



European Road Safety Observatory

National Road Safety Profile - Romania

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

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

Version 1.0, September 27, 2021

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Referencing: Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2021) National Road Safety Profile Romania. Brussels, European Commission, Directorate General for Transport.

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1 Highlights

Road safety outcomes

- In 2019 a total of 1,864 people were killed in reported traffic accidents in Romania.
- Out of 27 EU countries, Romania has the 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 Romania shows a relatively high proportion of pedestrians and fatalities that occur on urban roads.
- 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

- Romanian road infrastructure is characterized by low road density and its quality is perceived as very low compared to other EU countries.
- The vehicle fleet in Romania is smaller than the EU average and passenger cars are considerably older.

Road safety policy and measures

- Romania is the only country in the European Union with an alcohol limit of 0.8 g/l for all drivers.

2 Road Safety Outcomes

2.1 General risk in traffic

In Romania, a total of 1,864 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 96 road fatalities per million inhabitants, which is the highest mortality rate in the European Union. As opposed to the EU trend, there was an increase of the mortality rate in Romania in the first decade of this century which was followed by a period of reduction. From 2011 the mortality rate remained more or less constant. When the number of vehicles is taken into account, Romania still performs worse than all EU countries with a rate of 2.26 fatalities per 10,000 registered vehicles in 2019.

The number of fatalities in Romania decreased by 22% between 2010 and 2019, similar to the EU trend. The number of serious injuries on the other hand, barely dropped (by 4%).

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	Fatalities	2,377	1,864	-22%	29611	22700	-23%
Serious injuries	Serious injuries	8,476	8,125	-4%	/	/	/

