



European
Commission



Country Profile
Netherlands



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, 566 people were killed and 12,218 people were seriously injured in road crashes in the Netherlands.
- The Netherlands is 5th 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 the Netherlands shows a relatively high proportion of cyclists (due to the high use of bicycles) and people aged more than 50 years old.
- Over the period 2014-2024, road fatalities in the Netherlands increased by 19%, while a reduction of 17% was achieved for the EU on average in the same period.

Road Safety Performance Indicators

- Self-reported drink-driving is lower than the EU average.
- The average age of the passenger car fleet is at the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed limit on rural roads in the Netherlands is lower than the speed limit on similar roads in most other EU countries.
- The permitted alcohol limit for professional drivers is higher than that of most EU countries.
- The Dutch road infrastructure is characterised by high road density.

2. Road Safety Outcomes

2.1 Road Safety Trends

In the Netherlands, 566 people were killed and 12,218 people were seriously injured in road crashes in 2024. It is noted that the official number of fatalities reported by the Central Bureau of Statistics was 655.

Over the period between 2014-2024, the number of fatalities in the Netherlands increased by 19%, while in the European Union (EU), fatalities decreased by 17%. A break in the time-series of serious injuries is observed in 2014. Since 2015, serious injuries decreased by 8%.

In terms of mortality rates, the Netherlands registered a rate of 32 road fatalities per million inhabitants, which is well below the EU average (45).

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

	2014	2024	Trend	EU trend
Fatalities	476	566	+19%	-17%
Serious Injuries	13,327*	12,218	-8%	-

