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Facts & Figures:
Pedestrians



This document is part of a series of 20 Facts and Figures reports. The purpose of these Facts and Figures reports is to provide recent statistics related to a specific road safety topic, for example a specific age group or transport mode. The most recent figures in this Facts and Figures report of 2025 refer to 2023. These reports can be found on the ERSO website (https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/facts-and-figures_en).

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Contents

1. Key facts	4
2. Summary	5
3. Main trends.....	6
3.1 Absolute number of road fatalities	6
3.2 Mortality rate: number of road fatalities per million inhabitants	7
3.3 Number of pedestrian fatalities as a share of total fatalities... 8	
3.4 Trend in number of fatalities	10
3.5 Comparison of pedestrians with other transport modes	13
4. Road user	14
4.1 Gender	14
4.2 Age	16
4.3 Transport modes	19
4.4 Gender, Age and Transport modes.....	21
5. Location	22
5.1 Road type	22
5.2 Junction	25
5.3 Road surface	27
5.4 Light Conditions	27
6. Time	28
6.1 Period of the week.....	28
6.2 Day of the week, time of the day and hour	29
6.3 Month.....	30
7. Notes	31
7.1 Definitions.....	31
7.2 Data source.....	32
7.3 Small cells.....	32
7.4 Missing data	32
7.5 Data cleaning	33
7.6 COVID-19 pandemic	33
7.7 Rounding	34
7.8 More detailed data	34

1. Key facts

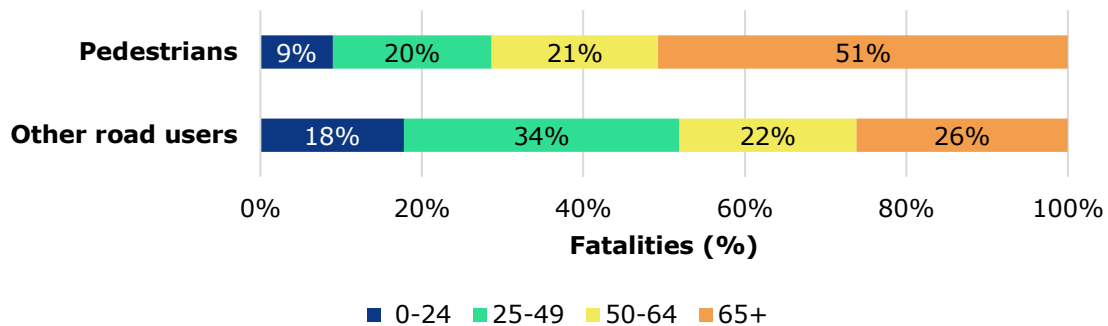
This Facts and Figures report looks at pedestrian fatalities on European roads. All observations reported were derived from the available data. The statistical significance of differences or relations between values has not been tested.

Pedestrian fatalities in the EU27, 2023

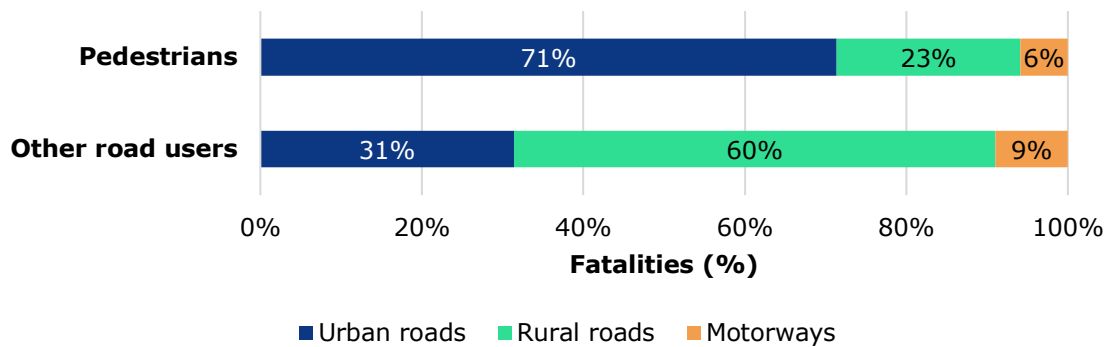


- 3,690 fatalities
- 30% decrease since 2013
- 16% of all road fatalities

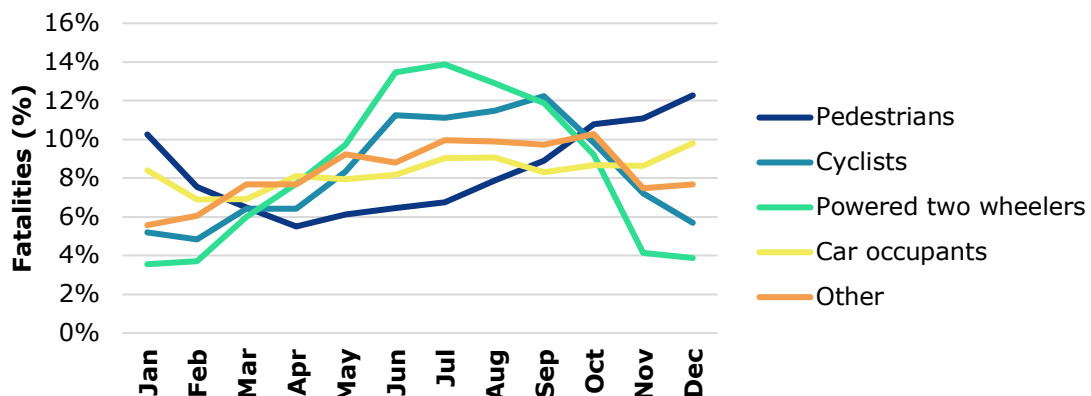
Age



Road type



Monthly distribution of fatalities by transport mode



2. Summary

Pedestrians are a very special transport mode. Walking is the most universal form of movement and the only mode of transport without a vehicle. Like bicycles, this mode of transport has no age limit, is often practiced by children and senior citizens (cf. Thematic Report on Pedestrians), and is beneficial for health and the environment. At the same time, **pedestrians are particularly vulnerable** since they do not wear protective clothing.

Both the share of pedestrian fatalities in the total number of road fatalities and pedestrian mortality were highest in the central and eastern EU Member States.

Almost one in five of all road fatalities across the EU were pedestrians. The absolute number of pedestrian fatalities fell from 5,285 to 3,690 between 2013 and 2023 (-30%), which is a greater decrease compared to the decrease for the total number of road fatalities (-16%). Consequently, the share of pedestrians in the total number of road fatalities fell too.

Around 1 in 2 pedestrian fatalities (51%) in 2023 were seniors aged 65 or older. This was much higher than the share of seniors within the total number of other road user fatalities (26%). As a consequence, **the mortality rate among senior pedestrians was very high:** more than twice that for 25-64 year olds and 5 times higher than for the under-25s. The share of women in pedestrian fatalities was 37%, which was higher than their share in the total number of other road user fatalities (20%).

Regarding the time and location of pedestrian fatalities, there was a more pronounced morning and evening peak than for other road user fatalities. Furthermore, the monthly distribution was very different from other road user types, with **more pedestrians getting killed on the road in the winter months** than during the months of March to July. Compared to other road user fatalities, many more pedestrians were killed on urban roads (71% versus 23% on rural roads). However, motorways also accounted for 6% of pedestrians killed.

3. Main trends

3.1 Absolute number of road fatalities

Table 1. Pedestrian fatalities per country in the EU27 and EFTA (2013-2023). Source: CARE

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	LT*	ST*
Belgium	109	107	94	81	95	74	92	65	75	83	77	-29%	-16%
Bulgaria	108	156	164	118	157	123	154	94	94	94	97	-10%	-37%
Czechia	162	130	150	130	129	142	111	95	104	86	82	-49%	-26%
Denmark	34	22	27	36	20	30	30	23	19	28	32	-6%	7%
Germany	561	527	545	500	489	464	421	379	344	375	442	-21%	5%
Estonia	23	26	24	22	10	12	11	14	13	11	18	-22%	64%
Ireland	31	41	31	35	31	39	27	31	19	42	45	45%	67%
Greece	151	125	128	149	118	146	145	76	95	112	102	-33%	-30%
Spain	371	336	367	389	351	386	381	260	301	348	353	-5%	-7%
France	465	495	466	553	480	468	476	388	401	482	426	-8%	-11%
Croatia	69	73	61	67	56	65	61	38	37	43	45	-35%	-26%
Italy	551	578	602	570	600	612	534	409	471	485	485	-12%	-9%
Cyprus	8	10	16	14	15	8	13	13	6	6	-	-	-54%
Latvia	70	71	63	55	51	50	40	43	46	30	31	-56%	-23%
Lithuania	96	109	81	72	69	71	59	52	28	31	34	-65%	-42%
Luxembourg	5	3	7	8	4	3	2	4	5	3	4	-	-
Hungary	147	152	149	152	170	165	144	109	97	126	103	-30%	-29%
Malta	-	-	5	8	7	2	5	1	4	15	7	-	-
Netherlands	51	50	60	44	64	50	49	35	43	62	73	43%	49%
Austria	82	71	84	73	73	47	69	51	37	49	52	-37%	-25%
Poland	1.140	1.116	915	868	873	803	793	631	527	460	458	-60%	-42%
Portugal	144	145	146	123	130	163	140	101	100	107	109	-24%	-22%
Romania	726	697	649	717	733	690	729	587	583	530	472	-35%	-35%
Slovenia	20	14	16	22	10	13	15	7	15	15	12	-40%	-20%
Slovakia	-	-	-	80	55	72	80	49	60	70	75	-	-6%
Finland	34	36	32	29	27	25	15	22	24	27	23	-32%	53%
Sweden	42	52	28	42	37	34	27	25	26	27	-	-36%	0%
EU	5,285	5,227	4,990	4,957	4,854	4,757	4,623	3,602	3,574	3,747	3,690	-30%	-20%
Iceland	1	-	1	2	-	-	1	-	2	4	-	-	-
Liechtenstein	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	18	18	12	15	11	13	13	15	7	12	5	-72%	-62%
Switzerland	69	43	58	50	47	48	37	38	37	40	46	-33%	24%