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

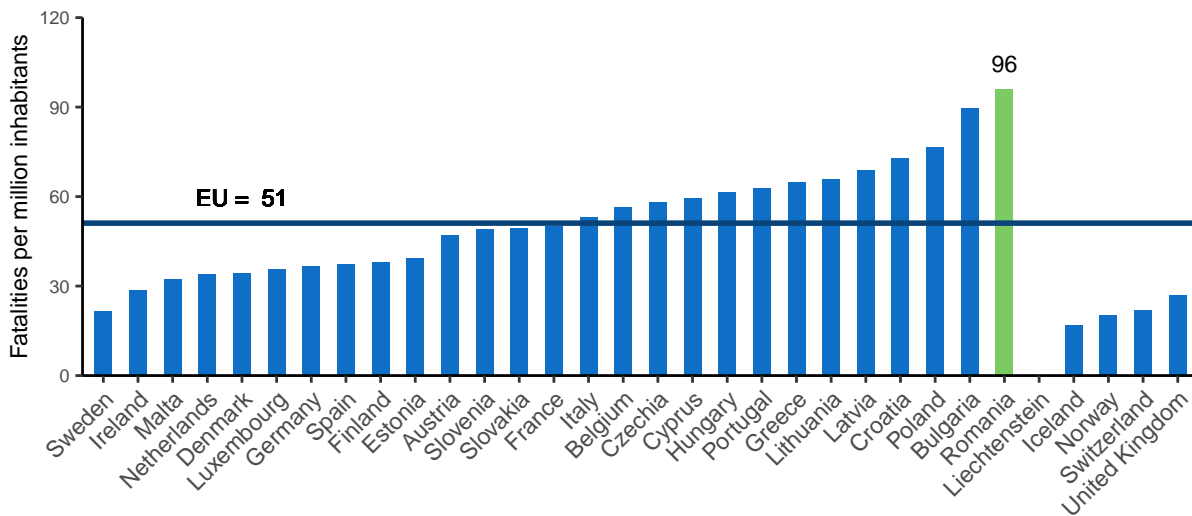


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

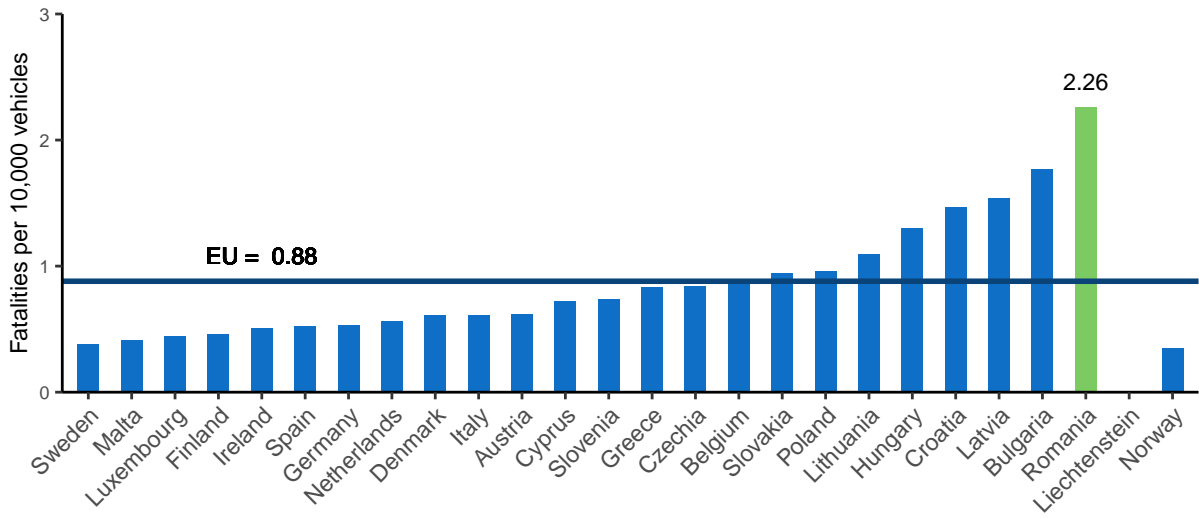