*Data from 2015 for serious injuries

Figure 1. Mortality rate development, 2014 – 2024

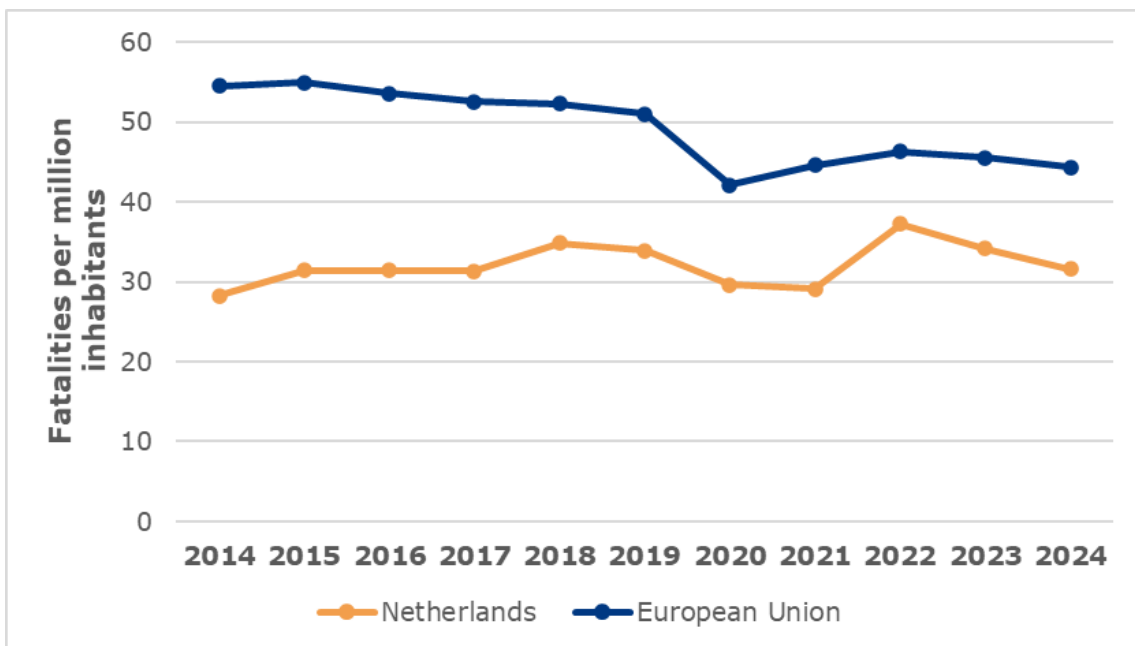
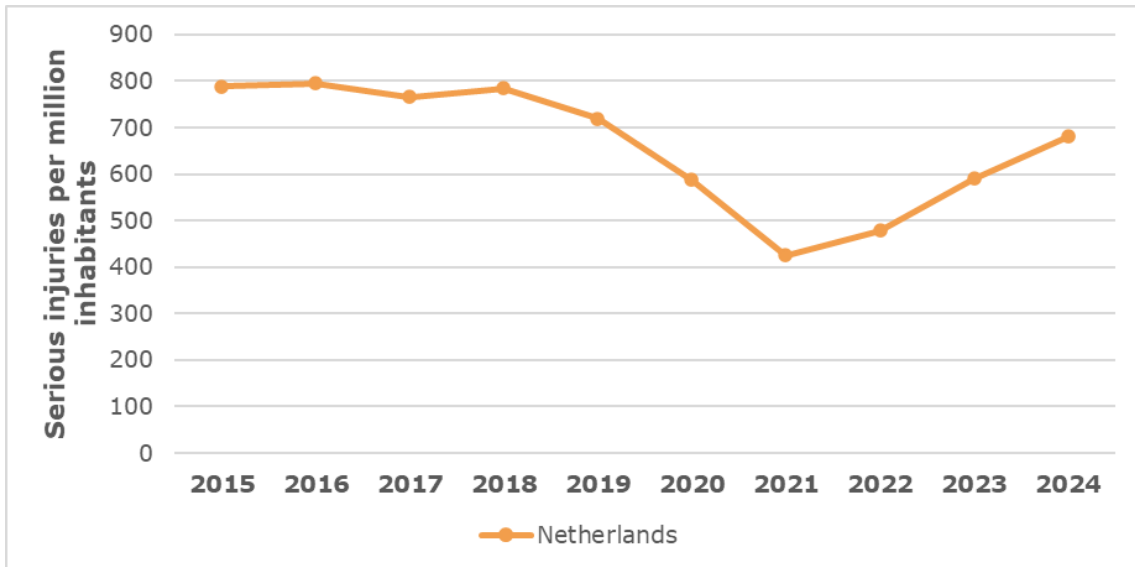
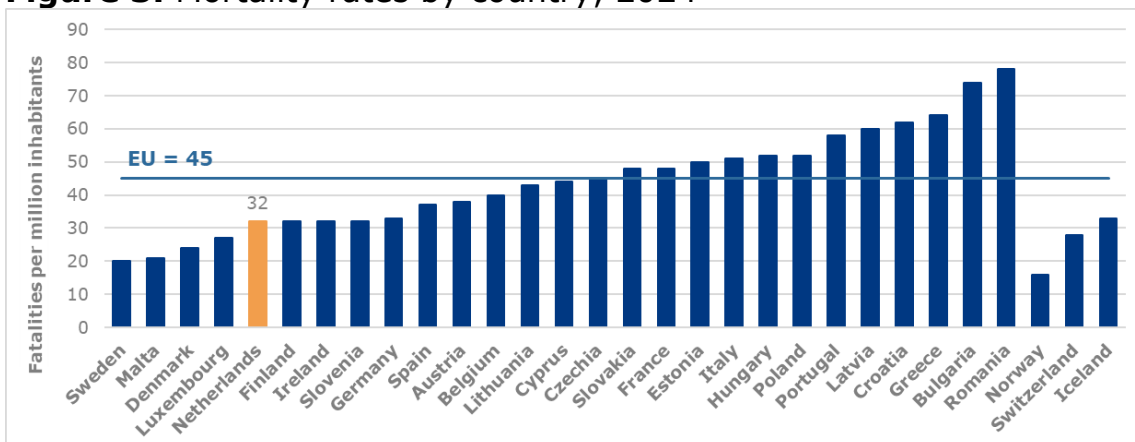


