European Commission

European Road Safety Observatory

National Road Safety Profile - Italy

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 13, 2021

Authors: Annelies Schoeters, Nathan De Vos & Freya Slootmans (Vias institute).

Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 3,173 people were killed in reported traffic accidents in Italy.
- Italy is 15th 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 Italy shows a relatively high proportion of powered two-wheelers. The proportion of pedestrians on the other hand is smaller than the EU average.
- Over the past ten years the number of fatalities among occupants of heavy goods vehicles increased considerably.

Road safety performance indicators

- Italy has the lowest self-reported frequency in Europe for speeding and the highest self-reported seatbelt wearing rate in the back seat.
- The quality of the road infrastructure in Italy is perceived as relatively low compared to other EU countries.
- The vehicle fleet is larger than the EU average.

Road safety policy and measures

- Enforcement of speeding and motorcycle helmet legislation is more widely perceived as effective in comparison to other EU countries.
- The self-reported frequency of alcohol checks in Italy is below the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Italy, a total of 3,173 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 53 road fatalities per million inhabitants, which is just above the EU average (51) and above the rates of its neighbouring countries. Since 2001, the mortality rate in Italy has declined at the same pace as the European Union overall. However, when taking into account the number of vehicles, Italy performs better than most EU countries with a rate of 0.61 road fatalities per 10,000 registered vehicles in 2019.

Similar to the EU trend, the number of fatalities in Italy has decreased by 23% over the past ten years. The number of serious injuries on the other hand, has increased by 17% between 2014 and 2019.

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

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	4,114	3,173	-23%	29611	22700	-23%