Figure 3. Number of road fatalities (2010-2019). Source: CARE

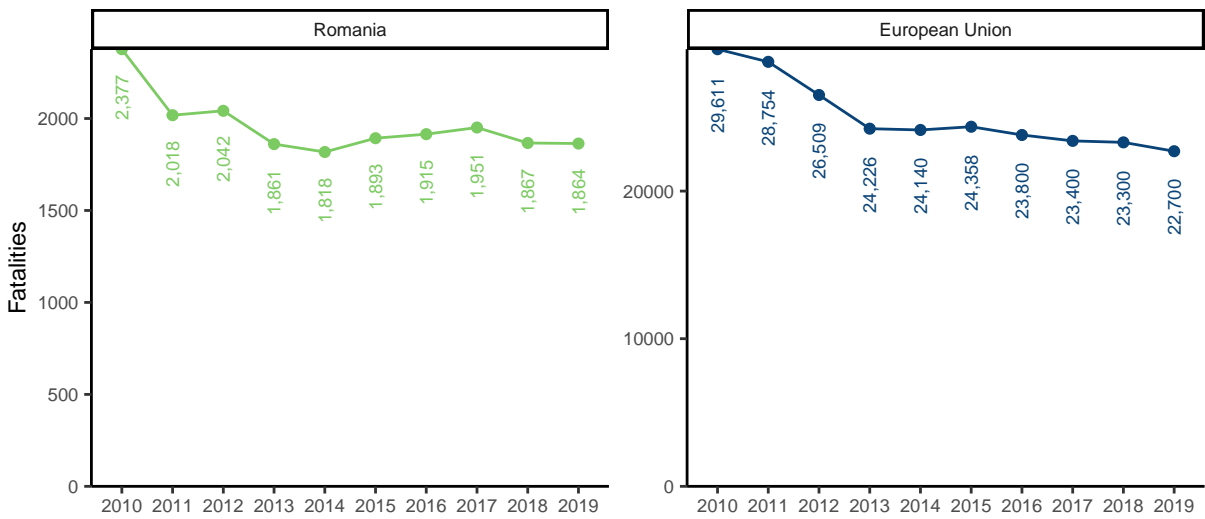
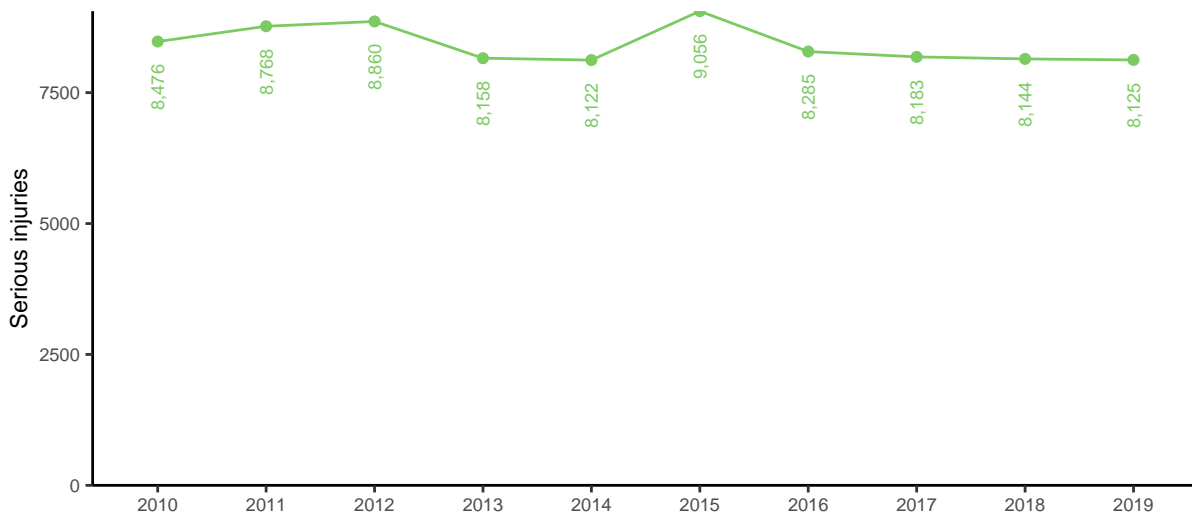
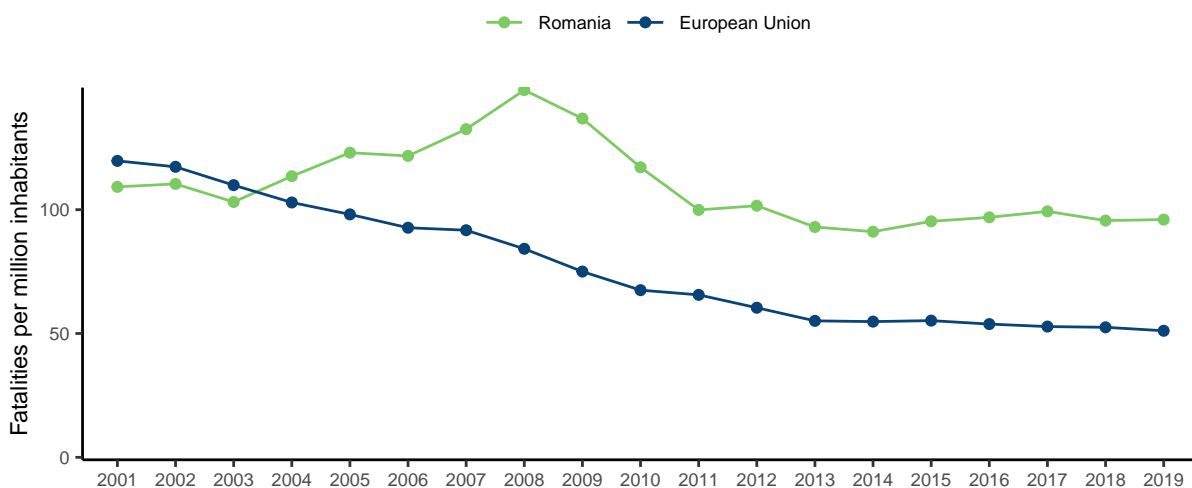


