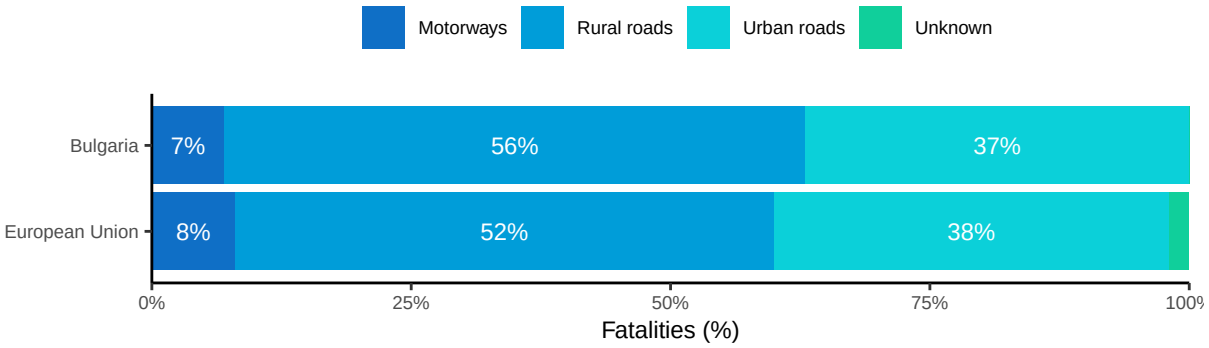


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	31	55	+77%	2,038	1,969	-3%
Rural	387	370	-4%	15,205	12,200	-20%
Urban	260	215	-17%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	70	115	+64%
Rural	875	743	-15%
Urban	1395	1099	-21%
Unknown	/	/	/
Total	*2340*	*1957*	*-16%*

2.6 Time [3]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Bulgaria shows a more favourable downward trend regarding night-time fatalities (both during the week and at weekends), which is in line with the EU average.