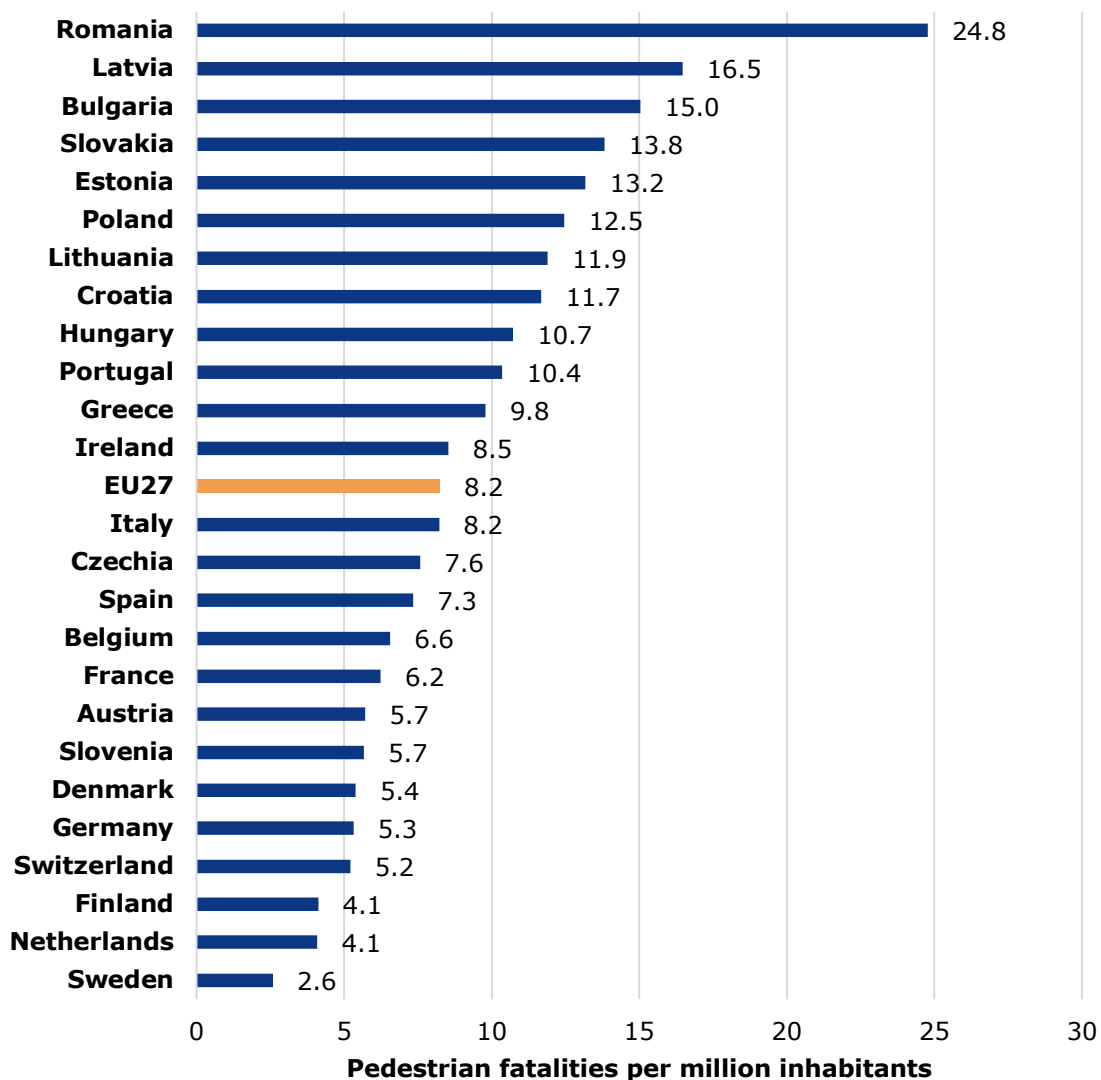
*LT = Long term change of last available year over 2013.

*ST = Short term change of last available year over 2019.

3.2 Mortality rate: number of road fatalities per million inhabitants

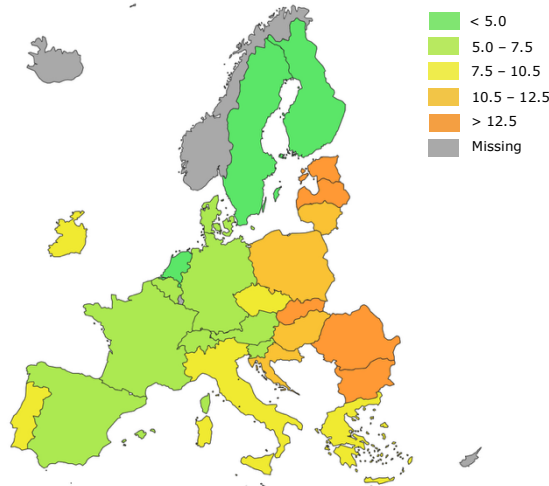
The number of pedestrian fatalities per million inhabitants is highest in the central and eastern EU Member States. In Romania the mortality rate for pedestrians is 3 times higher and in Latvia twice higher than the EU average. Despite the fact that Poland shows one of the strongest decreases in the past decade, the country still has above-average pedestrian mortality. In the south of the EU, Portugal and Greece show above-average figures.

Figure 1. Pedestrian fatalities per million inhabitants per country in the EU27 and EFTA (2023). Source: CARE, EUROSTAT



Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

The geographical representation of pedestrian fatality rates in the map below shows a **tendency of fatality rates to be lower in the north and west in comparison to the south and east.**



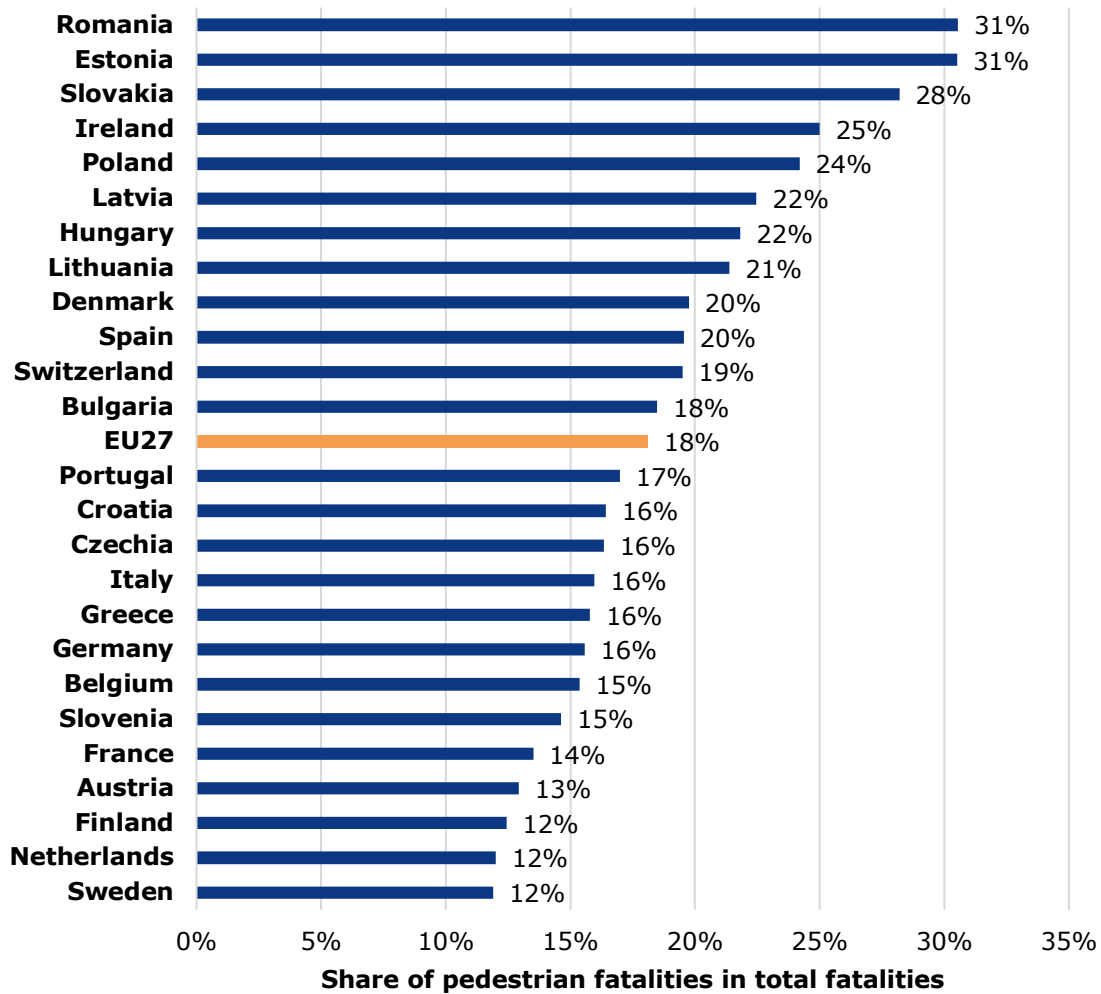
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3.3 Number of pedestrian fatalities as a share of total fatalities

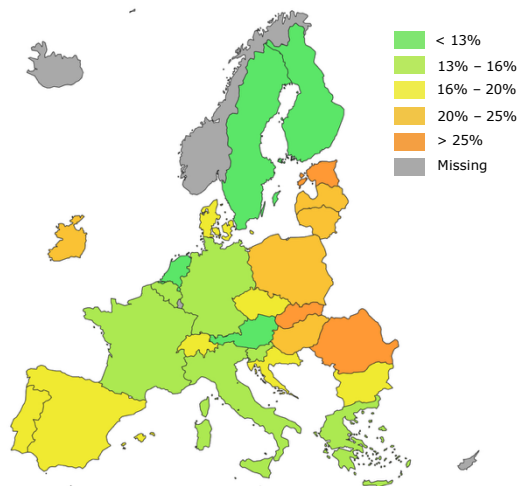
Mortality is an important indicator but does not take into account differences in the general state of road safety in countries. In other words, it is possible that pedestrian mortality is high because the total mortality for all road users is high. Therefore, it is important to also look at the share of pedestrian fatalities within the total number of road fatalities.

The Figure below is in line with the Figure on mortality. **Central and Eastern EU Member States, in particular, Romania, Estonia and Slovakia have the highest share of pedestrian fatalities.** The relative position of some countries may be related to the amount of pedestrian mobility in these countries. Unfortunately, exposure data on pedestrians, such as the number of trips and the average distance traveled, are either missing or incomplete for most EU countries. On average, across the EU, 8 to 27% of all trips are made on foot (cf. Thematic report Pedestrians).