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, pedestrians represented almost 40% of road traffic fatalities in Romania. This percentage is twice as high as that observed for the European Union as a whole. Powered two-wheelers on the other hand, account for only 4% of road fatalities, which is well below the proportion seen in the European Union (18%).

Over the past ten years the number of cyclist fatalities in Romania increased by 19% while their number remained broadly stable in the European Union. This increase was even higher in urban areas, with the number of fatally injured cyclists increasing by 34%. Moreover, the number of cyclists that were seriously injured increased considerably by more than 60%. The most favourable trends in terms of transport mode were related to powered two-wheelers, with the number of serious injuries falling by 50% and the number of fatalities falling by 57%.

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

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

were fatally injured, 65% were involved in a crash with a car, and 18% were involved in a crash with a lorry or a heavy goods vehicle. In contrast with the downward EU trend, the number of fatally injured vulnerable road users that were involved in car crashes remained constant in Romania.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Romania has decreased at the same rate as in the European Union. However, the number of cyclists that were killed in a single vehicle crash increased more significantly than in the European Union.

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

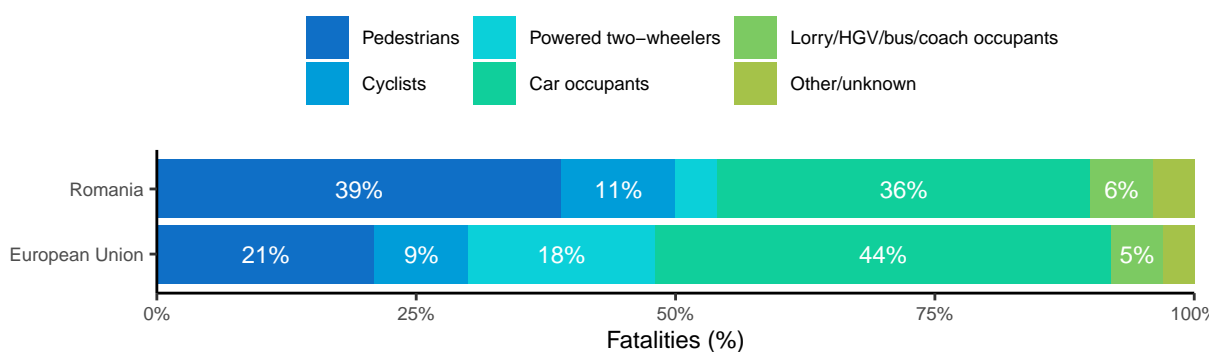


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

	Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	Pedestrians	781	717	-8%	5,793	4,767	-18%
Cyclists	Cyclists	159	190	+19%	2,023	1,991	-2%
Powered two-wheelers	Powered two-wheelers	163	70	-57%	5,058	4,132	-18%
Car occupants	Car occupants	850	744	-12%	13,309	10,445	-22%
Lorries, under 3.5t	Lorries, under 3.5t	70	70	+0%	898	780	-13%
Heavy goods vehicles	Heavy goods vehicles	20	10	/	590	408	-31%
Bus/coach occupants	Bus/coach occupants	10	15	/	102	98	-4%
Other/unknown	Other/unknown	93	77	/	1,119	691	/
Total	Total	2,146	1,894	-12%	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	Pedestrians	2,879	2,400	-17%
Cyclists	Cyclists	576	927	+61%
Powered two-wheelers	Powered two-wheelers	1,120	564	-50%
Car occupants	Car occupants	3,323	3,438	+3%
Lorries, under 3.5t	Lorries, under 3.5t	279	248	-11%
Heavy goods vehicles	Heavy goods vehicles	50	34	-32%
Bus/coach occupants	Bus/coach occupants	142	145	+2%
Other/unknown	Other/unknown	333	396	/
Total	Total	8,701	8,151	-6%

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
Crashes involving buses or coaches	Crashes involving buses or coaches	34	29	-15%	
Crashes involving cars	Crashes involving cars	648	639	-1%	
Crashes involving lorries or heavy goods vehicles	Crashes involving lorries or heavy goods vehicles	228	180	-21%	

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	Pedestrians	624	589	-6%	3,944	3,303	-16%
Cyclists	Cyclists	114	153	+34%	1,113	1,134	+2%
Powered two-wheelers	Powered two-wheelers	120	49	-59%	2,200	1,595	-28%
Car occupants	Car occupants	374	321	-14%	2,883	2,164	-25%
Lorries, under 3.5t	Lorries, under 3.5t	35	31	-11%	149	132	-11%
Heavy goods vehicles	Heavy goods vehicles	9	6	/	82	31	-62%
Bus/coach occupants	Bus/coach occupants	3	6	/	24	27	+12%
Other/unknown	Other/unknown	58	51	/	222	260	/
Total	<i>Total</i>	<i>1,337</i>	<i>1,206</i>	<i>-10%</i>	<i>10,730</i>	<i>8,837</i>	<i>-18%</i>

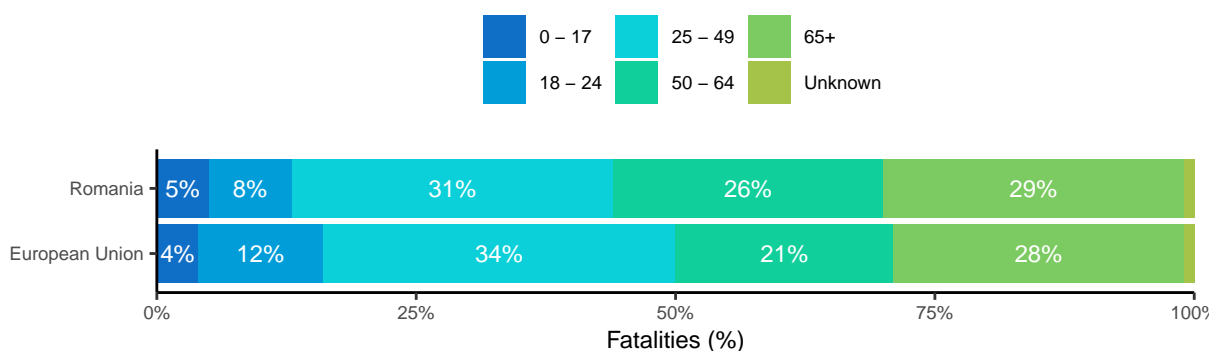
Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

	Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	Cyclists	28	50	+79%	299	381	+27%
Powered two-wheelers	Powered two-wheelers	69	23	-67%	1,746	1,443	-17%
Car occupants	Car occupants	389	314	-19%	5,905	4,471	-24%
Lorries, under 3.5t	Lorries, under 3.5t	26	27	+4%	365	288	-21%
Heavy goods vehicles	Heavy goods vehicles	11	8	/	241	147	-39%
Bus/coach occupants	Bus/coach occupants	3	4	/	40	35	-12%
Other/unknown	Other/unknown	44	37	/	327	341	/
Total	<i>Total</i>	<i>570</i>	<i>463</i>	<i>-19%</i>	<i>8,923</i>	<i>7,106</i>	<i>-20%</i>

2.3 Age

The distribution of road fatalities across age groups in Romania is similar to that for the European Union with a slight overrepresentation of people aged 50 to 64. The share of people aged 18 to 24 in the number of fatalities in Romania on the other hand, is somewhat smaller than in the European Union.

Over the past ten years, the trend in the number of fatalities in Romania was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities increased for people aged 65 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

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

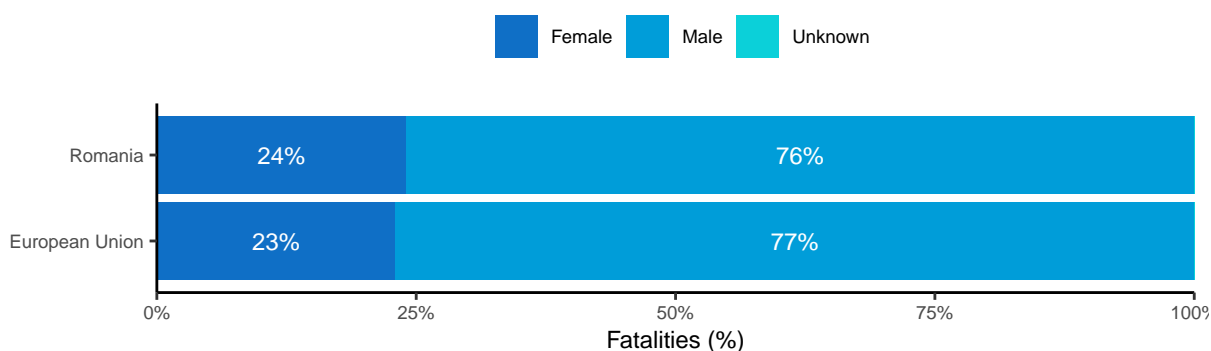
	Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	<15	89	64	-28%	744	499	-33%
15 - 17	15 - 17	46	30	-35%	761	493	-35%
18 - 24	18 - 24	263	170	-35%	4,399	2,755	-37%
25 - 49	25 - 49	771	614	-20%	10,458	7,915	-24%
50 - 64	50 - 64	505	461	-9%	5,273	4,891	-7%
65+	65+	468	546	+17%	6,392	6,559	+3%
Unknown	Unknown	4	9	/	738	148	/
Total	<i>Total</i>	2,146	1,894	-12%	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	<15	775	633	-18%
15 - 17	15 - 17	316	287	-9%
18 - 24	18 - 24	1,318	923	-30%
25 - 49	25 - 49	3,340	2,922	-13%
50 - 64	50 - 64	1,723	1,759	+2%
65+	65+	1,224	1,622	+33%
Unknown	Unknown	5	4	/
Total	<i>Total</i>	8,701	8,151	-6%

2.4 Gender

The high proportion of males among total road fatalities in Romania (76%) 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	Female	516	477	-8%	6,656	5,453	-18%
Male	Male	1,630	1,417	-13%	21,523	17,764	-17%
Unknown	Unknown	0	0	/	1,310	42	/
Total	Total	2,146	1,894	-12%	28,291	23,133	-18%

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

	Gender	2010 - 2012	2017 - 2019	Trend
Female	Female	3,027	2,970	-2%
Male	Male	5,675	5,181	-9%
Unknown	Unknown	0	0	/
Total	Total	8,701	8,151	-6%

2.5 Area

Contrary to the EU average, the majority of road fatalities in Romania occurred on urban roads (65%). Over the past ten years Romania has seen a particularly unfavourable trend in the number of fatalities and serious injuries on motorways, while the EU average has declined.