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

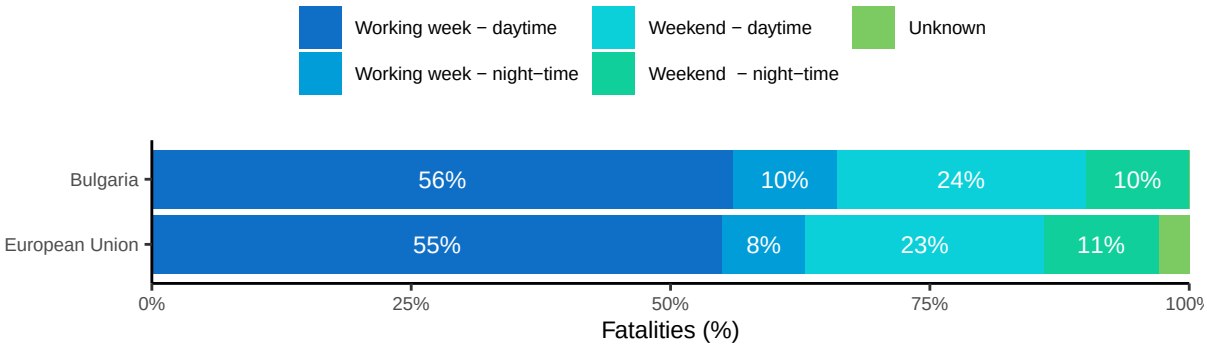


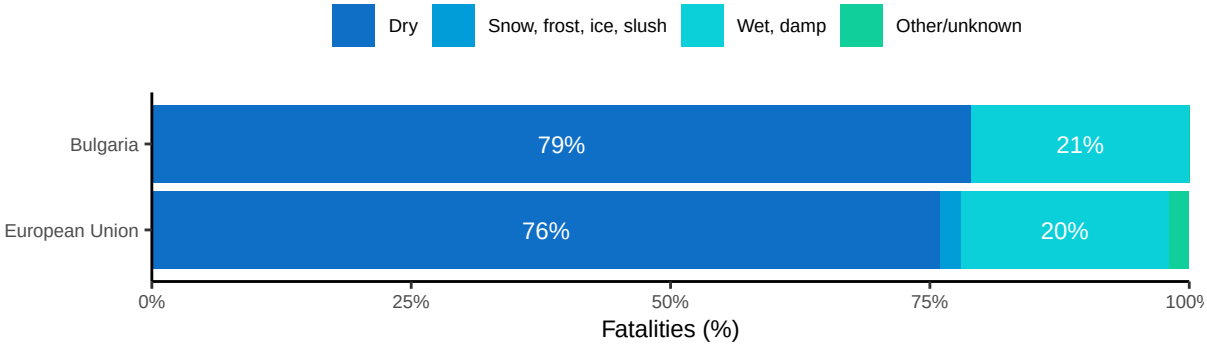
Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	364	355	-2%	15,404	13,265	-14%
Working week - night-time	66	52	-21%	2,566	1,980	-23%
Weekend - daytime	168	168	+0%	6,353	5,383	-15%
Weekend - night-time	79	66	-16%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Bulgaria, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

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



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

Table 14. 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	510	475	-7%	21,091	17,711	-16%
Snow, frost, ice, slush	38	7	/	988	442	-55%
Wet, damp	129	148	+15%	5,636	4,663	-17%
Other/unknown	/	10	/	2,458	446	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

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

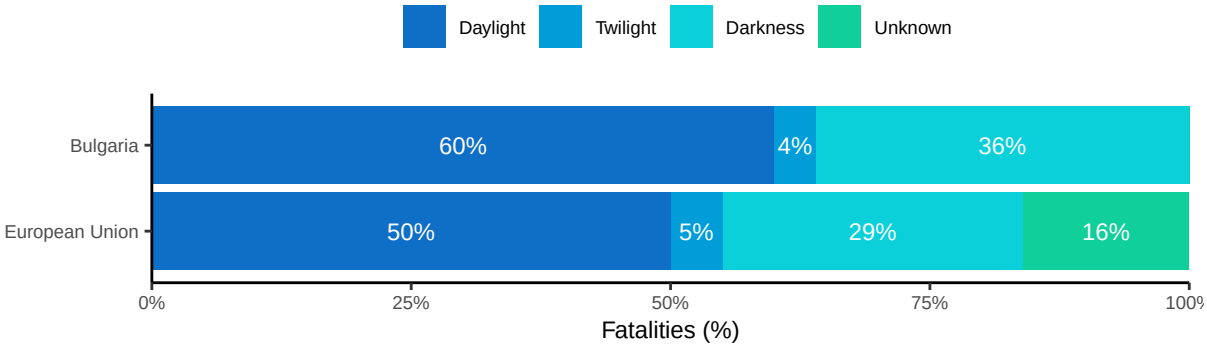


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	245	212	-13%	8,918	6,782	-24%
Daylight	401	400	+0%	13,706	11,932	-13%
Twilight	32	28	-12%	1,498	1,228	-18%
Unknown	/	0	/	5,301	3,908	/
Total	*678*	*640*	*-6%*	*28,291*	*23,133*	*-18%*