Figure 2. Share of pedestrian fatalities in the total number of fatalities per country in the EU27 and EFTA (2023). Source: CARE



Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

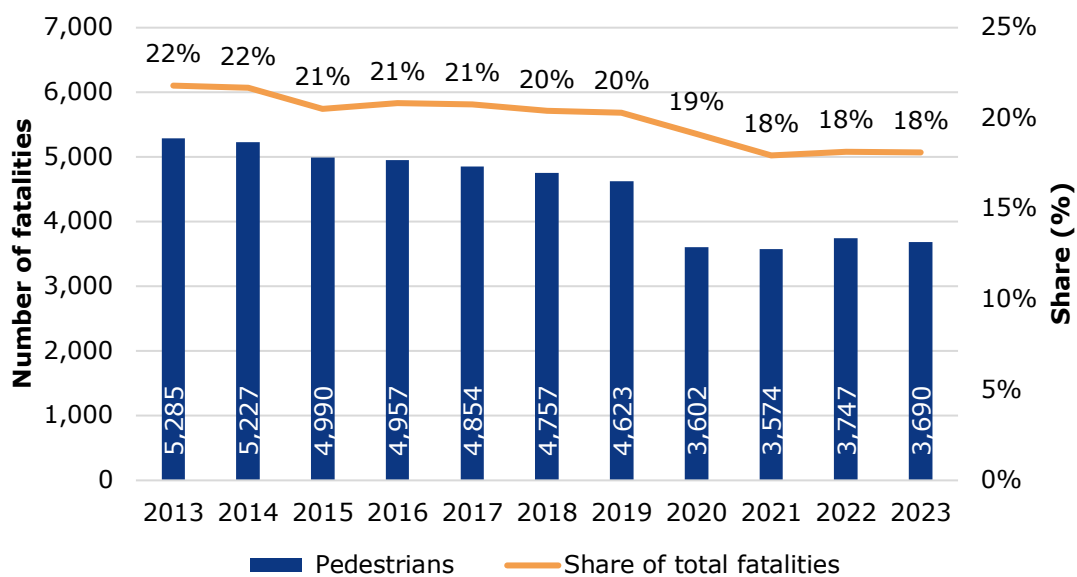


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3.4 Trend in number of fatalities

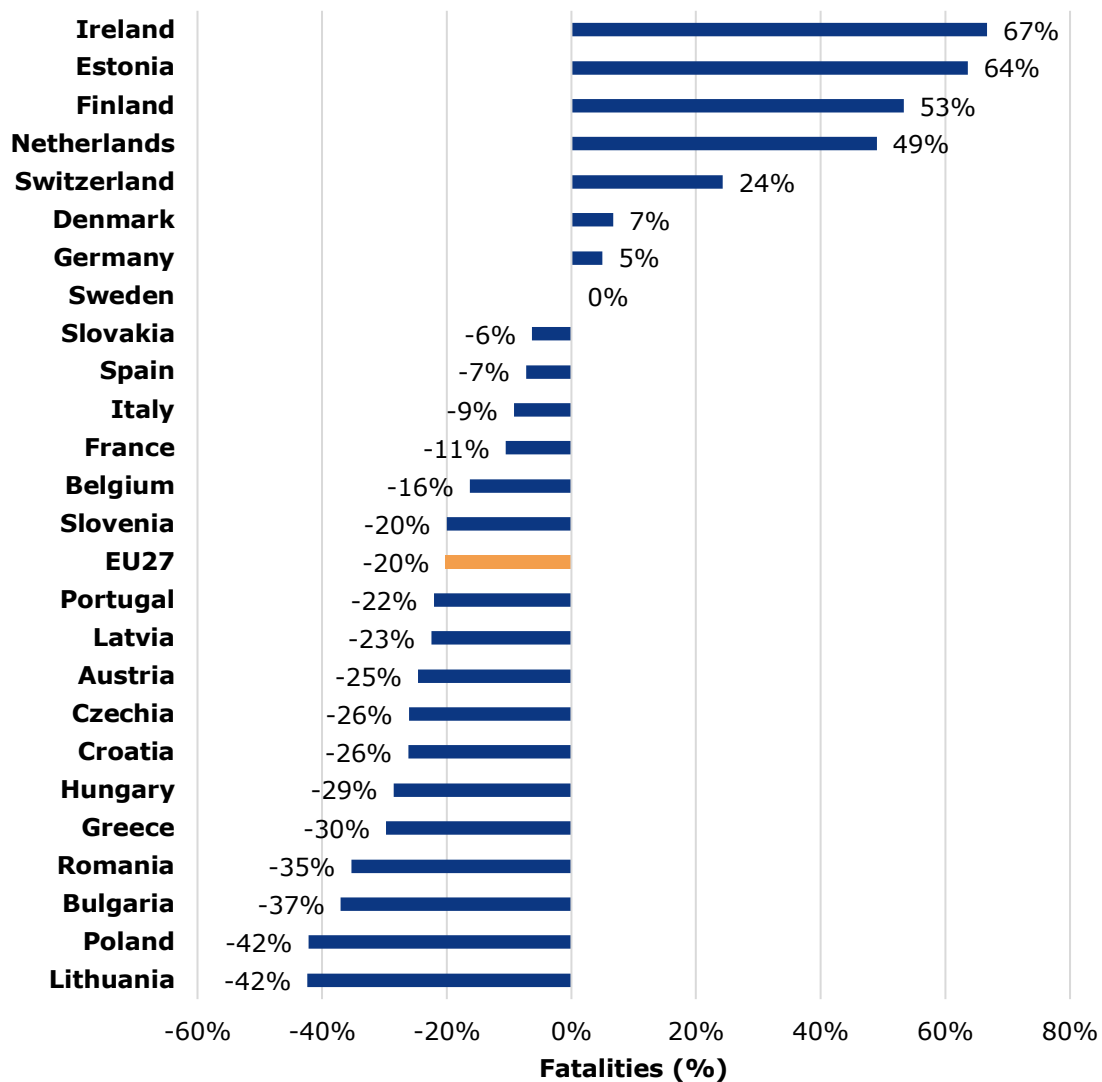
The number of pedestrian fatalities fell from 5,285 to 3,690 between 2013 and 2023. This is a **relative decrease of 30%, which is higher than the decrease in all road fatalities together in the same period (-16%)**. As a result, the share of pedestrians has decreased slightly in recent years: **almost 1 in 5 road fatalities in the EU (18%) are pedestrians**.

Figure 3. Annual number of pedestrian fatalities, and their share in the total number of fatalities in the EU27 (2013-2023). Source: CARE



In almost all countries of the EU, the number of pedestrian fatalities has decreased between 2019 and 2023. This is not the case in Ireland (+67%), Estonia (+64%), Finland (+53%) and the Netherlands (+49%). **Despite the strong decline in Poland (42%), this country has the third highest number of pedestrian fatalities in 2023 (458), while Italy has the highest number of pedestrian fatalities in 2023 (485).**

Figure 4. Percentage change in the number of pedestrian fatalities per country in the EU27 and EFTA (2019-2023). Source: CARE



Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

Table 2. Number and trend in pedestrian fatalities per country in the EU27 and EFTA (2013-2023). Source: CARE

Country	2013	2019	2021	2022	2023	ST*	Miniplot: trend since 2013
Belgium	109	92	75	83	77	-16%	
Bulgaria	108	154	94	94	97	-37%	
Czechia	162	111	104	86	82	-26%	
Denmark	34	30	19	28	32	7%	
Germany	561	421	344	375	442	5%	
Estonia	23	11	13	11	18	64%	
Ireland	31	27	19	42	45	67%	
Greece	151	145	95	112	102	-30%	
Spain	371	381	301	348	353	-7%	
France	465	476	401	482	426	-11%	
Croatia	69	61	37	43	45	-26%	
Italy	551	534	471	485	485	-9%	
Latvia	70	40	46	30	31	-23%	
Lithuania	96	59	28	31	34	-42%	
Hungary	147	144	97	126	103	-29%	
Netherlands	51	49	43	62	73	49%	
Austria	82	69	37	49	52	-25%	
Poland	1,140	793	527	460	458	-42%	
Portugal	144	140	100	107	109	-22%	
Romania	726	729	583	530	472	-35%	
Slovenia	20	15	15	15	12	-20%	
Slovakia	-	80	60	70	75	-6%	
Finland	34	15	24	27	23	53%	
Sweden	42	27	26	27	-	0%	
EU27	5,285	4,623	3,574	3,747	3,690	-20%	
Norway	18	13	7	12	5	-62%	
Switzerland	69	37	37	40	46	24%	

*ST = Short term change of last available year over 2019.

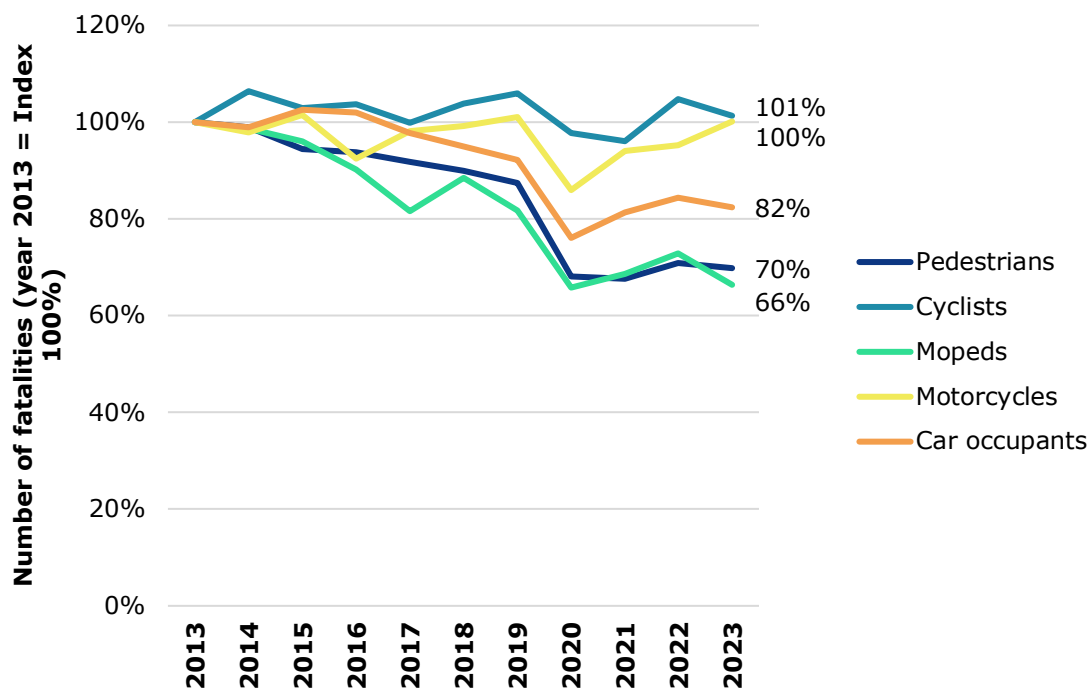
Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, and Liechtenstein. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

3.5 Comparison of pedestrians with other transport modes

The figure below shows the trend of fatalities in road crashes involving particular modes of transport over the period 2013-2023.

Looking at the long-term changes between 2013 and 2023, there is a **decrease in fatalities in all transport modes except for motorcycles and cyclists**. The decline is highest for mopeds (-36%) and pedestrians (-30%).