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

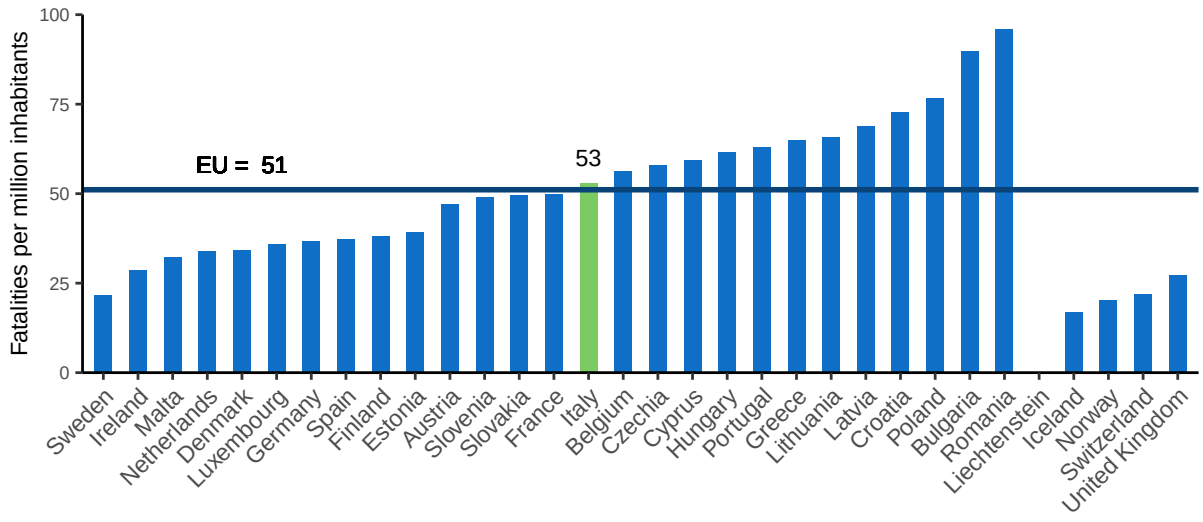


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

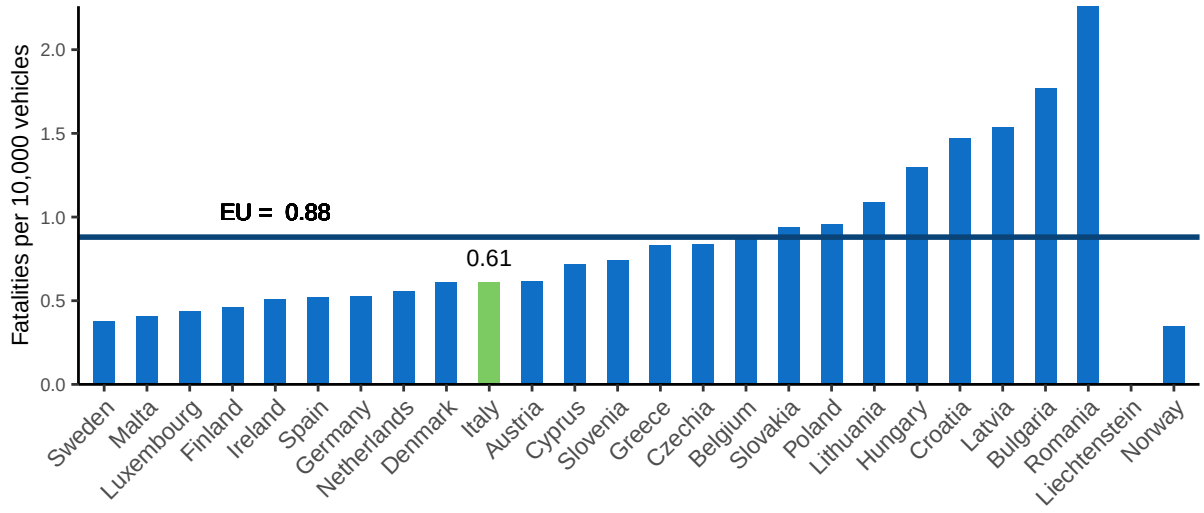


Figure 3. Number of road fatalities (2010-2019). Source: CARE

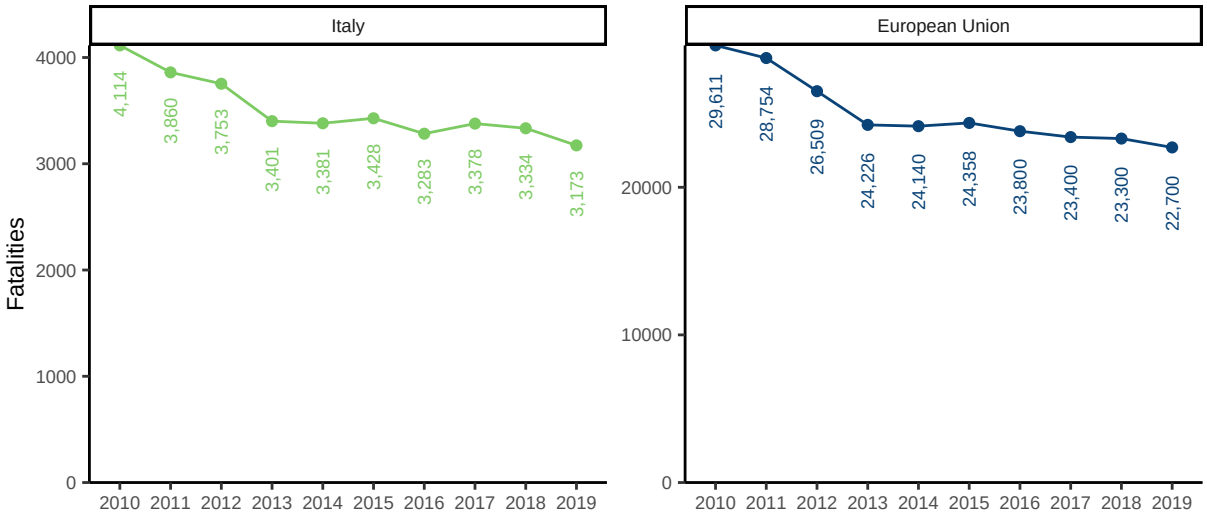


Figure 4. Number of serious injuries (2014-2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

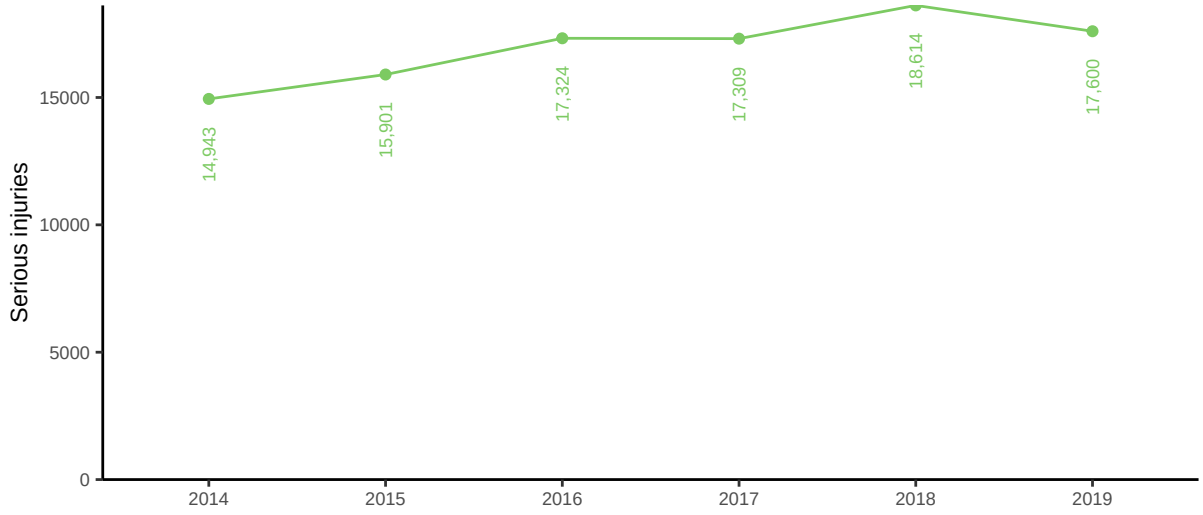
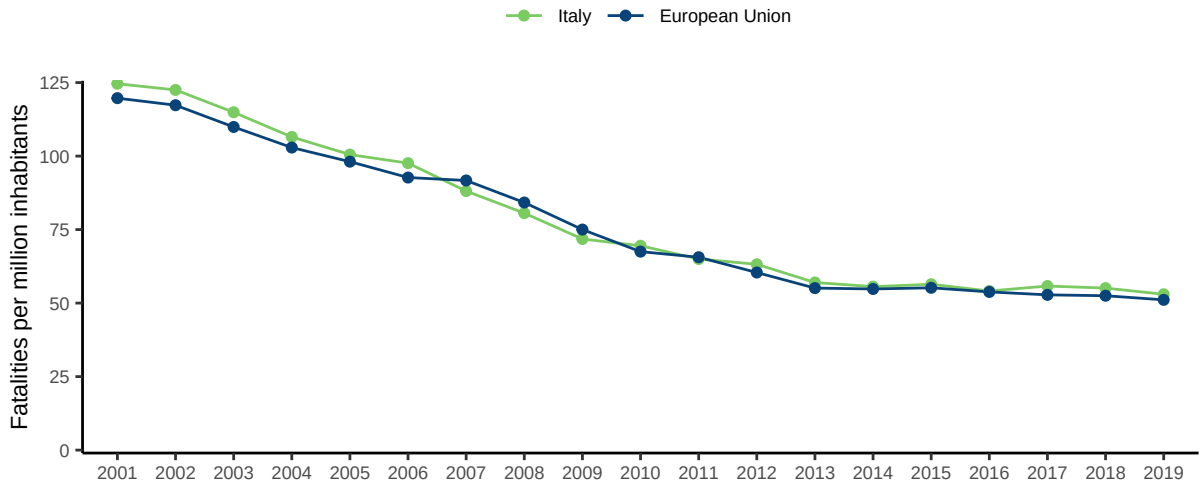


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for half of road traffic fatalities in Italy. This percentage is slightly higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of powered two-wheelers, which represented a quarter of Italy's road fatalities, as opposed to 18% in the European Union. Pedestrians on the other hand account for 17% of road fatalities, which is well below the proportion that is seen in the European Union (21%).