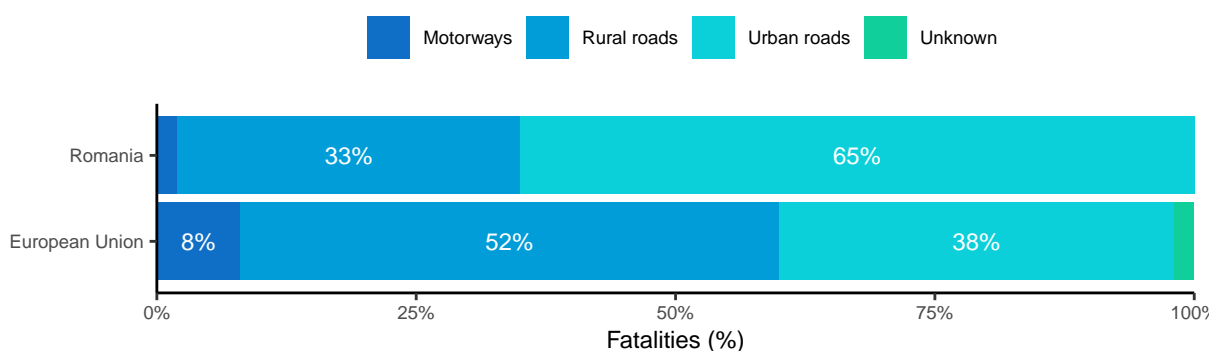
Figure 9. Number of road fatalities by road type (2019). Source: CARE

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

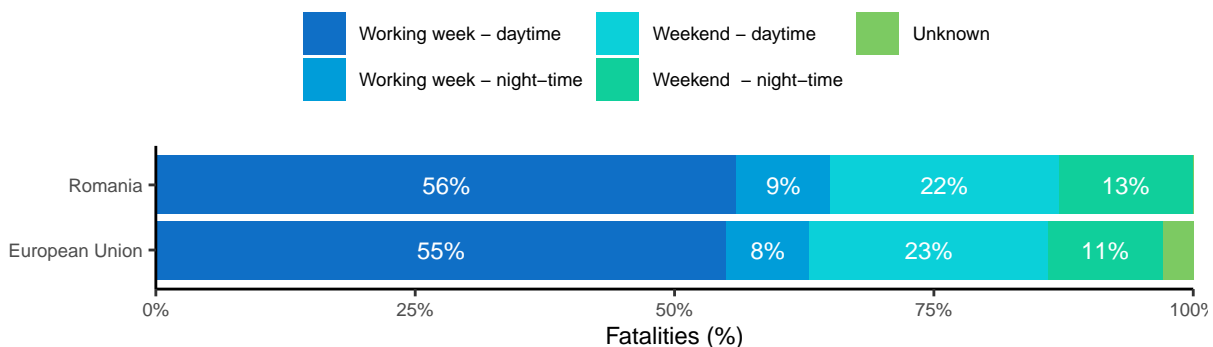
	Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	Motorway	17	34	+100%	2,038	1,969	-3%
Rural	Rural	792	654	-17%	15,205	12,200	-20%
Urban	Urban	1337	1206	-10%	10,730	8,837	-18%
Unknown	Unknown	/	/	/	770	321	/
Total	<i>Total</i>	2146	1894	-12%	28,291	23,133	-18%

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	Motorway	47	86	+83%
Rural	Rural	2060	1947	-5%
Urban	Urban	6594	6118	-7%
Unknown	Unknown	/	/	/
Total	<i>Total</i>	8701	8151	-6%

2.6 Time ²

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. Furthermore, both Romania and the European Union show a more favourable trend regarding night-time fatalities during weekends.