Figure 5. Trend of pedestrian fatalities in crashes involving different transport modes in the EU27 (2013-2023). Source: CARE

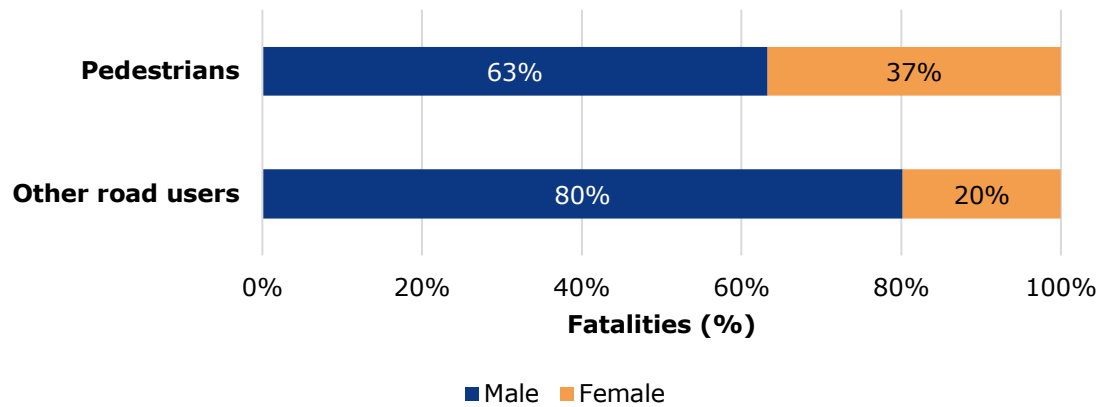


4. Road user

4.1 Gender

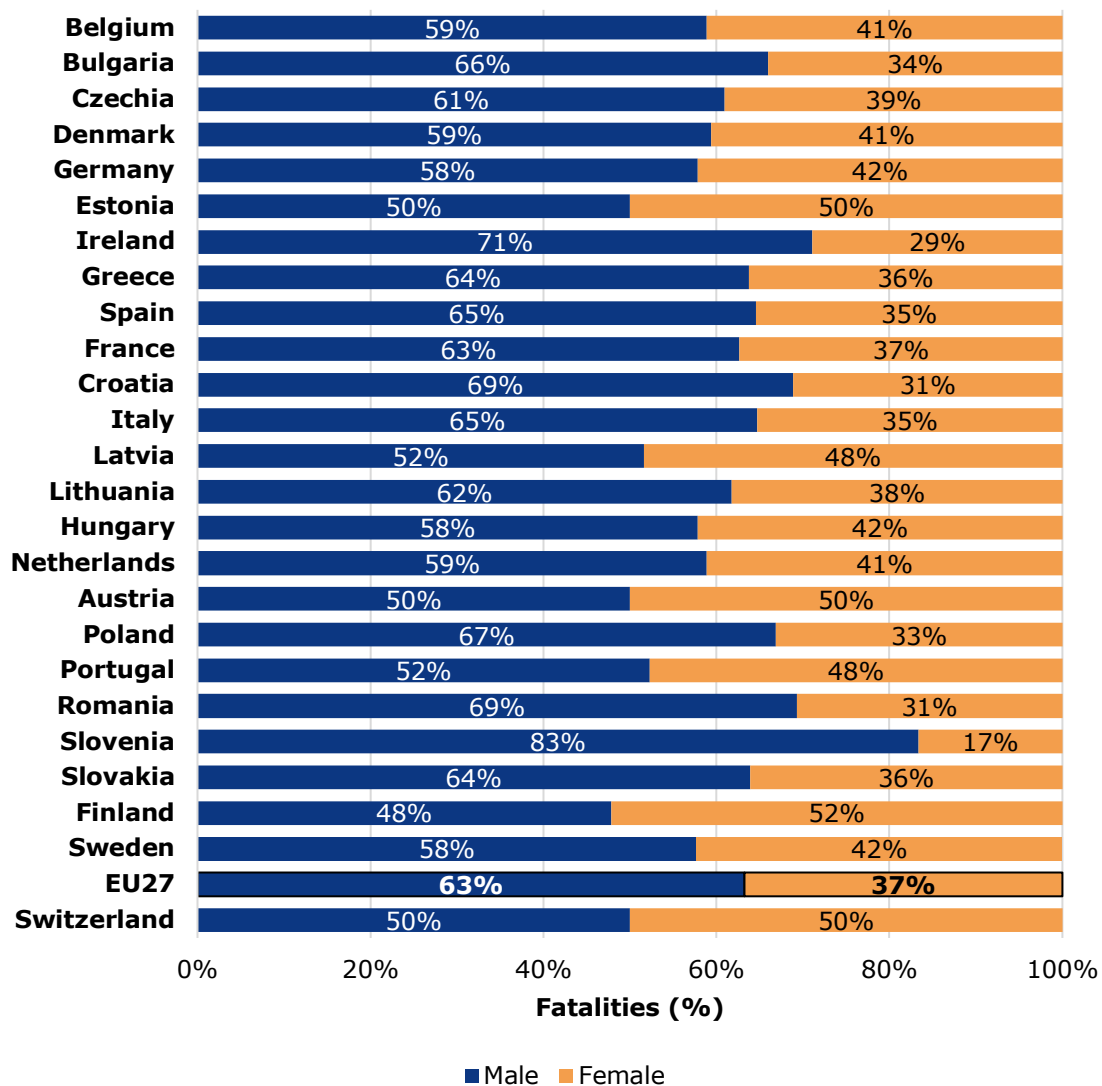
80% of other road user fatalities in the EU are male. At 63%, the share of men among pedestrian fatalities is lower. Hence, pedestrian fatalities concern relatively often women: 37% of pedestrian fatalities are women compared to 20% of other road user fatalities.

Figure 6. Share of pedestrian fatalities and other road user fatalities by gender in the EU27 (2023). Source: CARE



The figure below shows the share of pedestrian fatalities by gender per country. Finland is the only country with above 50% female pedestrian fatalities.

Figure 7. Share of pedestrian fatalities by gender per country in EU27 and EFTA (2023). Source: CARE



Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

4.2 Age

The figure below shows that half of all pedestrian fatalities in 2023 were senior citizens (65+ year olds), almost twice as many as for other road user groups.

People under 24 years have a lower share in the number of pedestrian fatalities (9% in 2023) than in the number of other road user fatalities (18% in 2023). **Taking into account their share in the population, seniors are substantially over-represented in pedestrian fatalities while 25 to 49 year olds are substantially under-represented.**

Figure 8. Pedestrians and other road user fatalities by age group in the EU27 (2023). Source: CARE

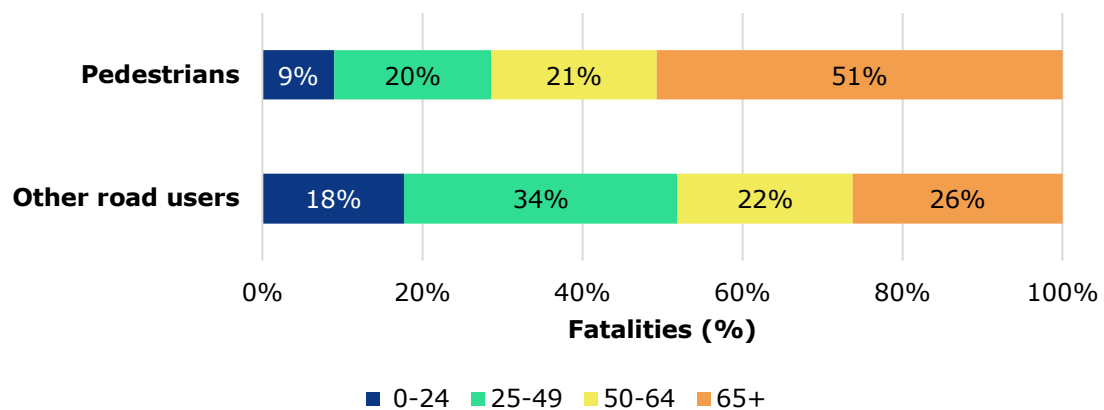
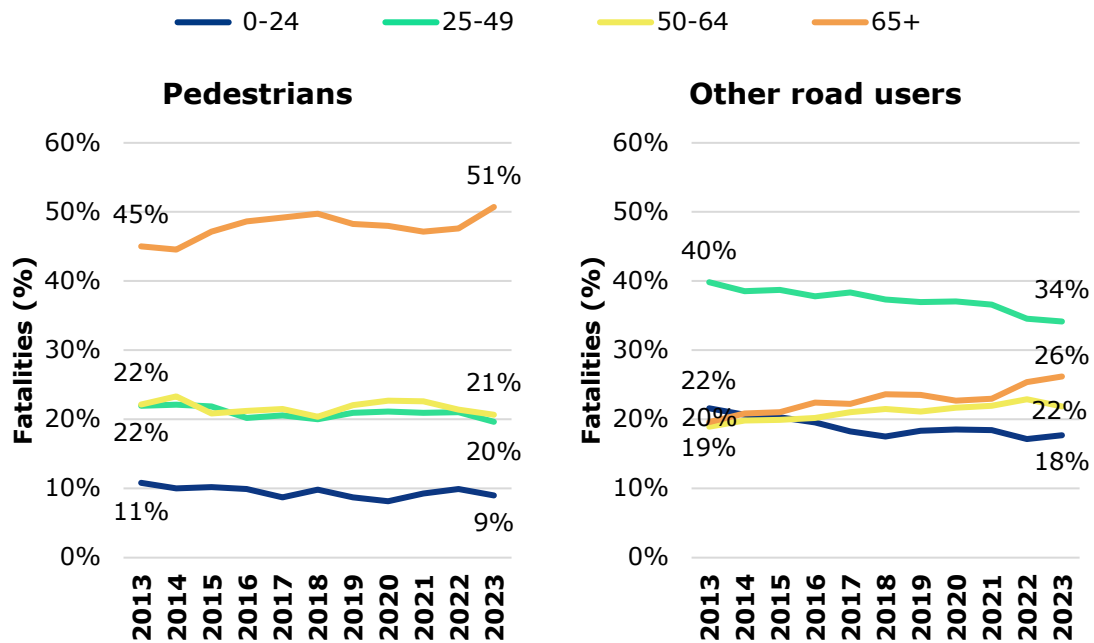
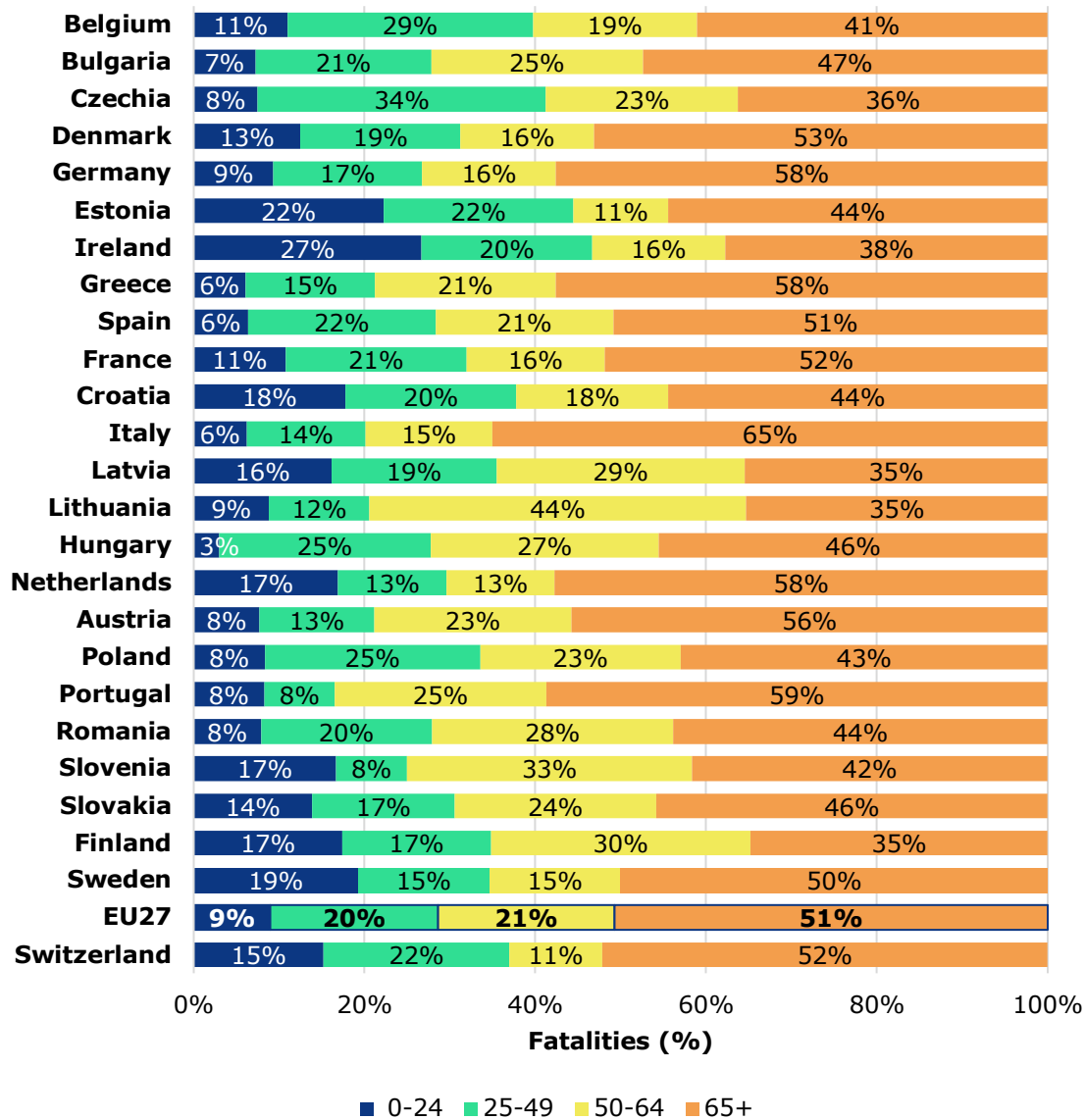