Over time there has been a decrease in the number of fatalities in Italy for all modes except occupants of heavy goods vehicles. While their number increased by 40% over the past ten years, there was a significant decrease in the European Union.

Of all vulnerable road users in Italy that were fatally injured, 40% were involved in a crash with

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

a car, and 8% were involved in a crash with a lorry or heavy goods vehicle. Fatalities in these types of crashes show a downward trend, as in the European Union.

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

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

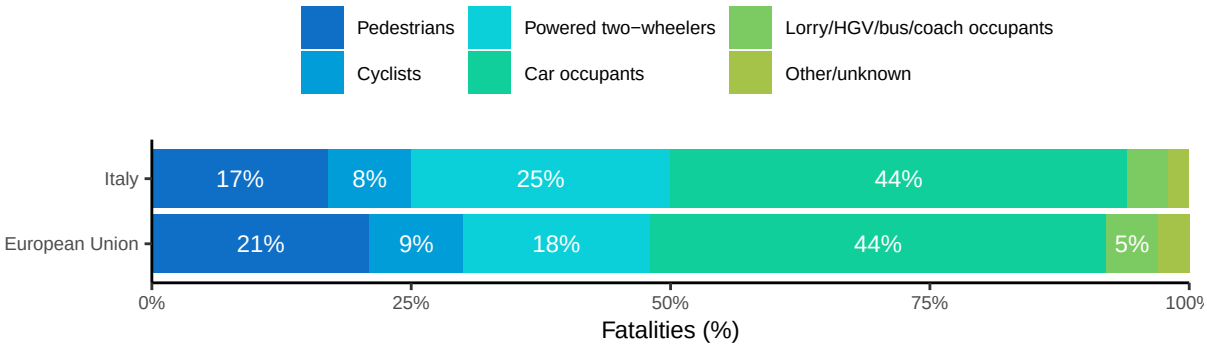


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	595	582	-2%	5,793	4,767	-18%
Cyclists	280	242	-14%	2,023	1,991	-2%
Powered two-wheelers	1,073	803	-25%	5,058	4,132	-18%
Car occupants	1,733	1,435	-17%	13,309	10,445	-22%
Lorries, under 3.5t	125	91	-27%	898	780	-13%
Heavy goods vehicles	50	70	+40%	590	408	-31%
Bus/coach occupants	6	9	/	102	98	-4%
Other/unknown	47	63	/	1,119	691	/
Total	*3,909*	*3,295*	*-16%*	*28,291*	*23,133*	*-18%*

Table 3. 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	22	13	/	258	201	-22%
Crashes involving cars	689	653	-5%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	162	134	-17%	1,721	1,333	-23%

Table 4. 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	475	449	-5%	3,944	3,303	-16%
Cyclists	165	143	-13%	1,113	1,134	+2%
Powered two-wheelers	548	392	-28%	2,200	1,595	-28%
Car occupants	473	385	-19%	2,883	2,164	-25%
Lorries, under 3.5t	30	18	-40%	149	132	-11%
Heavy goods vehicles	4	3	/	82	31	-62%
Bus/coach occupants	2	3	/	24	27	+12%
Other/unknown	14	7	/	222	260	/
Total	*1,709*	*1,400*	*-18%*	*10,730*	*8,837*	*-18%*

Table 5. 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	31	26	-16%	299	381	+27%
Powered two-wheelers	305	235	-23%	1,746	1,443	-17%
Car occupants	739	602	-19%	5,905	4,471	-24%
Lorries, under 3.5t	47	30	-36%	365	288	-21%
Heavy goods vehicles	29	24	-17%	241	147	-39%
Bus/coach occupants	5	7	/	40	35	-12%
Other/unknown	19	16	/	327	341	/
Total	*1,175*	*940*	*-20%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Italy is similar to that for the European Union, with a slight overrepresentation of the oldest age group.

Over the past ten years, the trend in the number of fatalities in Italy 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 remained broadly stable for people of 50 years 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. Between 2015 and 2019 the number of serious injuries increased for most age groups except for the people of 20 to 49 year old.

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

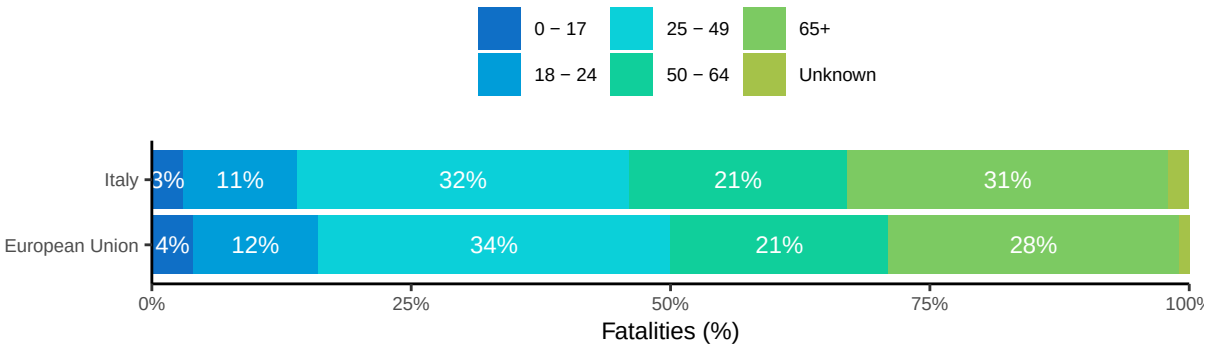


Table 6. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	61	37	-39%	744	499	-33%
15 - 17	104	65	-38%	761	493	-35%
18 - 24	489	333	-32%	4,399	2,755	-37%
25 - 49	1,463	1,057	-28%	10,458	7,915	-24%
50 - 64	656	675	+3%	5,273	4,891	-7%
65+	1,057	1,055	+0%	6,392	6,559	+3%
Unknown	80	73	/	738	148	/
Total	*3,909*	*3,295*	*-16%*	*28,291*	*23,133*	*-18%*