Figure 2. Evolution of serious injuries per million inhabitants, 2015 – 2024

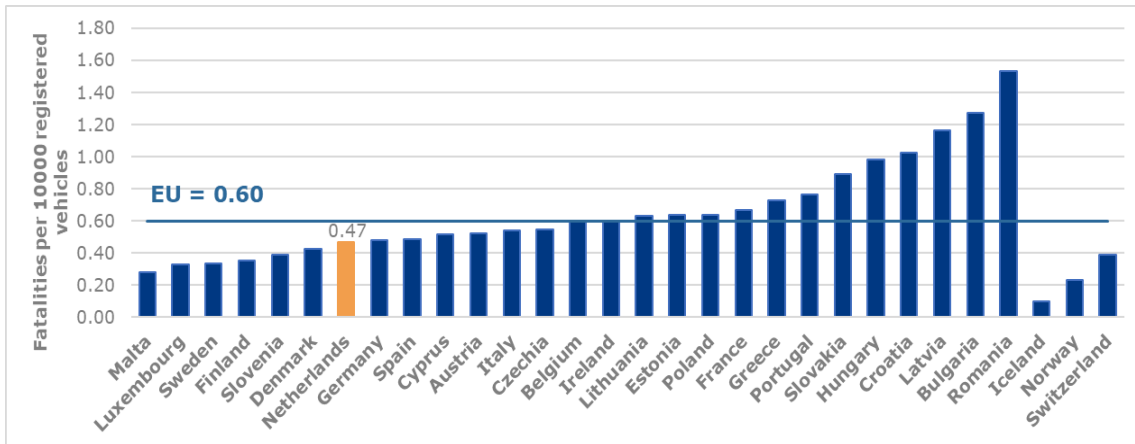


2.2 Risk Figures

Figure 3. Mortality rates by country, 2024



Taking into account the number of vehicles, the Netherlands perform better than the EU average. The rate of 0.47 fatalities per 10,000 registered vehicles in Netherlands is well below the EU average (0.60).

Figure 4. Fatalities per thousand registered vehicles, 2024

2.3 Transport Mode

In 2024¹, cyclists accounted for 30% of road traffic fatalities in the Netherlands. This percentage is much higher than that observed in the EU as a whole (9%) and may be due to the high use of bicycles in this country. Pedestrians on the other hand accounted for only 10% of road fatalities, which is well below the EU proportion (18%).

Over the period 2014-2024, there has been an increase in road fatalities in the Netherlands for all transport modes, except for PTW riders. The highest increase was recorded among car occupants, followed by cyclists. Over the period 2015–2023, serious injuries increased for most transport modes, however the total number decreased, possibly due to the reclassification of cases into specific transport modes.

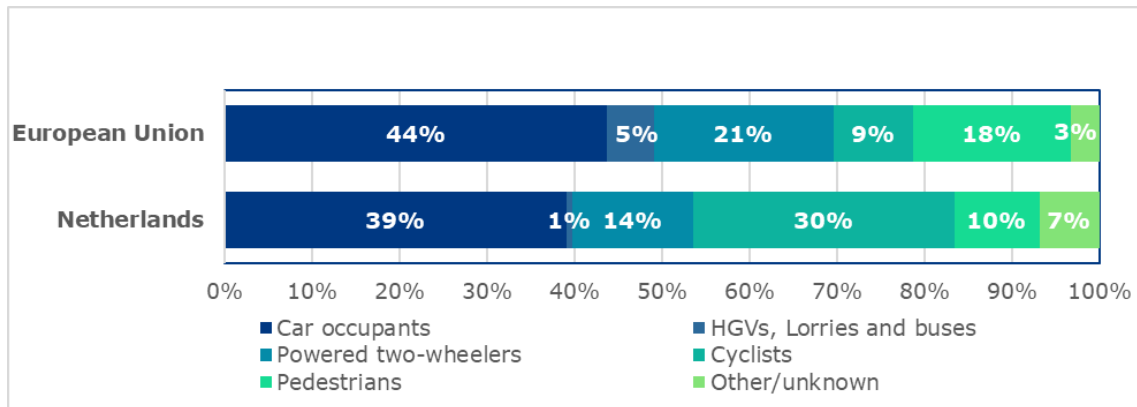
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles in the Netherlands, 65% were involved in crashes with passenger cars, and 32% were involved in a crash with a lorry or heavy goods vehicle. Over time, the Netherlands showed a more substantial decrease of fatalities in these types of crashes than the EU.

The number of fatalities in single vehicle crashes in the Netherlands increased compared to the EU.