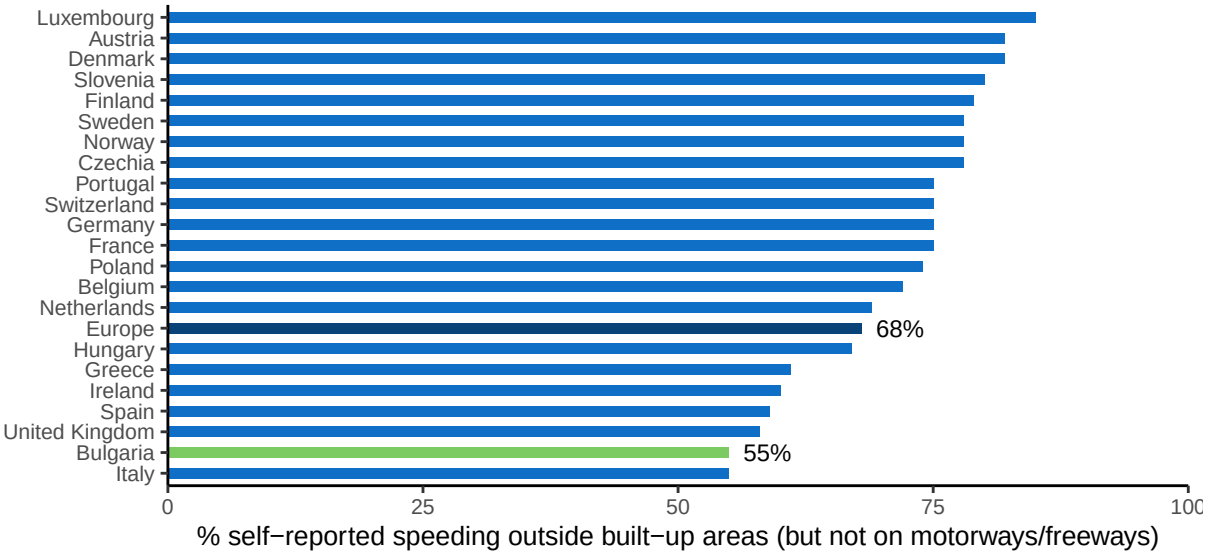
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour in traffic are based on self- reported behaviour. Bulgaria performs better than the European average in relation to speeding, drink-driving and the use of a seatbelt in the back seat. On the other hand, the self-reported use of a mobile phone while driving in Bulgaria is higher than the European average.