Table 7. Number of serious injuries by age group (2015 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

Age	2015	2019	Trend
0 - 9	241	243	+1%
10-19	1,324	1,491	+13%
20 - 29	1,801	1,798	+0%
30 - 39	1,627	1,463	-10%
40 - 49	2,176	2,181	+0%
50 - 59	2,279	2,893	+27%
60 - 69	1,982	2,436	+23%
70 - 79	2,352	2,630	+12%
80+	2,119	2,465	+16%
Total	*15,901*	*17,600*	*+11%*

2.4 Gender

The high proportion of males among total road fatalities in Italy (81%) 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

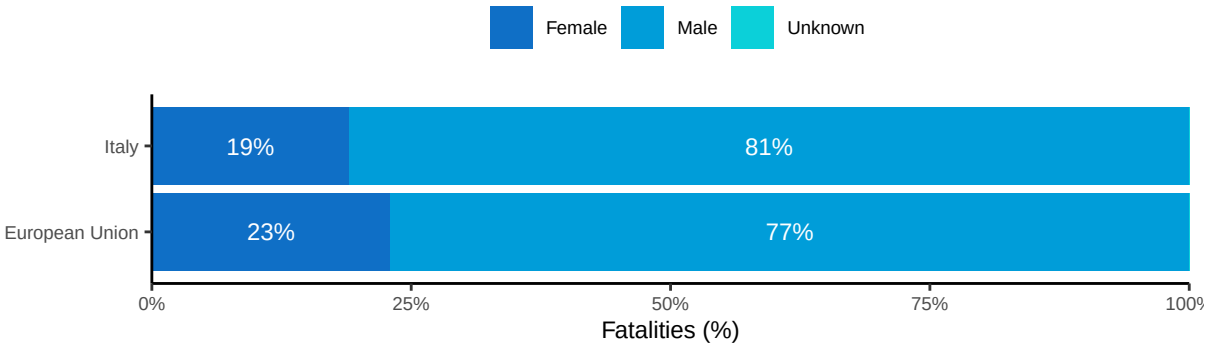


Table 8. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	813	646	-21%	6,656	5,453	-18%
Male	3,096	2,649	-14%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	*3,909*	*3,295*	*-16%*	*28,291*	*23,133*	*-18%*

Table 9. Number of serious injuries by gender (2015 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

Gender	2015	2019	Trend
Female	5,227	5,493	+5%
Male	10,674	12,107	+13%
Total	*15,901*	*17,600*	*+11%*

2.5 Area

Similar to the EU average, the majority of fatalities in Italy occur on rural roads (48%). Over the past ten years, the number of fatalities decreased on all road types.

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

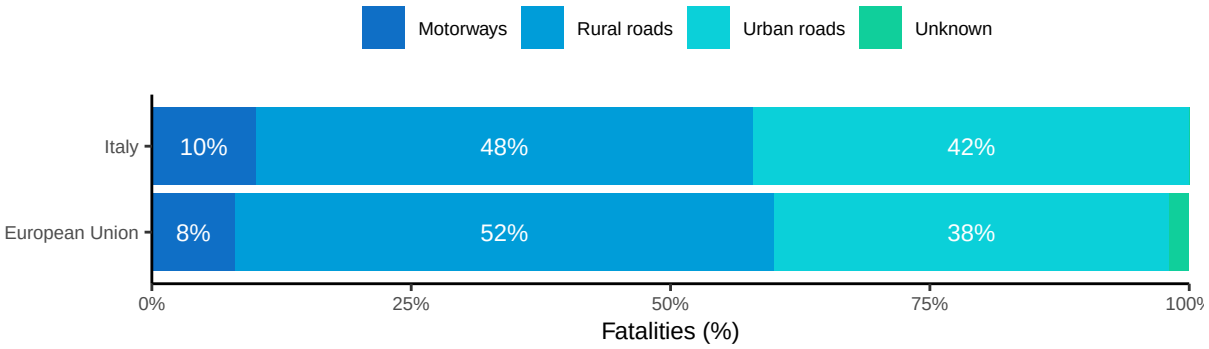


Table 10. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	348	312	-10%	2,038	1,969	-3%
Rural	1852	1583	-15%	15,205	12,200	-20%
Urban	1709	1400	-18%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*3909*	*3295*	*-16%*	*28,291*	*23,133*	*-18%*

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.

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

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

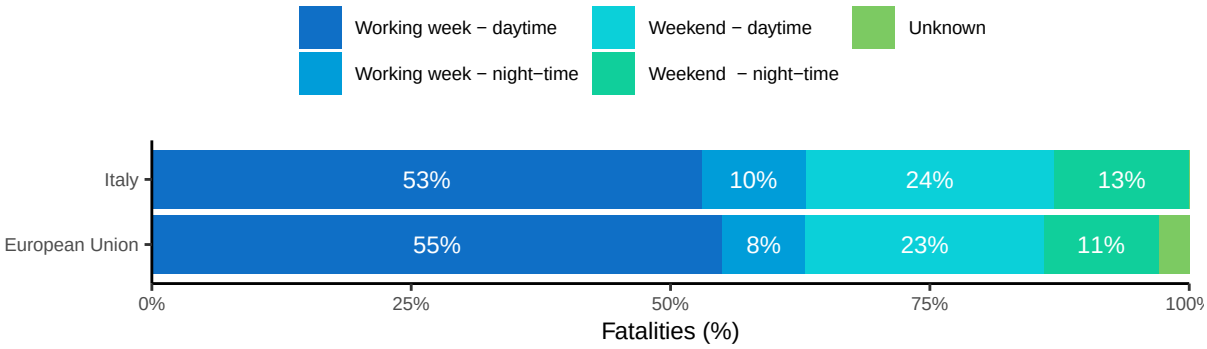


Table 11. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	2,101	1,828	-13%	15,404	13,265	-14%
Working week - night-time	385	312	-19%	2,566	1,980	-23%
Weekend - daytime	927	748	-19%	6,353	5,383	-15%
Weekend - night-time	478	389	-19%	3,540	2,593	-27%
Unknown	19	18	/	4,071	662	/
Total	*3,909*	*3,295*	*-16%*	*28,291*	*23,133*	*-18%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Italy, as well as for the European Union as a whole. The percentage of fatalities that occur on wet roads is slightly smaller in Italy compared to the EU average.