¹ 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	1	0	-	-37%
Car occupants	171	221	+29%	-20%
Cyclists	133	169	+27%	-11%
Heavy goods vehicles	6	0	-	-21%
Lorries, under 3.5t	7	4	-	-14%
Other/unknown	25	39	+56%	-21%
Pedestrians	50	55	+10%	-31%
Powered two-wheelers	83	78	-6%	-3%
Total	476	566	+19%	-18%

Figure 5. Distribution of road fatalities by transport mode, 2024**Table 3:** Number of serious injuries by transport mode, 2015 and 2024

	2015	2024	Trend
Bus/coach occupants	8	24	-
Car occupants	2,832	3,146	+11%
Cyclists	1,958	4,566	+133%
Heavy goods vehicles	45	54	+20%
Lorries, under 3.5t	221	271	+23%
Other/unknown	5,346	831	-84%
Pedestrians	148	908	+514%
Powered two-wheelers	2,769	2,418	-13%
Total	13,327	12,218	-8%

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

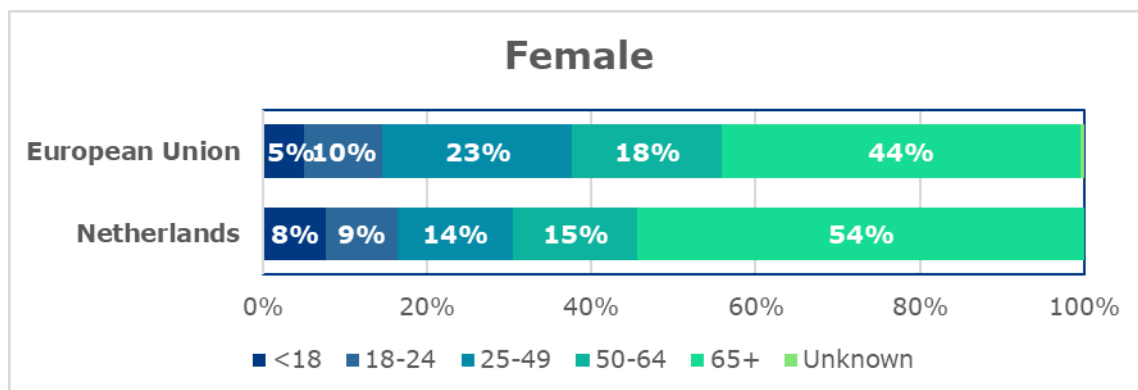
	2014	2024	Trend	EU trend
Crashes involving buses or coaches	9	6	-33%	-27%
Crashes involving cars	125	134	+7%	-29%
Crashes involving lorries or heavy goods vehicles	59	67	+14%	-24%

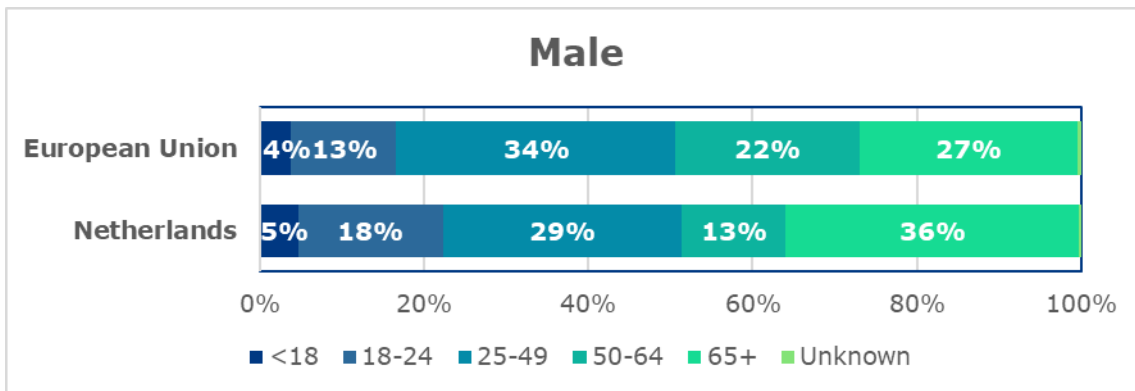
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	1	0	-	-16%
Car occupants	91	114	+25%	-17%
Cyclists	17	20	+18%	+42%
Heavy goods vehicles	1	0	-	-24%
Lorries, under 3.5t	3	3	-	-14%
Other/unknown	8	12	-	+12%
Powered two-wheelers	29	25	-14%	+1%
Total	150	174	+16%	-10%

2.4 Age and Gender

The distribution of road fatalities across age groups in the Netherlands is similar to that of the EU, with a higher share of fatalities aged 65 and above and a lower share of fatalities aged 25 to 49 years old. Over the period 2014-2024, the number of fatalities increased for almost all age groups, with the highest increases observed among those aged 50 and above.