Figure 9. Trend of pedestrian fatalities and other road user fatalities by age group in the EU27 (2013-2023). Source: CARE



In some European countries, a relatively high share of seniors among pedestrian fatalities (between 56 and 65%) is observed, such as in Austria, Greece, Germany, the Netherlands, Portugal and Italy.

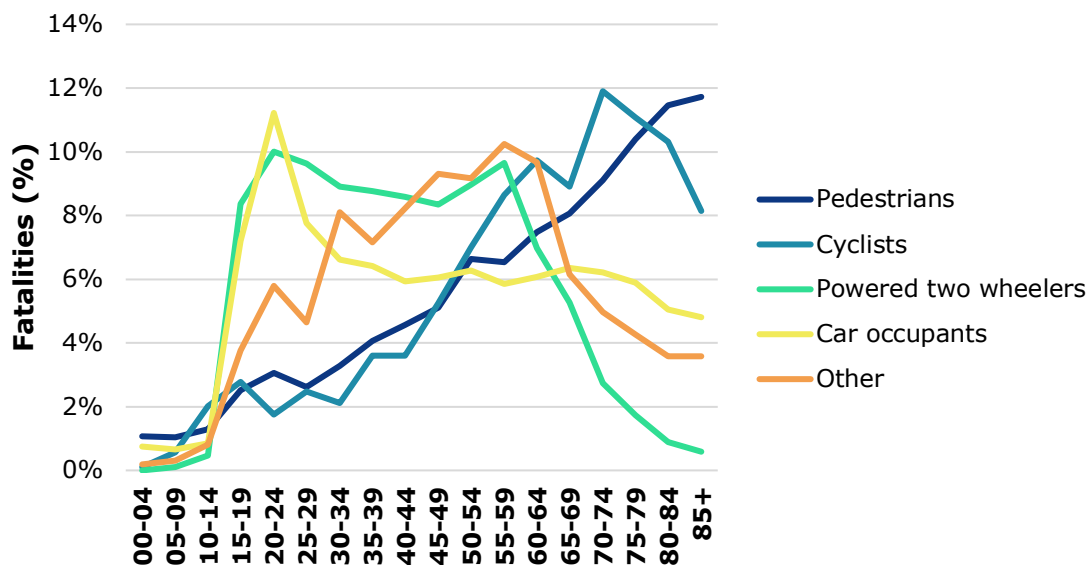
Figure 10. Share of pedestrian fatalities by age groups per country in the EU27 and EFTA (2023). Source: CARE



Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

The Figure below provides a more detailed overview of the share of pedestrian fatalities by age. Between the age category 5-9 years and the age category 85+ years, the number of pedestrian fatalities continues to increase steadily almost without interruption. We see a very similar distribution for cyclists up to 74 years. For car passengers we see a very different spread with a clear peak at the youngest age category at which a car can be used.

Figure 11. Share of pedestrian fatalities and of fatalities of other transport modes over 5-year age categories in the EU27 (2023). Source: CARE

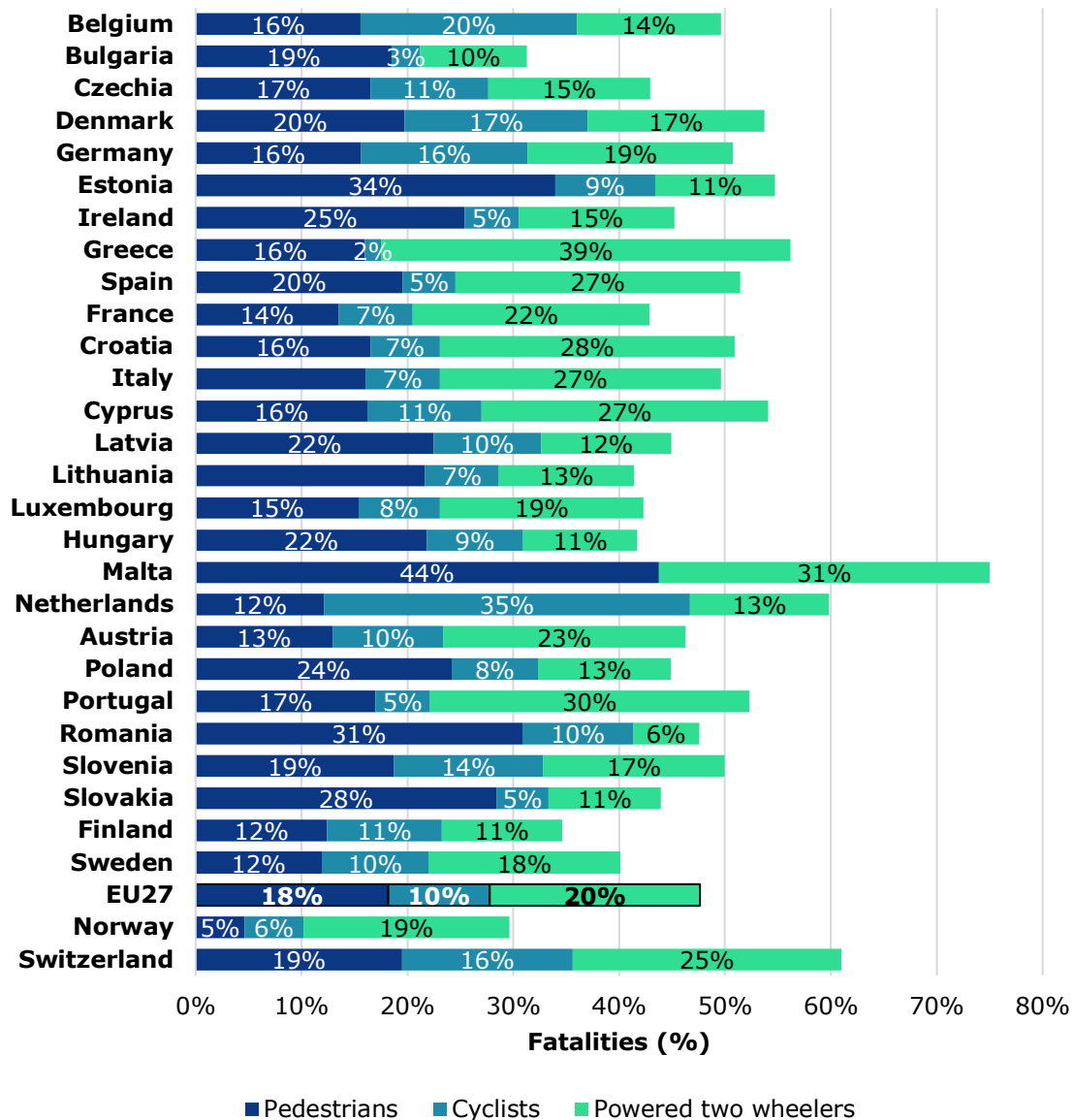


4.3 Transport modes

Vulnerable road users (pedestrians, cyclists, powered two wheelers) make up for a large share of all road fatalities, with a share of 48% in the EU27 countries in 2023. Those shares vary considerably between the Member States, with differences partly resulting from different modal splits and safety levels for different road user groups. High shares of vulnerable road users' (VRUs) fatalities are found in Greece, the Netherlands, Switzerland and Malta (>55%).

Looking at the distribution of fatalities of VRUs in 2023, **high shares (>30%) in pedestrian fatalities can be found in Romania, Estonia and Malta.** The Netherlands records a high share in cyclist fatalities (35%), while Greece records a high share in powered two wheelers' fatalities (39%).