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

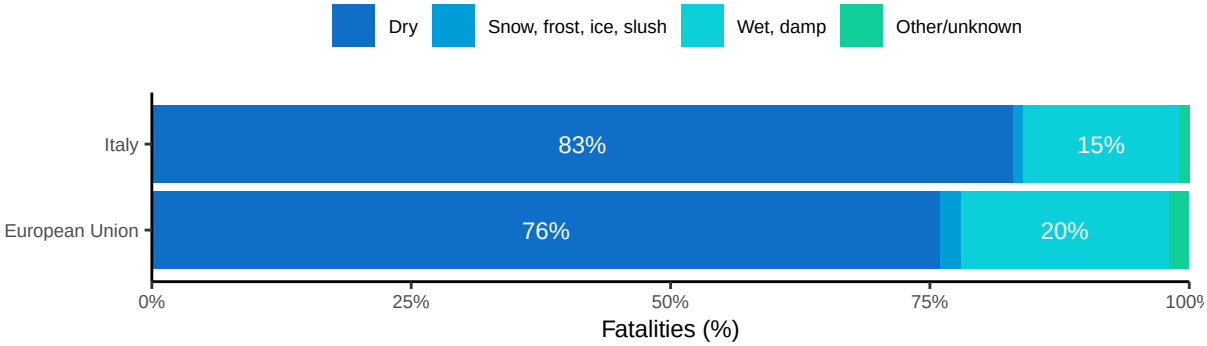


Table 12. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	3192	2761	-14%	21,091	17,711	-16%
Snow, frost, ice, slush	34	20	-41%	988	442	-55%
Wet, damp	637	478	-25%	5,636	4,663	-17%
Other/unknown	/	/	/	2,458	446	/
Total	*3909*	*3295*	*-16%*	*28,291*	*23,133*	*-18%*

3 Road safety performance indicators

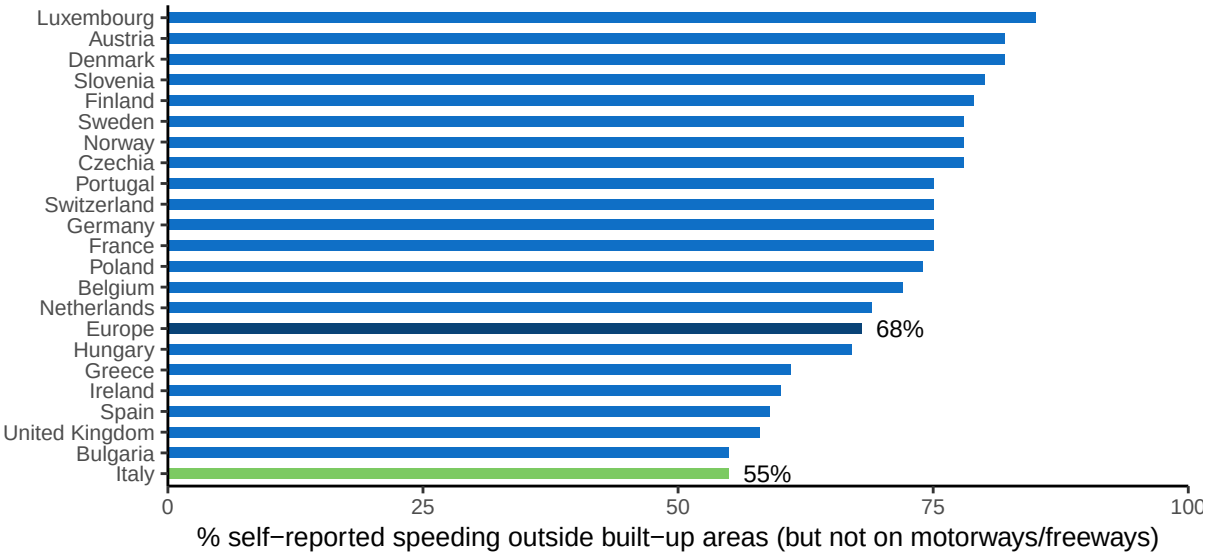
3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Italy has the best scores in Europe for speeding and for wearing a seatbelt in the back.

In addition to the ESRA data, Italy has its own surveillance tool (Ulysses System) that measures the use of helmets, safety belts, child seats, mobile and electronic devices throughout the country.

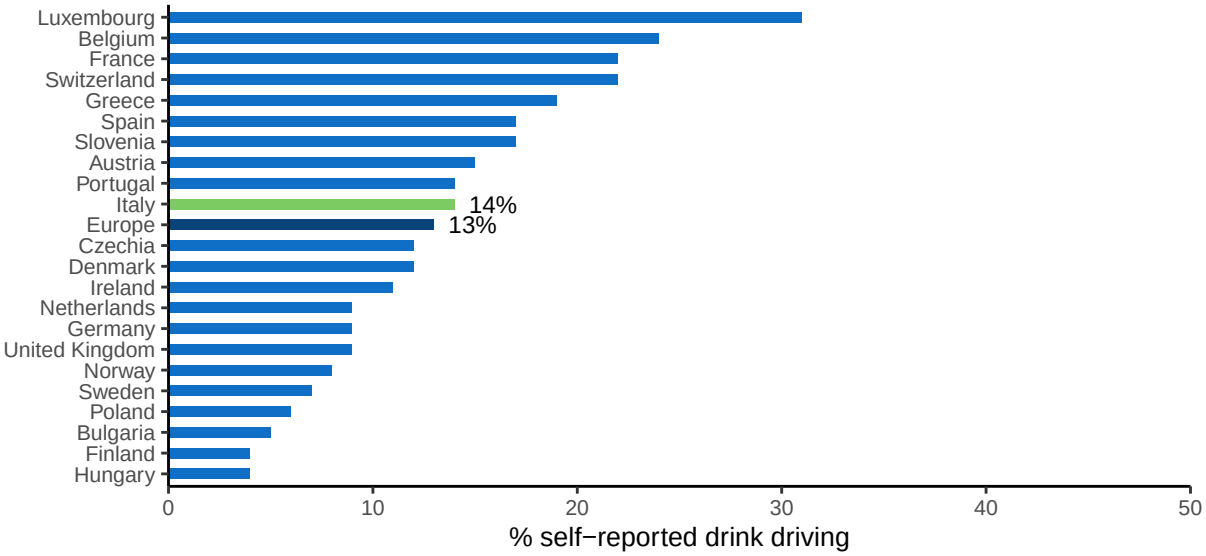
3.1.1 Speeding

Figure 12. 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 13. 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