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	13	13	-	-44%
18-24	14	15	+7%	-28%
25-49	27	24	-11%	-26%
50-64	14	26	+86%	-22%
65+	66	93	+41%	-4%
Unknown	/	/	-	-26%
Total	134	171	+28%	-18%
Male				
<18	23	18	-22%	-21%
18-24	55	69	+25%	-18%
25-49	109	114	+5%	-19%
50-64	48	49	+2%	-4%
65+	107	140	+31%	+6%
Unknown	/	1	-	-16%
Total	342	391	+14%	-10%

Table 7: Number of serious injuries by age and gender, 2015 and 2024

	2015	2024	Trend
Female			
<18	835	748	-10%
18-24	936	645	-31%
25-49	1,752	1,439	-18%
50-64	1,081	1,031	-5%
65+	1,121	1,264	+13%
Unknown	13	11	-15%
Total	5,738	5,138	-10%

Male

<18	911	949	+4%
18-24	1,300	1,202	-8%
25-49	2,653	2,174	-18%
50-64	1,529	1,383	-10%
65+	1,154	1,319	+14%
Unknown	30	25	-17%
Total	7,577	7,052	-7%

2.5 Area and Road Type

Almost half of road fatalities in the Netherlands occurred on rural roads (49%) in 2024. Over the period 2014-2024, the number of fatalities increased on all road types in the Netherlands. The highest number of fatalities on urban roads was recorded for cyclists.

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

	2014	2024	Trend	EU trend
Motorway	57	64	+12%	-5%
Rural	205	275	+34%	-17%
Urban	158	227	+44%	-17%
Unknown	56	/	-100%	-91%
Total	476	566	+19%	-16%

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

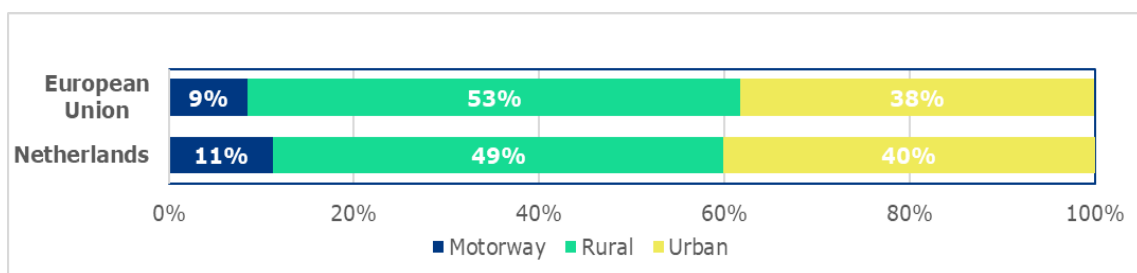
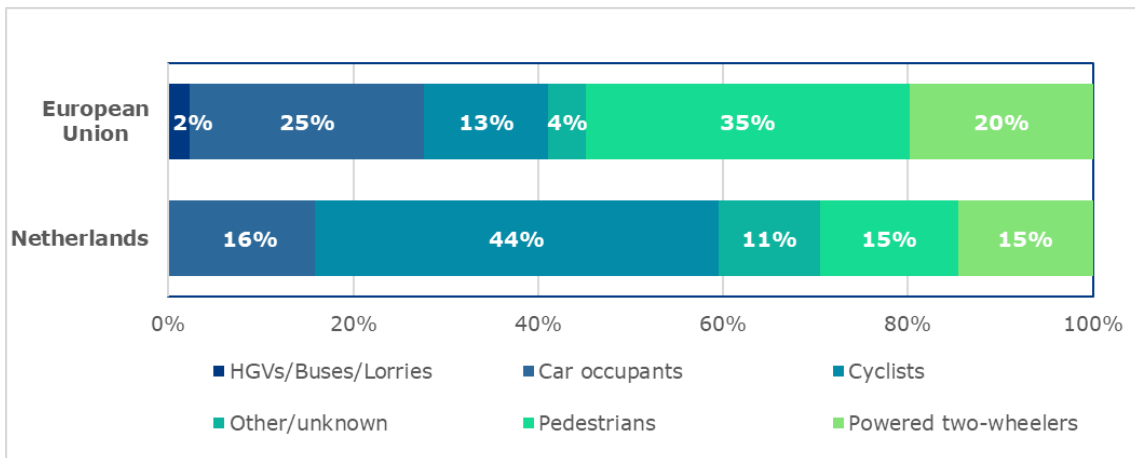