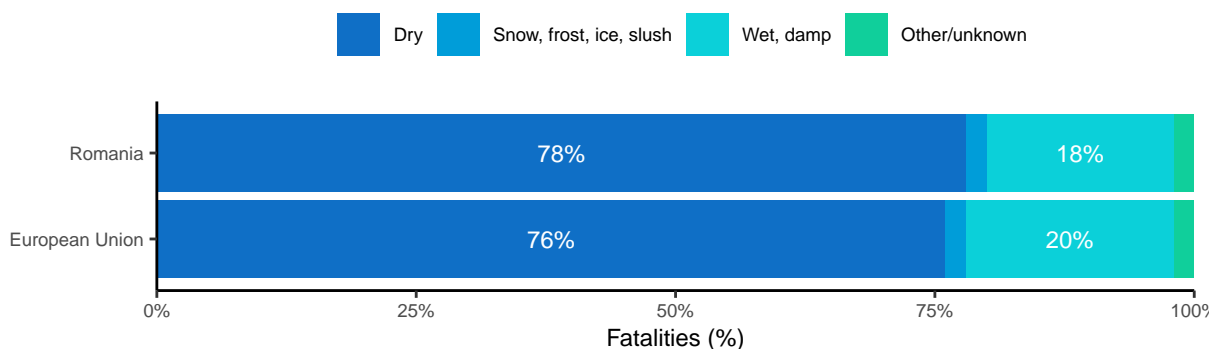
Figure 10. Number of road fatalities by period of time (2019). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

	Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	Working week - daytime	1199	1051	-12%	15,404	13,265	-14%
Working week - night-time	Working week - night-time	196	171	-13%	2,566	1,980	-23%
Weekend - daytime	Weekend - daytime	485	461	-5%	6,353	5,383	-15%
Weekend - night-time	Weekend - night-time	265	211	-20%	3,540	2,593	-27%
Unknown	Unknown	/	/	/	4,071	662	/
Total	<i>Total</i>	2146	1894	-12%	28,291	23,133	-18%

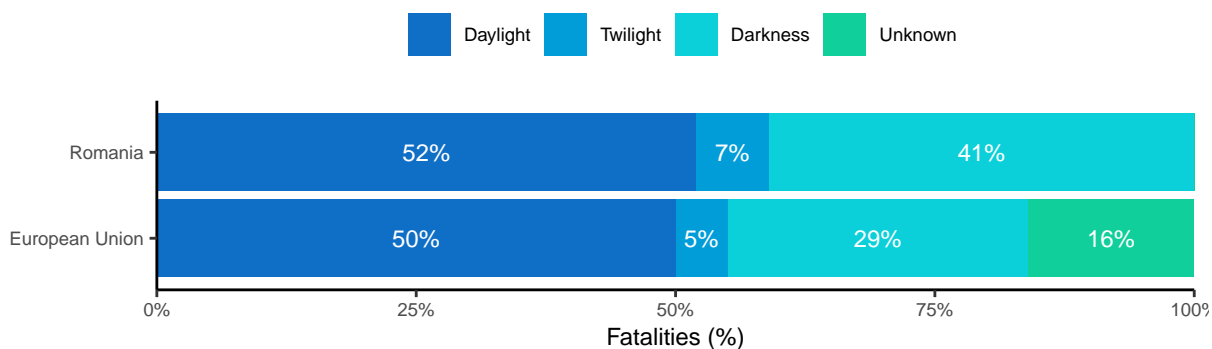
2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Romania, as well as for the European Union as a whole. Regarding light conditions, 41% of fatalities occur when it is dark, which is more than the EU average.

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

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE**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	Dry	1,680	1,472	-12%	21,091	17,711	-16%
Snow, frost, ice, slush	Snow, frost, ice, slush	70	32	-54%	988	442	-55%
Wet, damp	Wet, damp	354	359	+1%	5,636	4,663	-17%
Other/unknown	Other/unknown	41	31	/	2,458	446	/
Total	<i>Total</i>	<i>2,146</i>	<i>1,894</i>	<i>-12%</i>	<i>28,291</i>	<i>23,133</i>	<i>-18%</i>

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	Darkness	830	736	-11%	8,918	6,782	-24%
Daylight	Daylight	1146	1030	-10%	13,706	11,932	-13%
Twilight	Twilight	169	128	-24%	1,498	1,228	-18%
Unknown	Unknown	/	/	/	5,301	3,908	/
Total	<i>Total</i>	<i>2146</i>	<i>1894</i>	<i>-12%</i>	<i>28,291</i>	<i>23,133</i>	<i>-18%</i>

3 Road safety performance indicators

3.1 Behaviour of road users

For Romania there is no data available about behaviour in traffic that is comparable with other EU countries.

3.2 Infrastructure

The overall road network in Romania shows relatively low road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. With 2.7 (on a value scale from 1 to 7) Romania has the lowest score.