Results from the Ulysses System on the use of front seat belts shows a geographical trend from 82.6% (North) to 36.3% (South). Drivers use seat belts more frequently than passengers (63.3 vs 57.4%). (Source : Giustini M, Pitidis A. "Use of safety devices on the road in Italy: an observational approach" MEDIC 2019; 27(2): 57-62).

Figure 14. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

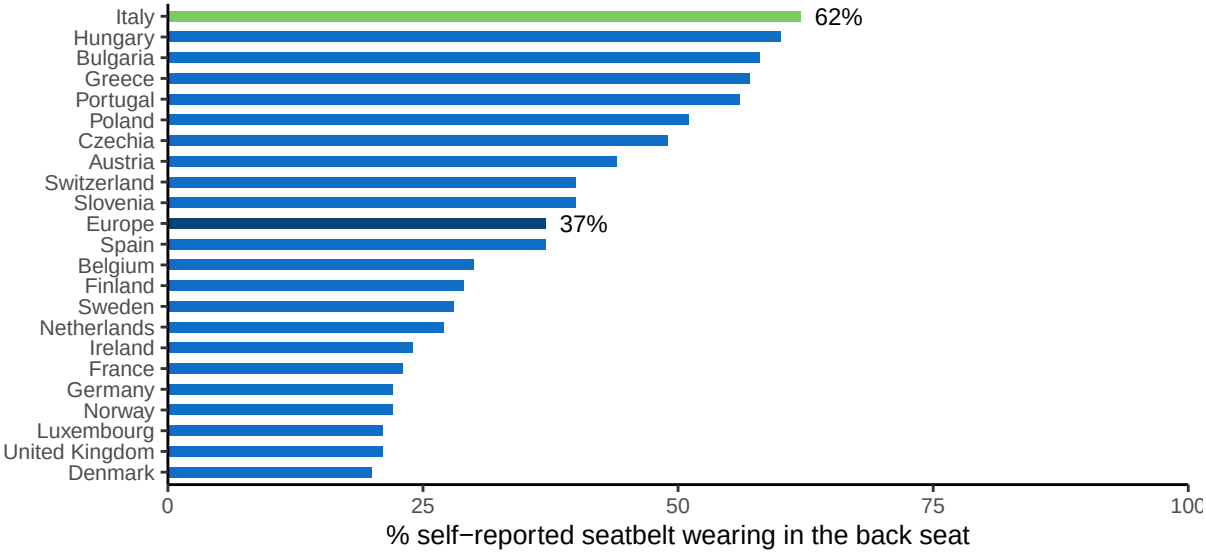
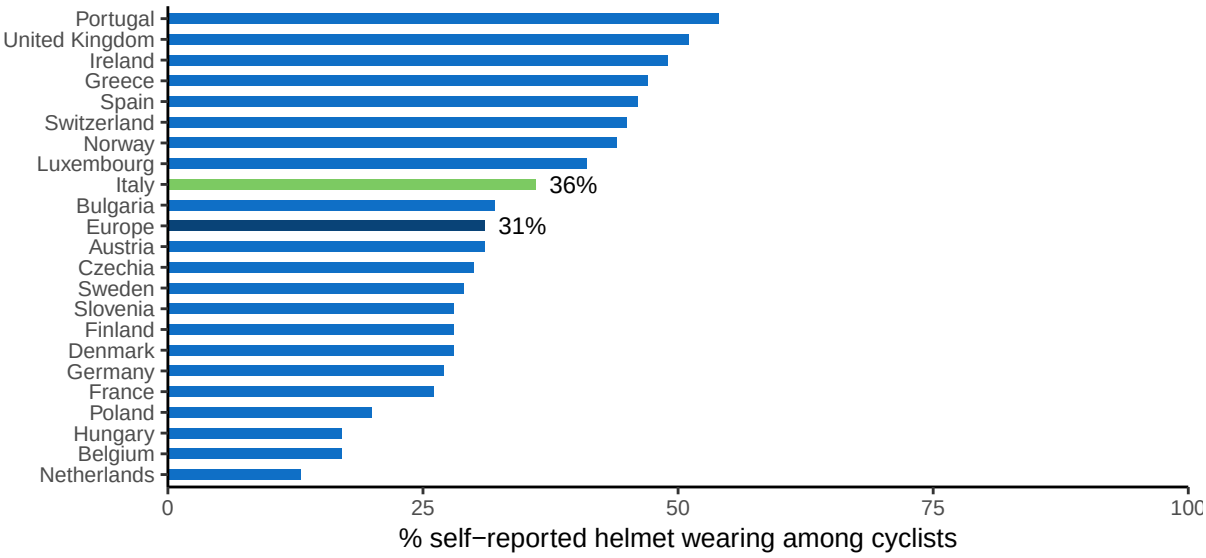
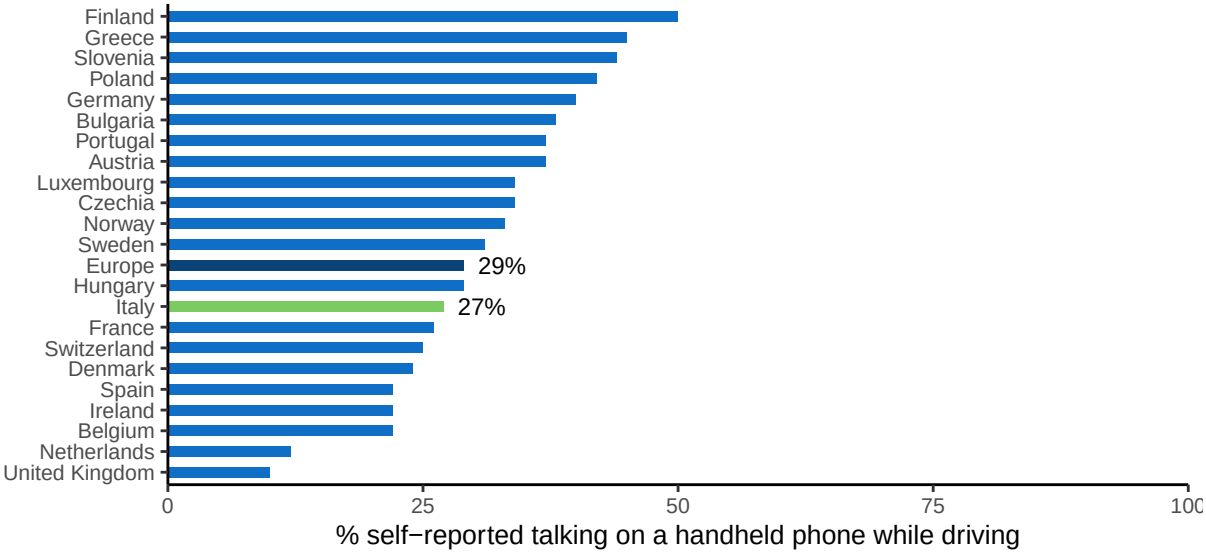