Table 9: Number of serious injuries by road type, 2015 and 2024

	2015	2024	Trend
Motorway	1,051	1,014	-4%
Rural	3,208	3,264	+2%
Urban	8,679	7,821	-10%
Unknown	389	119	-69%
Total	13,327	12,218	-8%

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



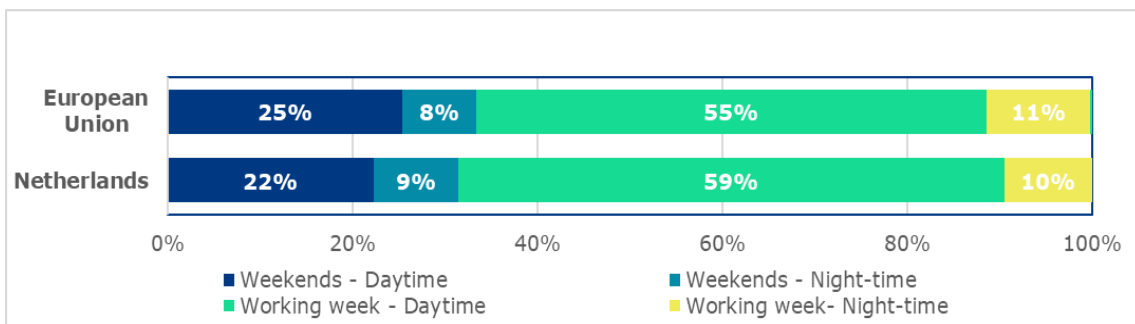
2.6 Time Period

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 2014-2024, the number of fatalities increased across all time periods in the Netherlands.

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

	2014	2024	Trend	EU trend
Weekends - Daytime	98	126	+29%	-13%
Weekends - Night-time	42	52	+24%	-40%
Working week - Daytime	297	334	+12%	-20%
Working week- Night-time	39	54	+38%	+12%
Unknown	/	/	-	+63%
Total	476	566	+19%	-17%

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 the Netherlands and in the EU occur in daylight and under dry weather conditions. Over the 2014-2024 period, the Netherlands recorded an increase in crash fatalities during raining and under dry conditions.

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

	2014	2024	Trend	EU trend
Lighting Conditions				
Daylight	/	375	-	-27%
Twilight	/	31	-	-36%
Darkness	/	160	-	-34%
Weather Conditions				
Dry	359	466	+30%	-17%
Rain	29	62	+114%	-20%
Other/Unknown	88	38	-57%	-18%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022 and 2025

	Netherlands		EU	
	2022	2025	2022	2025
Speeding				
% of passenger cars travelling within speed limits ^a				
Motorways	61.3	34.0	-	-
Rural Roads	61.7	45.0	-	-
Urban Roads	76.9	60.0	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	97.0	99.8	93.1	92.4
Rear	96.0	99.6	75.3	69.9
Child restraint systems (roadside observations)	-	94.5	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	-	99.4	97.0	97.6
PTW passenger	-	99.5	94.4	97.0
Cyclist	-	5.0	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	12.0	-	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	-	94.5	94.8	94.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024),
Notes: *2025 data only for weekdays

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2022 and 2025

	Netherlands		EU	
	2022	2025	2022	2025
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	/	/	83.6	82.7
Average age of passenger car fleet (years) ^d	11.7	11.9	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	Netherlands	EU
Speeding	365.6	139.7
Non-use of seat-belt	/	5.7
Illegal use of mobile phone	9.7	4.4
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

Netherlands	
Timeframe	2030
Lead Authority	Ministry of Infrastructure and Water Management in close co-operation with provinces, municipalities, water boards and other relevant stakeholders
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2018
SPIs	Yes, for the 5 KPIs
Link	https://www.kennisnetwerkspv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels_v2.pdf.aspx

Source: National sources

4.2 Traffic Laws and Regulations

National road safety legislation in the Netherlands reflects the situation in the majority of EU countries. Helmet is not required for e-scooters and cyclists, while there is no restriction for children riding motorcycles.