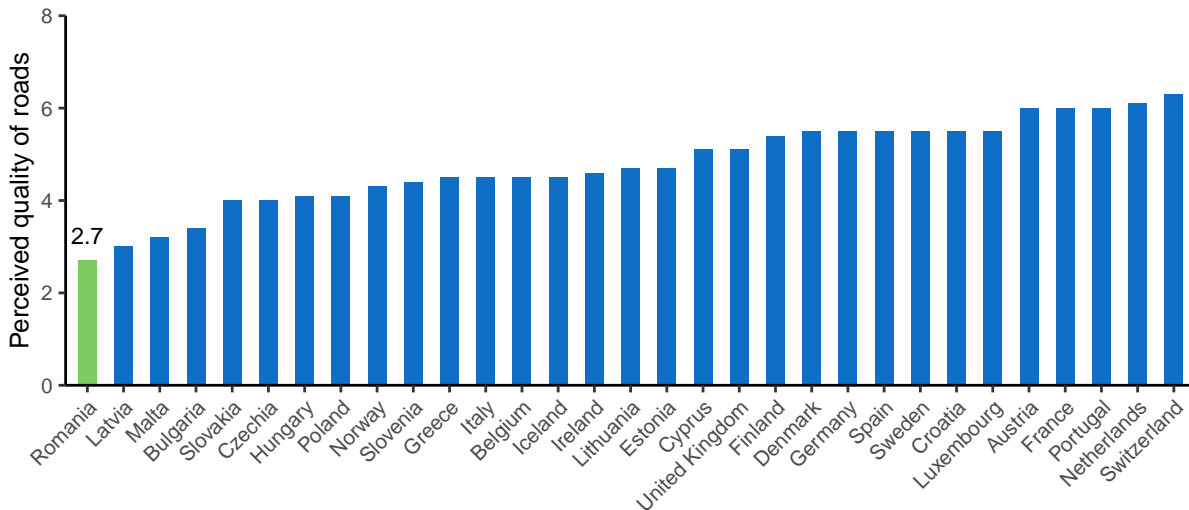
3.2.1 Road density

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

	Romania	European Union
Motorways	4 km road/1000 km ²	15 km road/1000 km ²
Total	362 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 13. 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 vehicle fleet in Romania, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Romanian passenger cars appear to be significantly older than the EU average, with more than 80% passenger cars over 10 years.

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

	Romania	European Union
All vehicles (except trailers and motorcycles)	42	63
Total utility vehicles	6	9
Lorries	5	7
Road tractors	1	1
Trailers and semi-trailers	2	4
Motorcycles	1	6
Passenger cars	36	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2019)

	Romania	European Union
Percentage of total number of passenger cars		
Less than 2 years	4%	12%
From 2 to 5 years	5%	15%
From 5 to 10 years	11%	21%
From 10 to 20 years	57%	42%
Over 20 years	22%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Romania generally reflects the situation in the majority of EU countries with one exception: it is the only country with a general alcohol limit of 0.8 g/l while all EU countries apply a lower limit.

Table 19. National road safety legislation. Source: WHO (2018)

	Romania	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	130 km/h	No limit ¹ ; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.8 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	0.8 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	0.8 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 135 cm	Up to 150 cm: 13; Up to 135 cm: 12; 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 14 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	No	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, Romania scores above the EU average for speeding and drink-driving legislation.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Romania	European average
Speed legislation	7	6.8
Drink-driving legislation	8	7
Seatbelt legislation	7	7
Child restraint system legislation	7	7
Motorcycle helmet legislation	7	8

4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

	Romania	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	No	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	No	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. Policy related to post-crash care. Source: WHO (2018)

	Romania	EU countries
Trauma registry	None	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	Yes	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 Romania is lower than the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Romania
Population-related data (2020)		
Population (2020)	447319916	19328838
Population density (inhabitants/km ²)	106	81
% Children (0-14)	15%	16%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	19%
Urbanization (2019)		
% living in cities	38%	29%
% living in suburbs and towns	34%	27%
% living in rural areas	28%	44%
Economic data		
GDP per capita (EUR, 2020)	29768.3	11287.0
Unemployment rate (2020)	7%	5%

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	The Sectoral Operational Programme Transport
	Romanian Road Authority
	Ministry of Transports and Infrastructure, Directorate for Road Transport Ministry of Transports and Infrastructure
	Directorate for Road Transport
Monitoring of the road safety development	Romanian Road Authority
Improvements in road infrastructure	Romanian Road Authority
Improvement in vehicles	Romanian Automotive Register
Improvement in road user education	Romanian Road Authority
	Road Traffic Assistance Association
Publicity campaigns	Traffic Police
Enforcement of traffic laws	The Traffic Police (under Ministry of Administration and Interior)

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.