Figure 12. Share of fatalities of vulnerable road users per country in the EU27 and EFTA (2023). Source: CARE

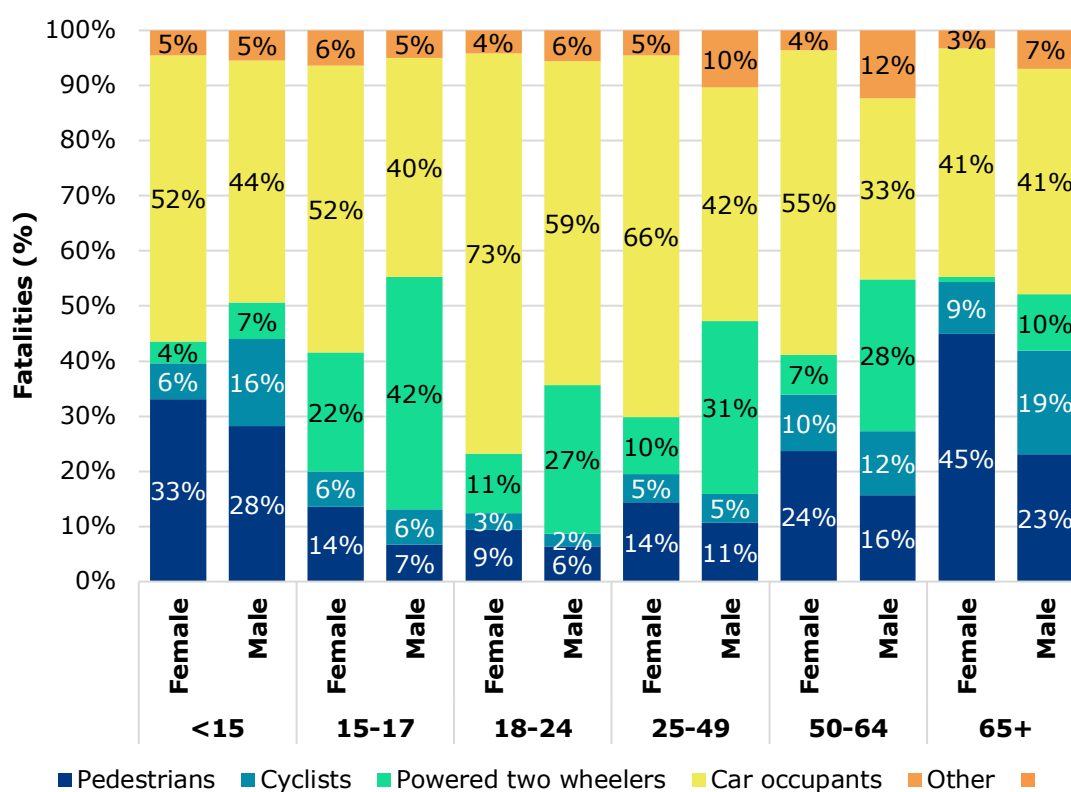


Notes: Countries with less than 10 fatalities have been omitted: Iceland and Liechtenstein. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

4.4 Gender, Age and Transport modes

Figure 13 shows the distribution of fatalities by transport mode of six age groups by gender in the EU27 in 2023. **Through all age groups, there are relatively more female than male pedestrian fatalities, the difference is most pronounced for 65+ years old pedestrian road users.** The highest share of pedestrian fatalities is in under 15 and 65+ age groups.

Figure 13. Distribution of road fatalities by age, gender and transport mode in the EU27 (2023). Source: CARE



5. Location

5.1 Road type

The figure below shows the share of fatalities by road type. Overall, 31% of other road user fatalities in 2023 occurred in crashes on urban roads, 60% on rural roads and 9% on motorways. **Looking at pedestrian fatalities, 71% of them occurred on urban roads and 23% on rural roads.** Although pedestrians are not allowed on motorways, the share of pedestrian fatalities is 6%. This is due to the fact that pedestrians who die on motorways also include vehicle occupants who have left their vehicles on the motorway.

Figure 14. Share of pedestrian fatalities and other road user fatalities by road type in the EU27 (2023). Source: CARE

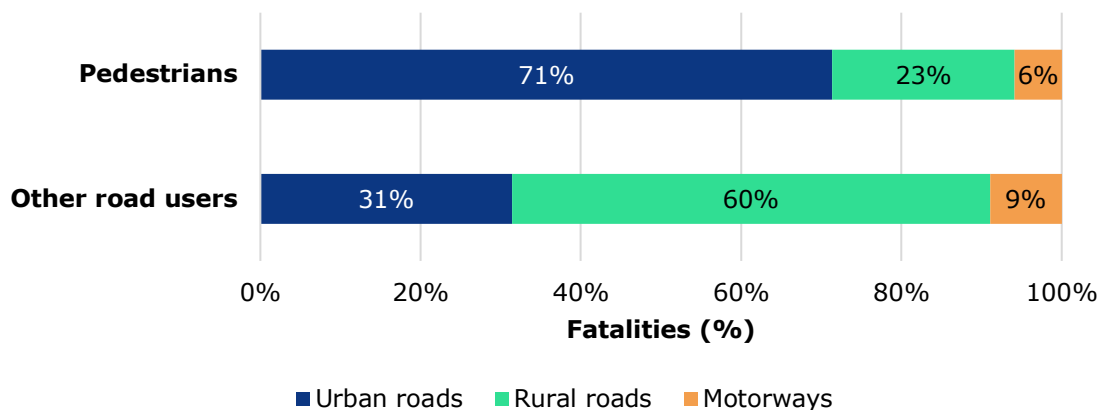
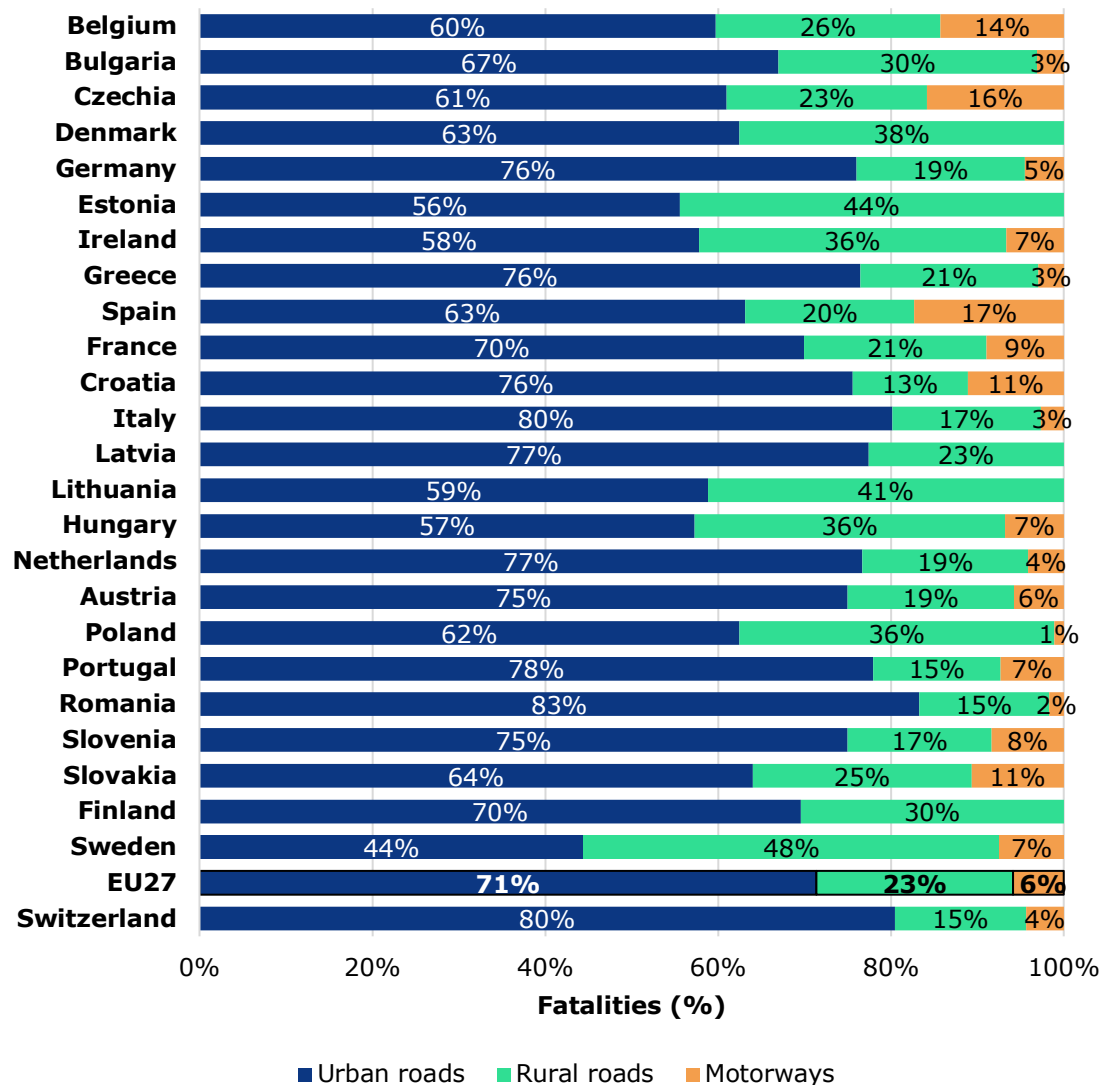


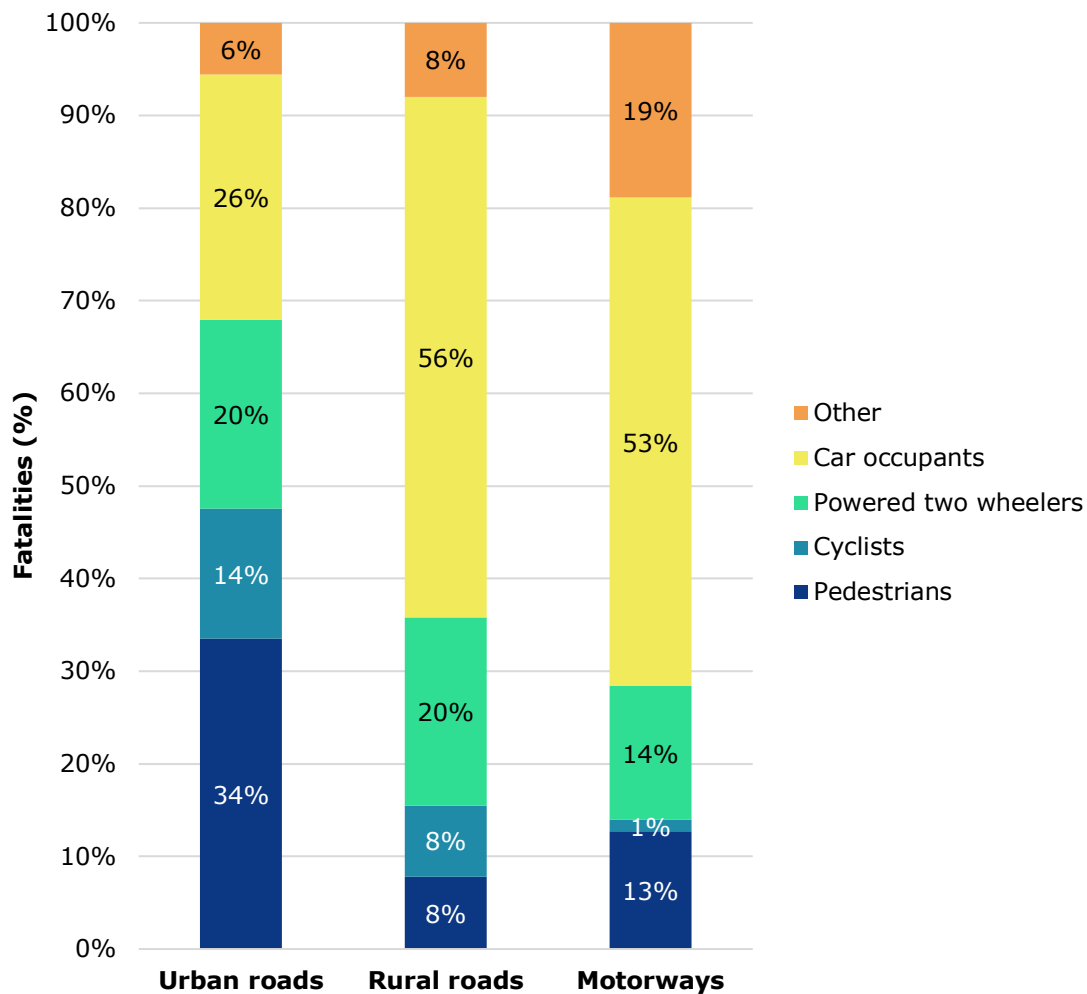
Figure 15. Share of pedestrian fatalities by road type per country in the EU27 and EFTA (2023). Source: CARE



Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

On urban roads, where all modes of transport are represented, the share of killed pedestrians is highest with 34%. Together with cyclists (14%), they make up for almost half of the fatalities on urban roads. The relatively high share of pedestrians killed on motorways (13%) results from including vehicle occupants who have left their vehicles on the motorway in this group.