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 16. 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 Italy both the overall road network and the motorway network show similar road density as the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Italy, a score of 4.5 (on a value scale from 1 to 7) is given, which is rather low compared to other EU countries.

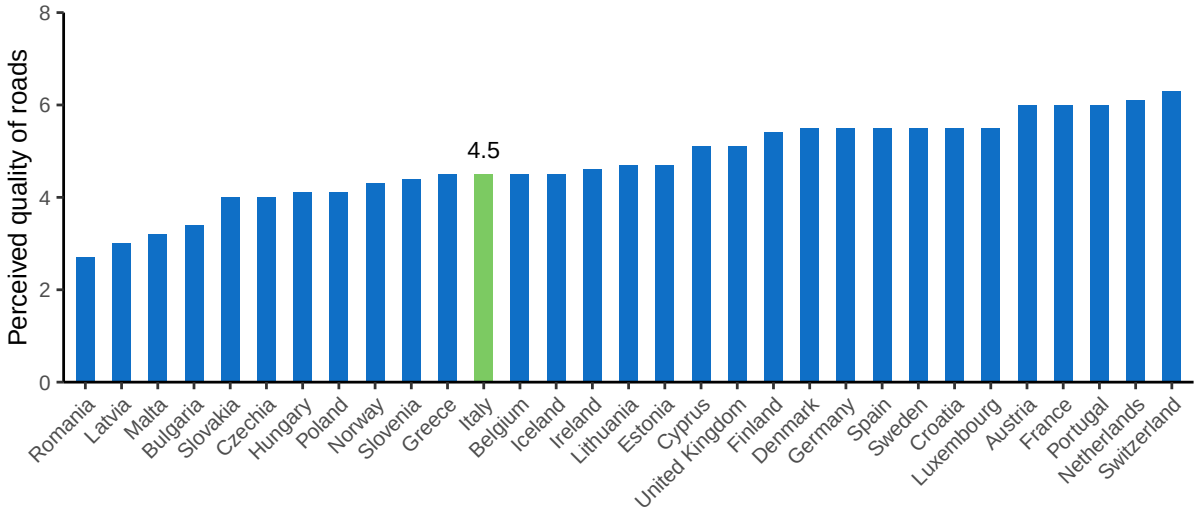
3.2.1 Road density

Table 13. Road density. Source: EUROSTAT (2019)

	Italy	European Union
Motorways	23 km road/1000 km²	15 km road/1000 km²
Total	778 km road/1000 km²	942 km road/1000 km²

3.2.2 Road quality

Figure 17. 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 Italian vehicle fleet, expressed per 100 inhabitants, is larger than the EU average. Especially, the number of motorcycles per 100 inhabitants is much larger than in the European Union.

Table 14. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Italy	European Union
All vehicles (except trailers and motorcycles)	75	63
Total utility vehicles	9	9
Lorries	7	7
Road tractors	0	1
Trailers and semi-trailers	1	4
Motorcycles	12	6
Passenger cars	66	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

Table 15. Age of registered passenger cars. Source: EUROSTAT (2019)

	Italy	European Union
Percentage of total number of passenger cars		
Less than 2 years	10%	12%
From 2 to 5 years	17%	15%
From 5 to 10 years	15%	21%
From 10 to 20 years	57%	42%
Over 20 years	/	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Italy is reflects the situation in the majority of EU countries with one exception. The maximum speed on rural roads is often 110 km/h which is higher than in most countries (90 km/h).

Table 16. National road safety legislation. Source: WHO (2018)

	Italy	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 or 110 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 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: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 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 5 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: 18; No: 9
Standard referred to and / or specified	Yes	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, Italy scores below the EU average for child restraint system legislation. Furthermore, the self-reported frequency of alcohol checks is below the European average.