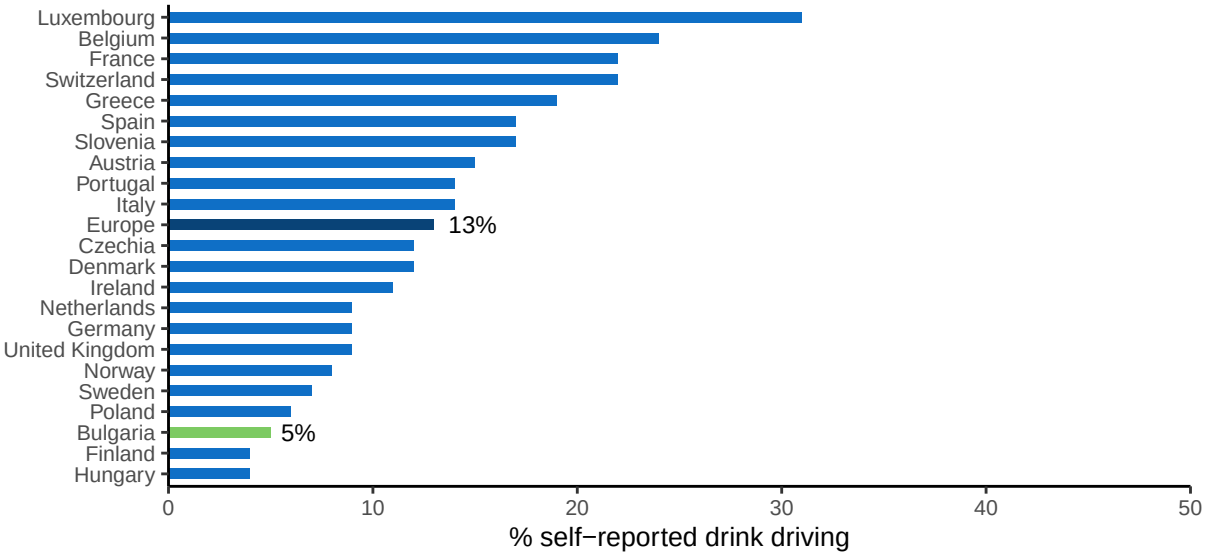
3.1.1 Speeding

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



3.1.2 Driving under the influence

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



3.1.3 Use of protective systems

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

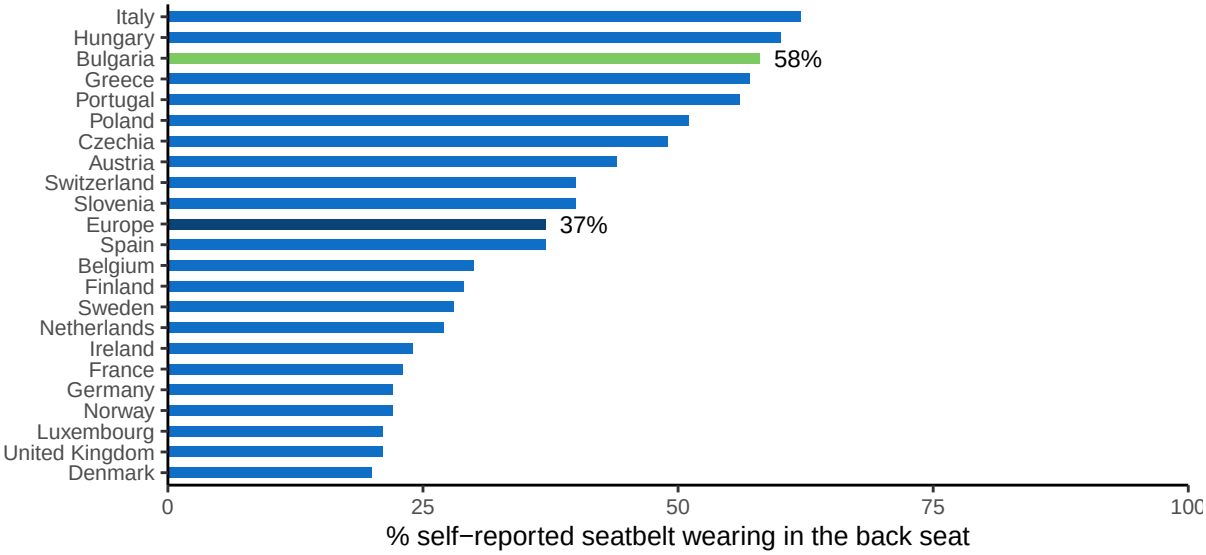
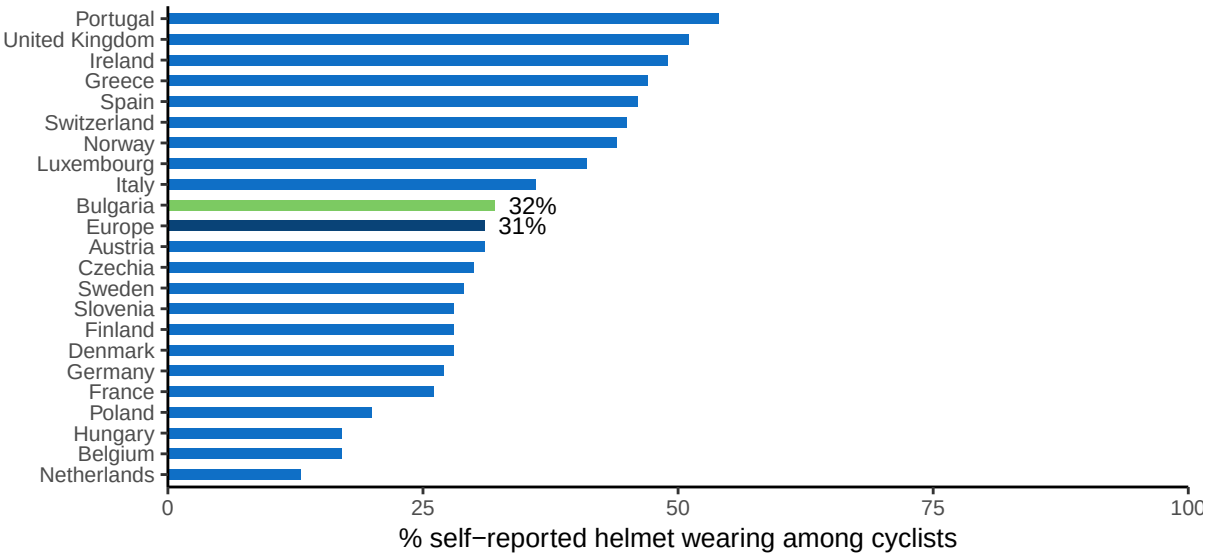
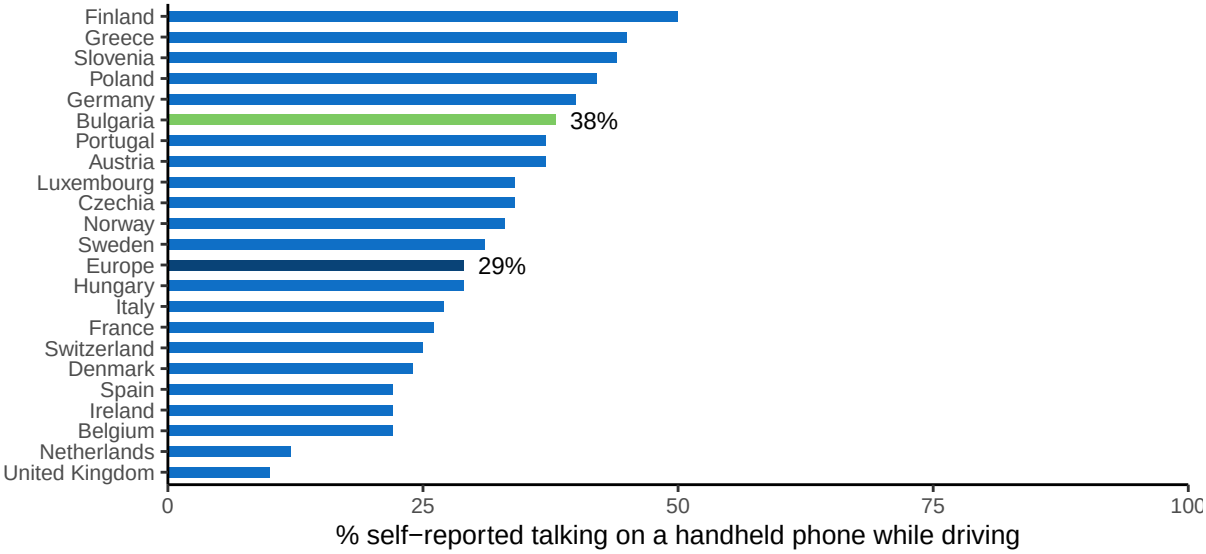