Figure 16. Share of road fatalities by transport mode and road type in the EU27 (2023). Source: CARE



5.2 Junction

In relation to the share of fatalities that occur at junctions as compared to non-junctions **almost one in five pedestrian fatalities (19%) occurred at junctions in 2023**. Fatalities of cyclists and powered two wheelers (33% and 25%) were more frequent at junctions than pedestrian fatalities; car occupant fatalities (14%) less frequent.

In Sweden, Spain, Denmark, Austria, the Netherlands and Finland the share of pedestrian fatalities at junctions was higher than 30% in 2023.

Figure 17. Share of road fatalities by junction or non-junction in the EU27 (2023). Source: CARE

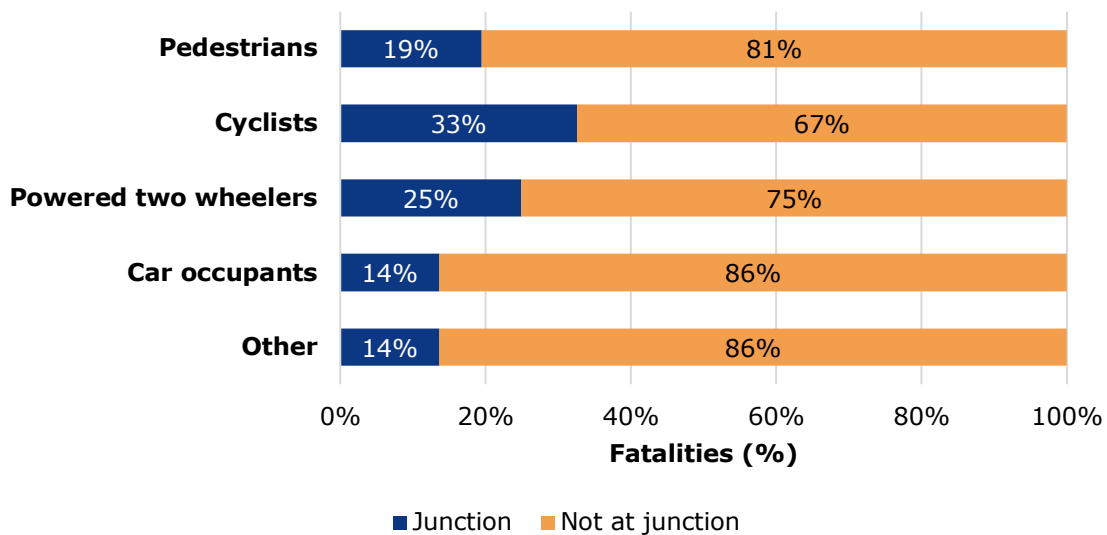
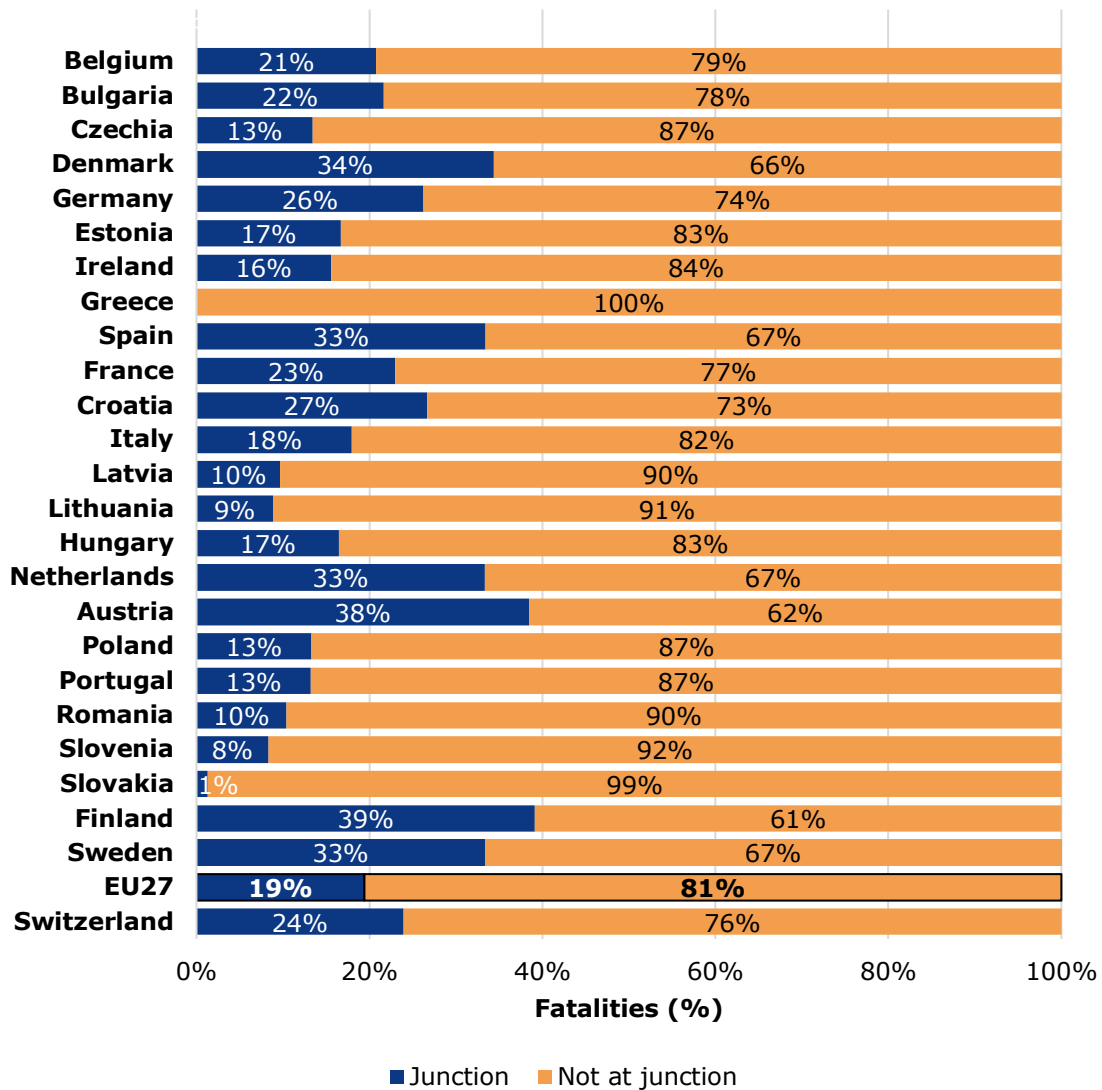


Figure 18. Share of pedestrian fatalities by junction or non-junction per country in the EU27 and EFTA (2023). Source: CARE

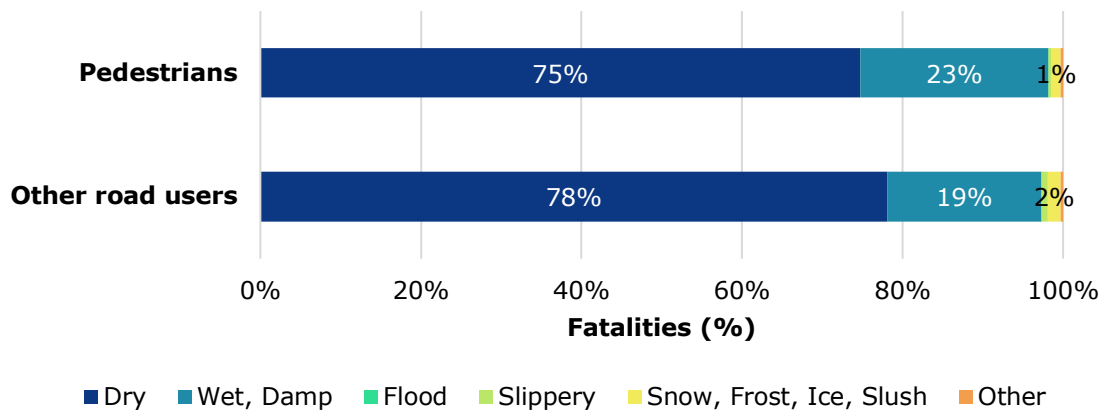


Notes: Countries with less than 10 fatalities have been omitted: Cyprus, Luxembourg, Malta, Iceland, Liechtenstein and Norway. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

5.3 Road surface

The surface conditions were dry for three quarters (75%) of pedestrian fatalities. For 2023 of the pedestrian fatalities the surface was wet or damp; and for 1% of the fatalities were snow, frost, and ice reported.

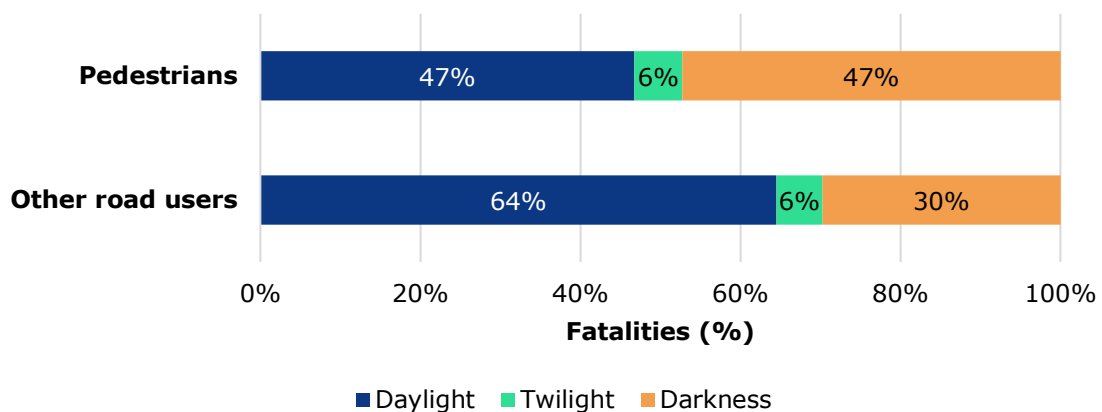
Figure 19. Share of pedestrian fatalities and other road user fatalities by road surface in the EU27 (2023). Source: CARE



5.4 Light Conditions

The figure below shows that pedestrian fatalities differ from the number of other road user fatalities in 2023 regarding light conditions. **Pedestrian fatalities occur relatively frequently during darkness:** In 2023, 47% of pedestrian fatalities occurred during darkness, compared to 30% of other road user fatalities.