Table 17. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Italy	European average
Speed legislation	8	6.8
Drink-driving legislation	7	7
Seatbelt legislation	7	7
Child restraint system legislation	6	7
Motorcycle helmet legislation	9	8

Figure 18. 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)

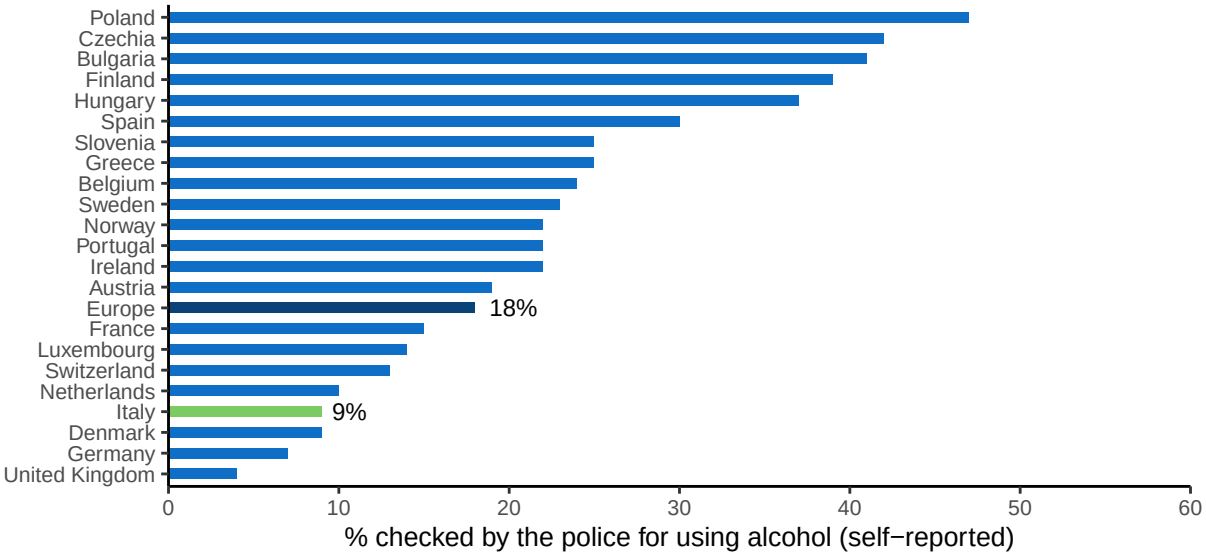
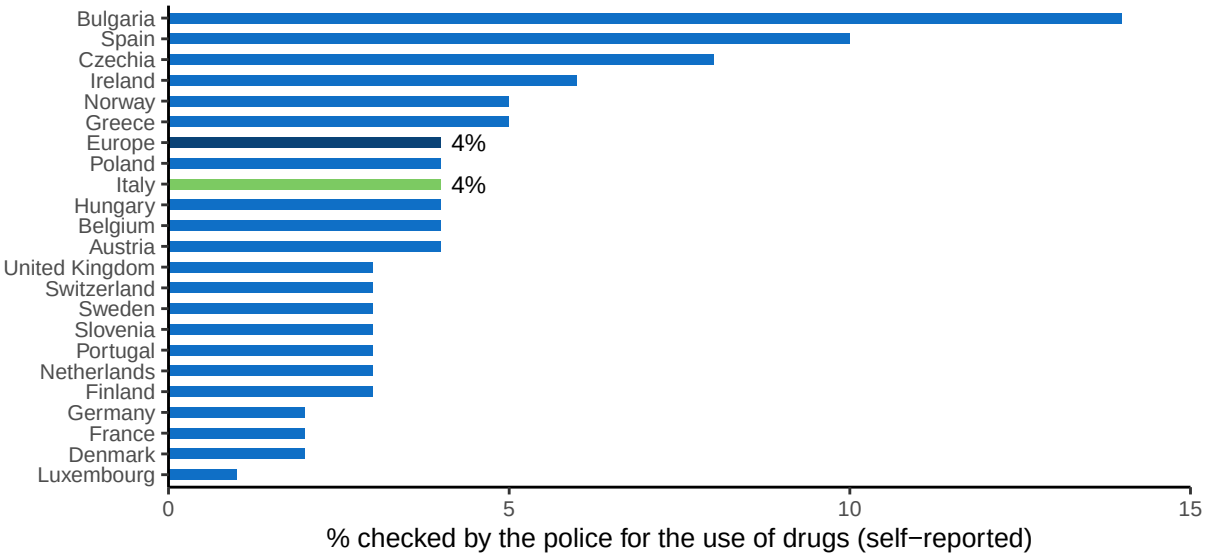


Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 18. Infrastructure-related policy. Source: WHO (2018)

	Italy	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	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 19. Policy related to post-crash care. Source: WHO (2018)

	Italy	EU countries
Trauma registry	Subnational	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	No	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 Italy is higher than the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is similar to that of the European Union as a whole.

Table 20. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Italy
Population-related data (2020)		
Population (2020)	447319916	59641488
Population density (inhabitants/km²)	106	197
% Children (0-14)	15%	13%
% Adults (15-64)	64%	64%
% Elderly (65+)	21%	23%
Urbanization (2019)		
% living in cities	38%	35%
% living in suburbs and towns	34%	47%
% living in rural areas	28%	17%
Economic data		
GDP per capita (EUR, 2020)	29768.3	27692.0
Unemployment rate (2020)	7%	9%
% GDP dedicated to road spending (2018)	0.7%	0.8%

5.2 Structure of road safety management

Table 21. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Infrastructure and Transport (MIT) (Directorate for Road Safety)
Monitoring of the road safety development	Directorate for Road Safety
Improvements in road infrastructure	MIT for State roads
	Regional authorities for local roads
Improvement in vehicles	Directorate for vehicle registration (la Motorizzazione)
Improvement in road user education	Directorate for Road Safety
Publicity campaigns	Directorate for Road Safety
	Ministry of Interior
Enforcement of traffic laws	Police
	Carabinieri
	Local Police
Other relevant actors	ACI (Automobile Club Italia)
	ISTAT, the national statistics Institute responsible for collecting road safety data
	Research centers and Universities

5.3 Attitudes

Table 22. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Italy	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	7%	12%	3/22
I will do my best to respect speed limits in the next 30 days	75%	71%	15/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	17/22
I will do my best not to drive after drinking alcohol in the next 30 days	75%	76%	5/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	4/22
I often check my messages on the mobile phone while driving	3%	4%	8/22
I will do my best not to use my mobile phone while driving in the next 30 days	77%	74%	17/22

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

European Commission

Congestion data was retrieved from https://ec.europa.eu/transport/facts-fundings/scoreboard/compare/energy-union-innovation/road-congestion_en

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.