Table 16: National road safety legislation

	Netherlands	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	130	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 13/27, 0.0: 9/27
Professional drivers	0.5	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
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 18 years / 135 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

	Netherlands	Most common in EU
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 16 years old	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	No	No: 14/27, Yes: 9/27
Allowed on bicycle paths	No	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

	Netherlands	Most common in EU
Novice Drivers		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	5 or 7 years	2 years: 7/27, 3 years: 5/27
Renewal Procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Until 65 years old: 10 years; 65-70 years old: valid until age of 75; above 70 years old: 5 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Netherlands	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

The population density in the Netherlands is much higher than the EU average, with its population being mainly settled in urban areas. Its GDP per capita is well above that of the European Union.

Table 19: Country Characteristics, 2023

	Netherlands	EU
Demographics²		
Population (inhabitants)	17,811,291	447,695,350
Population density (inh./km ²)	526.0	106.0
% children (0-17)	11.0	10.6
% adults (18-64)	68.8	68.1
% elderly (65+)	20.2	21.3
% of urban population	95.3	74.9
Economic Data²		
GDP per capita (euro)	50,660	33,400
Infrastructure¹		
Country Area (km ²)	37,378	4,225,134
Road network length (km)	142,045	4,582,936
Road density (km/km ²)	3.8	1.1
% of motorways	2.0	1.67
% GDP spent to road infrastructure ³	/	0.4
Vehicle Fleet¹		
Vehicles per population	0.68	0.73
% of passenger cars	74.8	77.4
% of motorcycles	15.6	11.8
% of HGVs	9.5	10.6
% of buses	0.1	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	84.9	82.0
- Bus/coach/Metro/Tram	3.2	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	48.7	75.0
- Rail	5.9	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	25.1	749.1
Share of road transport emissions in total transport emissions (%)	36.2	79.2

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

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	<ul style="list-style-type: none"> - Ministry of Infrastructure and Water Management - Provinces, urban regions, water boards and municipalities - Safe Traffic Netherlands (VVN) - Institute for Road Safety Research (SWOV)
Monitoring of the road safety development	<ul style="list-style-type: none"> - Ministry of Infrastructure and Water Management - Provinces, urban regions, Water Boards and municipalities
Improvements in road infrastructure	<ul style="list-style-type: none"> - Ministry of Infrastructure and Water Management - Rijkswaterstaat - Scientific Research on Road Safety (SWOV)
Improvement in vehicles	<ul style="list-style-type: none"> - Ministry of Infrastructure and Water Management - RDW
Improvement in road user education	<ul style="list-style-type: none"> - Ministry of Infrastructure and Water Management - Each province has a Regional Road Safety Body (ROV) which provides information and education - CBR
Publicity campaigns	<ul style="list-style-type: none"> - Ministry of Infrastructure and Water Management - Team Alert
Enforcement of traffic laws	<ul style="list-style-type: none"> - Ministry of Security and Justice - National Traffic Prosecution Team - Police
Other relevant actors	<ul style="list-style-type: none"> - ANWB - CROW - CBS - Council for the Environment and Infrastructure; General Dutch Association for the Elderly (ANBO) - De Coninck Traffic Management; Innovative Partners - IPO - VnG - Rijkswaterstaat - Ministries (Interior, Justice, WWI) - Sustainable Mobility Platform; Police Academy - STIVA (Foundation for responsible use of alcohol) - SkVV (collaborating metropolitan regions traffic and transport)

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Netherlands	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	18.4	17.0	9/18
- drive faster than the speed limit inside urban areas	57.9	55.7	11/18
- transport children under 150cm without using CRS	24.8	17.2	18/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	16.7	16.8	9/18
- respecting speed limits	40.5	34.4	6/18
- using of hand-held mobile phone while driving	24.2	15.0	1/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	76.3	76.6	10/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	43.1	38.3	6/18
- requiring all cyclists to wear a helmet	21.2	60.1	18/18

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

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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

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, 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)