Figure 20. Share of pedestrian fatalities and other road user fatalities by light conditions in the EU27 (2023). Source: CARE

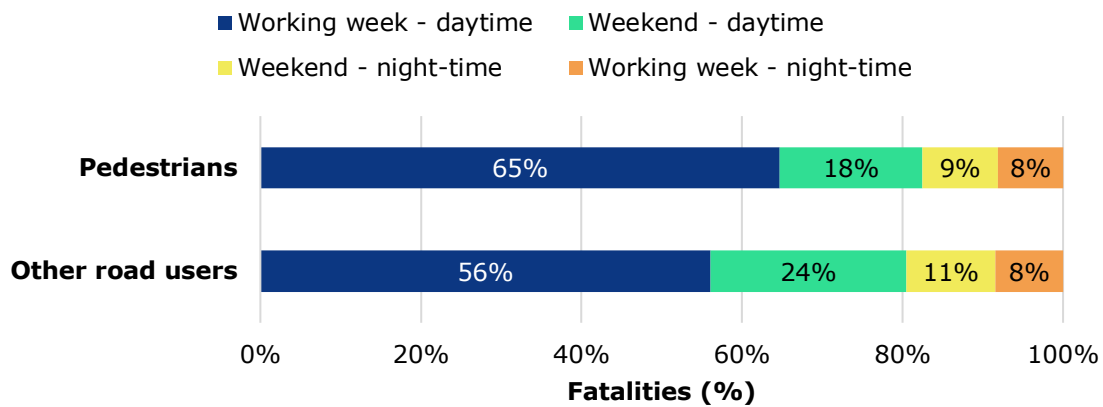


6. Time

6.1 Period of the week

Compared to other road user fatalities, **pedestrian fatalities occur more often at daytime during the working week but less often at daytime during the weekend**. The share of pedestrian fatalities during night-time (from 10 p.m. to 5.59 a.m.) is during the week 8% and at the weekend 9%, which is similar to the share of other road user fatalities being 11% at the weekend and 8% during the week.

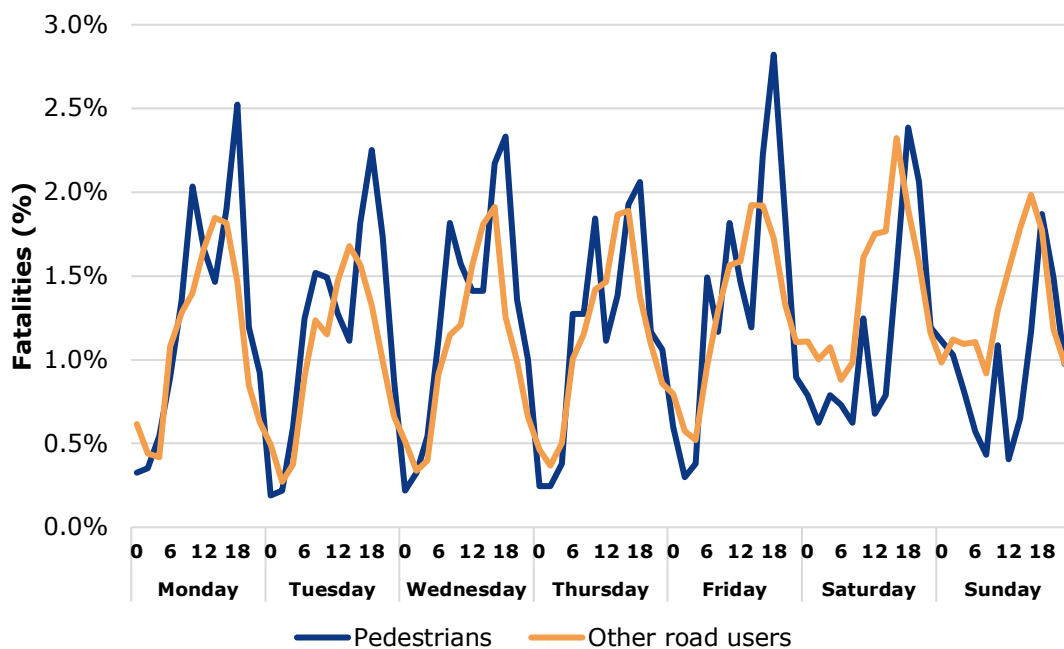
Figure 21. Share of pedestrian fatalities and other road user fatalities according to period of the week in the EU27 (2023). Source: CARE



6.2 Day of the week, time of the day and hour

Compared to other road user fatalities, the share of pedestrian fatalities over the hours of the week shows stronger peaks and troughs. During the working week, a stronger morning and evening peak is observed than for other road user fatalities. This is probably related to the commute to work/school on foot. In the weekends, there are fewer pedestrian fatalities in the morning.

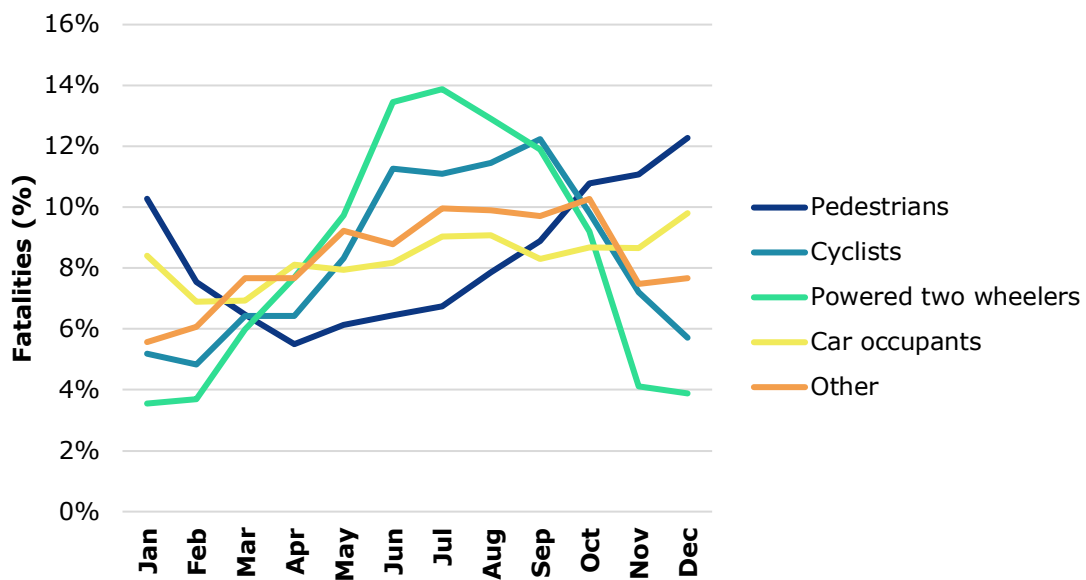
Figure 22. Share of pedestrian fatalities and other road user fatalities by day of the week and hour in the EU27 (2023). Source: CARE



6.3 Month

The figure below illustrates the share of fatalities by month and road user groups. It shows that certain modes have a seasonal effect in the occurrence of fatalities over the course of one year. **Pedestrian fatalities peak between November and January, therefore indicating more fatalities during winter months.** Meanwhile the peak for powered two wheelers is especially pronounced in the summer months (June, July and August). In general, the higher shares of fatalities occur during the second half of the year.

Figure 23. Monthly distribution of fatalities by transport mode in the EU27 (2023). Source: CARE



7. Notes

7.1 Definitions

The definitions below are taken from the CADAS Glossary as well as the UNECE Glossary.

CADAS Glossary:

https://road-safety.transport.ec.europa.eu/system/files/2023-09/CADaS%20Glossary_v%203_8_1.pdf

UNECE/ITF/Eurostat Glossary:

<https://www.unece.org/index.php?id=52120>

Accident / crash

An 'injury' road crash concerns an incident on a public road involving at least one moving vehicle and at least one casualty (person injured or killed). Note: the definition of 'injury' varies considerably among EU countries and is open to interpretation by the police thus affecting the reliability of cross-country comparisons.

Fatalities

Total number of persons fatally injured; correction factors applied when needed. Death within 30 days of the road crash, confirmed suicide and natural death are not included.

Motorway

Public road with dual carriageways, and at least two lanes each way. Entrance and exit sign posted. Road with grade separated interchanges. Road with a central barrier or central reservation. No crossing permitted. No stopping permitted unless in an emergency. Entry prohibited for pedestrians, animals, bicycles, mopeds, agricultural vehicles.

Rural roads (roads outside urban areas)

Public roads outside urban boundary signs, excluding motorways.

Urban roads (roads inside urban areas)

Public roads inside urban boundary signs.

Weekend – daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend – night

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.

Working week – daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – night

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.

7.2 Data source

The main data source for this report is CARE (Community database on Accidents on the Roads in Europe). The database contains data obtained from national data sources, not only EU members but also the four EFTA countries Switzerland, Norway, Iceland, and Liechtenstein. The data in the report were extracted in September 2025.

7.3 Small cells

Absolute numbers of fatalities can be very small for small countries, which can strongly influence trend indicators and other derived indicators such as mortality. Care should be taken when interpreting these numbers. When commenting on the figures, countries with small numbers were omitted.

7.4 Missing data

Some countries did not provide data for all years and/or all variables to the CARE database. When data are missing for specific combinations of years and countries, imputation is used to fill in the empty cells. Imputation results for individual countries are never published in the Facts and Figures reports, but they are aggregated to generate an imputed number at EU27 level. The following imputation method for individual countries is used:

- Values missing at the end of a time series are given the last known value in the series.
- Values missing at the beginning of a time series are given the first known value in the series.
- If values are missing in the middle of a time series, linear extrapolation is used.

The report always mentions in footnotes when imputation was used. If this is not mentioned in the footnotes, no imputation was used.

7.5 Data cleaning

Area / Road type

- Malta 2020-2022 area: 'rural' recoded to 'unknown'

Transport mode: HGVs

- Poland < 2018 and Germany < 2014: HGV recoded to artificial code 'Lorries + HGVs' because obviously not separated in the data.

Serious injuries

- Data from France and the Netherlands omitted due to problems in the time series.

Junctions

- Several data issues due to different coding, inconsistent use of categories and different breaks in time series
- General grouping:
 - 'not at junction'
 - 'unknown'
 - all other codes combined to 'junction'

Data cleaning and recoding was done in the following countries: Bulgaria, Estonia, Finland, Germany, Greece, Ireland, Lithuania, Malta, Slovenia, Switzerland

7.6 COVID-19 pandemic

It is clear that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 and, to a lesser extent, also 2022 for some countries. Overall traffic volumes dropped sharply during the pandemic, which was associated with a significant drop in road traffic crashes and fatalities. However, the pattern was not homogeneous throughout the EU-27. For example, the number of fatalities actually increased in three Member States in 2020 during COVID-19. Therefore,

the impact varied from country to country and there were also behavioural changes - for example there is some evidence of increased speeding. Further research is needed to understand the impact of the pandemic on road safety.

7.7 Rounding

Due to rounding, totals may fall below or exceed the 100% value.

7.8 More detailed data

This Facts and Figures report is accompanied by an Excel file (available online) containing a large set of additional detailed data. Each sheet in the excel file corresponds to a figure/table in the report.