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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 Bulgaria the overall road network shows very low 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 Bulgaria, a score of 3.4 (on a value scale from 1 to 7) is given, which is very low compared to other EU countries.

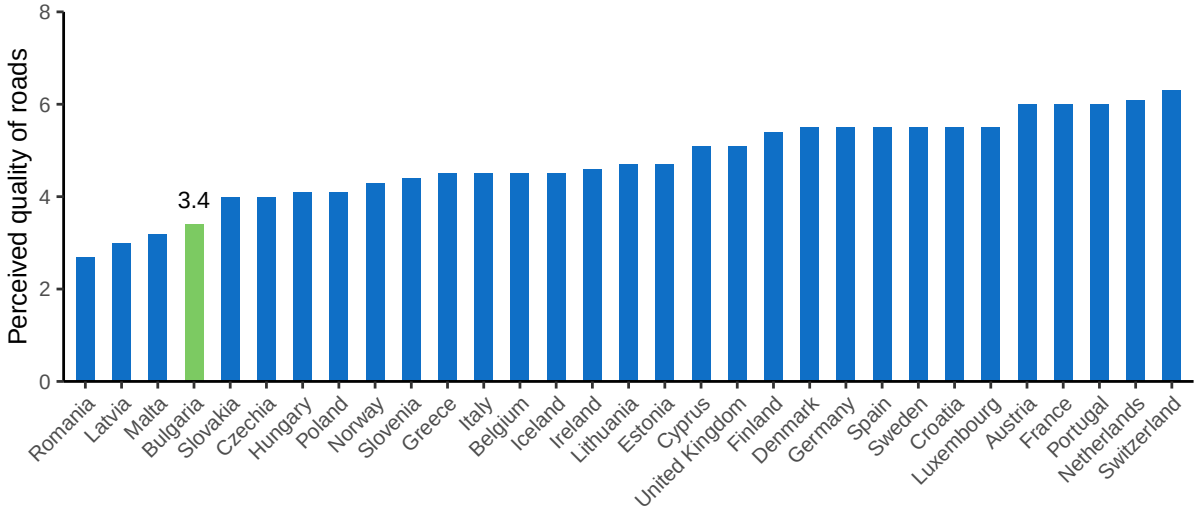
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2019)

	Bulgaria	European Union
Inside built-up areas	36 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	136 km road/1000 km²	609 km road/1000 km²
Motorways	7 km road/1000 km²	15 km road/1000 km²
Total	179 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 Bulgarian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Bulgaria	European Union
All vehicles (except trailers and motorcycles)	48	63
Total utility vehicles	7	9
Lorries	6	7
Road tractors	1	1
Trailers and semi-trailers	1	4
Motorcycles	3	6
Passenger cars	40	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Bulgaria is different in several respects from that in most EU countries. The maximum speed on motorways is 140 km/h which is higher than in most countries (130 km/h) and the highest in the EU. 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)

	Bulgaria	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	140 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: 3; 0.2 g/l: 3; 0.3 g/l: 0; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 150 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	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Bulgaria scores below average for all legislation surveyed. On the other hand, both the self-reported frequency of alcohol checks and particularly of drug checks is much higher in Bulgaria than the European average.

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

	Bulgaria	European average
Speed legislation	6	6.8
Drink-driving legislation	5	7
Seatbelt legislation	5	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)

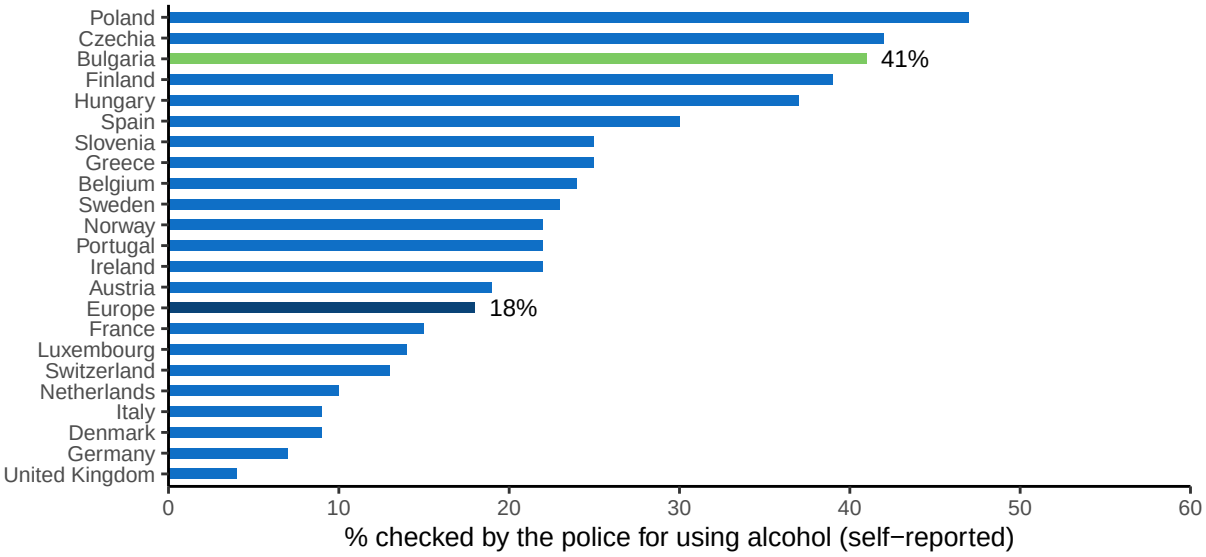
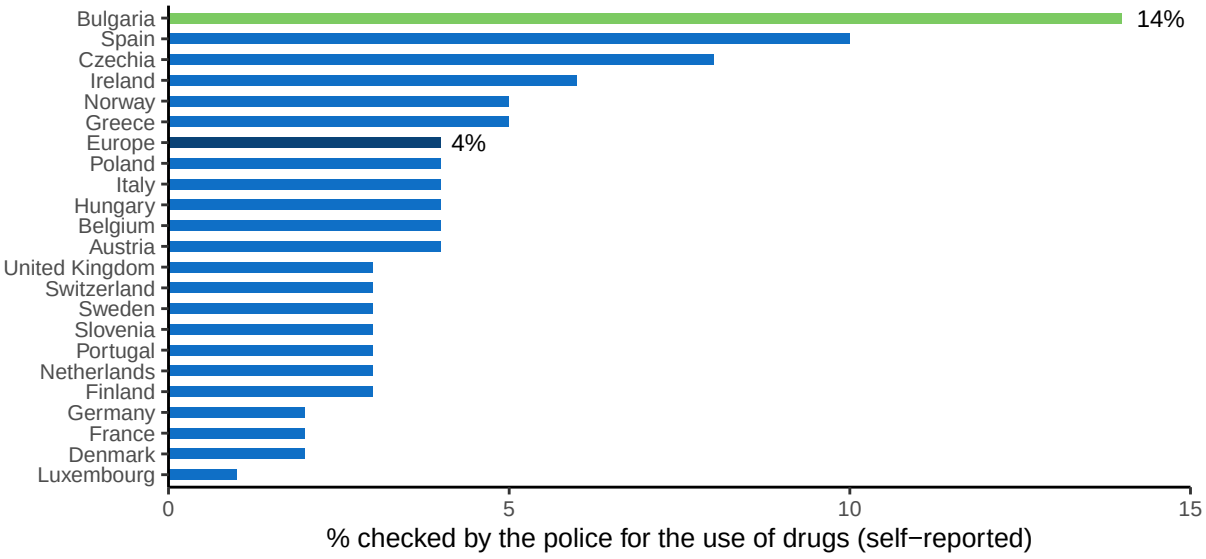


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Bulgaria	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	No	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	No	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)

	Bulgaria	EU countries
Trauma registry	None	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	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Bulgaria is below the EU average, and its population is mainly settled in cities. Its GDP per capita is below that of the European Union, but the percentage of GDP dedicated to road spending is higher than the EU average (1.2%).

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	Bulgaria	European Union
Population-related data (2020)		
Population (2020)	6951482	447319916
Population density (inhabitants/km²)	63	106
% Children (0-14)	14%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	22%	21%
Urbanization (2019)		
% living in cities	45%	38%
% living in suburbs and towns	23%	34%
% living in rural areas	32%	28%
Economic data		
GDP per capita (EUR, 2020)	8723.7	29768.3
Unemployment rate (2020)	5%	7%
% GDP dedicated to road spending (2019)	1.2%	0.6%

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 Transportation, Information Technologies and Communications (MTITC)
	Ministry of Interior (MoI)
	Ministry of Regional Development and Public Works (MRDPW)
	Ministry of Education, Youth and Science (MEYS)
	Ministry of Agriculture and Forestry (MAF)
	State Public Consultative Committee of Road Safety consisting of ministries, a secretary and 16 members
	Regional road safety commissions
	State Agency Road Safety
Monitoring of the road safety development	MoI
	Other ministries whose deputy ministers are members of the State public consultative committee of road safety
	State public consultative committee of road safety
	State Agency Road Safety
Improvements in road infrastructure	MTITC
	MRDPW
Improvement in vehicles	MTITC
	MoI
	MAF
	Ministry of Defence (MoD)
Improvement in road user education	MEYS
	MoI
	MTITC
	non-government organisations (NGOs)
Publicity campaigns	MoI
	MEYS
	MTITC
	State Public Consultative Committee of Road Safety
	Non Governmental Organisations (NGOs)
	media
	State Agency Road Safety
Enforcement of traffic laws	MoI
	MTITC
	MRDPW
	MEYS
	Ministry of Economy, Energy and Tourism(MEET)
	MoD
Other relevant actors	the National Road Infrastructure Fund (RIF);
	Ministries: Ministry of Health and Treatment and Rescue and Relief
	MRDPW
	Insurance companies;
	Municipalities
	Consulting engineers, construction companies
	industry

5.3 Attitudes

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

	Bulgaria	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	6%	12%	2/22
I will do my best to respect speed limits in the next 30 days	75%	71%	16/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	8/22
I will do my best not to drive after drinking alcohol in the next 30 days	79%	76%	15/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	10/22
I often check my messages on the mobile phone while driving	4%	4%	15/22
I will do my best not to use my mobile phone while driving in the next 30 days	70%	74%	3/22

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.