



European Road Safety Observatory

National Road Safety Profile - Czechia

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

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1 Highlights

Road safety outcomes

- In 2019 a total of 618 people were killed in reported traffic accidents in Czechia.
- Czechia is 17th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Czechia shows a relatively high proportion of car occupants and fatalities on rural roads.
- Over the past ten years the total number of fatalities on motorways increased while their number remained stable in the European Union.

Road safety performance indicators

- Self-reported speeding in Czechia is higher than the European average.
- Road infrastructure in Czechia is characterized by high road density. Its quality is perceived as rather low compared to other EU countries.

Road safety policy and measures

- Czechia is one of the few countries in the European Union with a zero-percent alcohol limit for all drivers.
- Enforcement of speeding legislation is less widely perceived as effective in comparison to other EU countries.
- Both the self-reported frequency of alcohol checks and of drugs checks in Czechia is much higher than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Czechia, a total of 618 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 58 road fatalities per million inhabitants, which is above the EU average (51). Since 2001, the mortality rate in Czechia has declined at the same pace as the EU average. However, taking into account the number of vehicles Czechia performs better in comparison with other EU countries. The rate of 0.84 fatalities per 10,000 registered vehicles in Czechia is just below the EU average.

Over the past ten years, the numbers of fatalities and serious injuries in Czechia have fallen by more than 20%, similar to the overall EU trend. While in the European Union the number of fatalities remained stable between 2013 and 2019, Czechia shows more fluctuation during that period.

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	802	618	-23%	29611	22700	-23%
Serious injuries	2,788	2,061	-26%	/	/	/

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

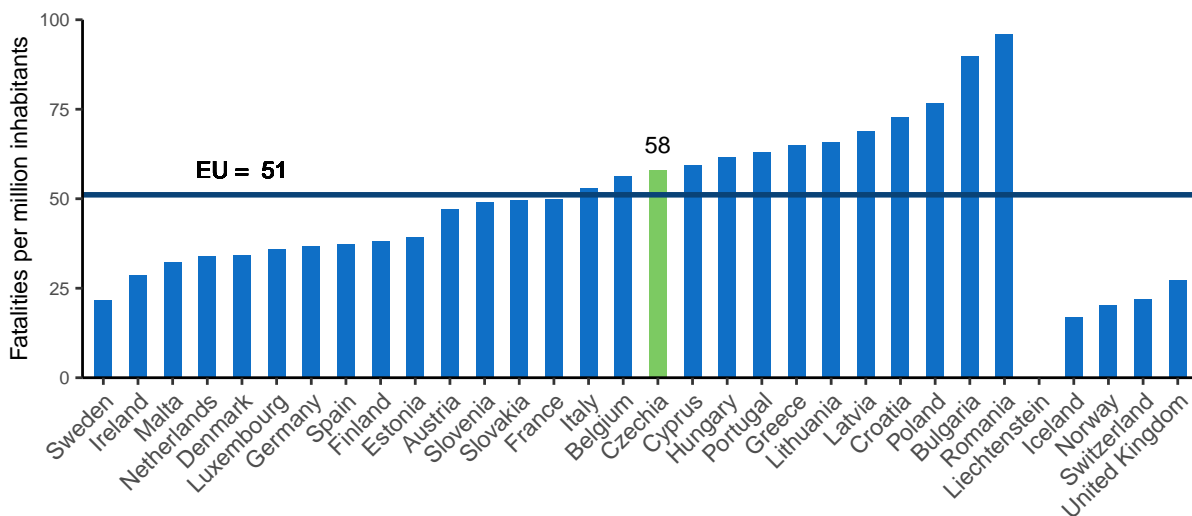


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

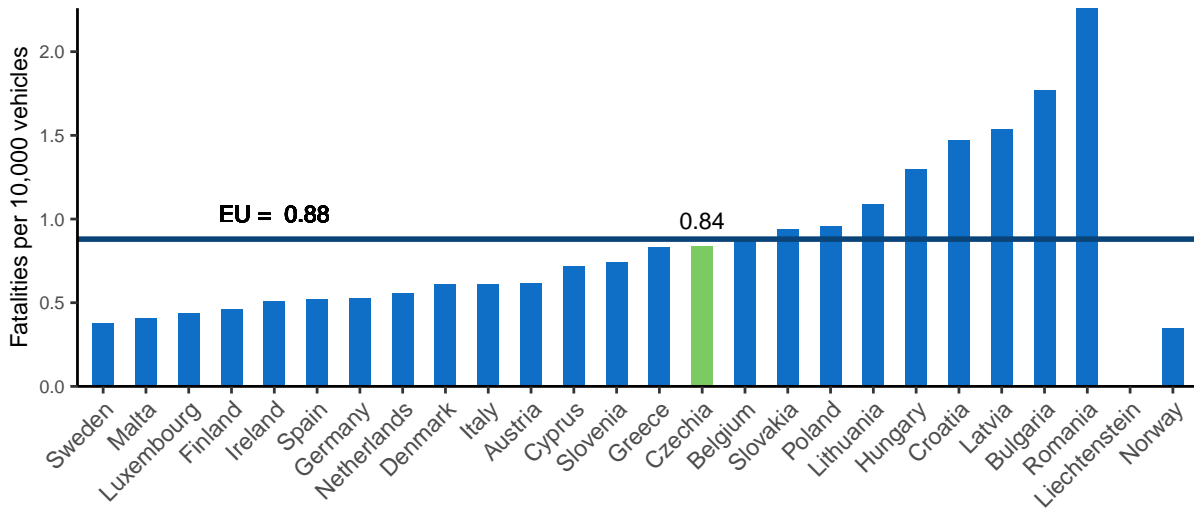


Figure 3. Number of road fatalities (2010-2019). Source: CARE

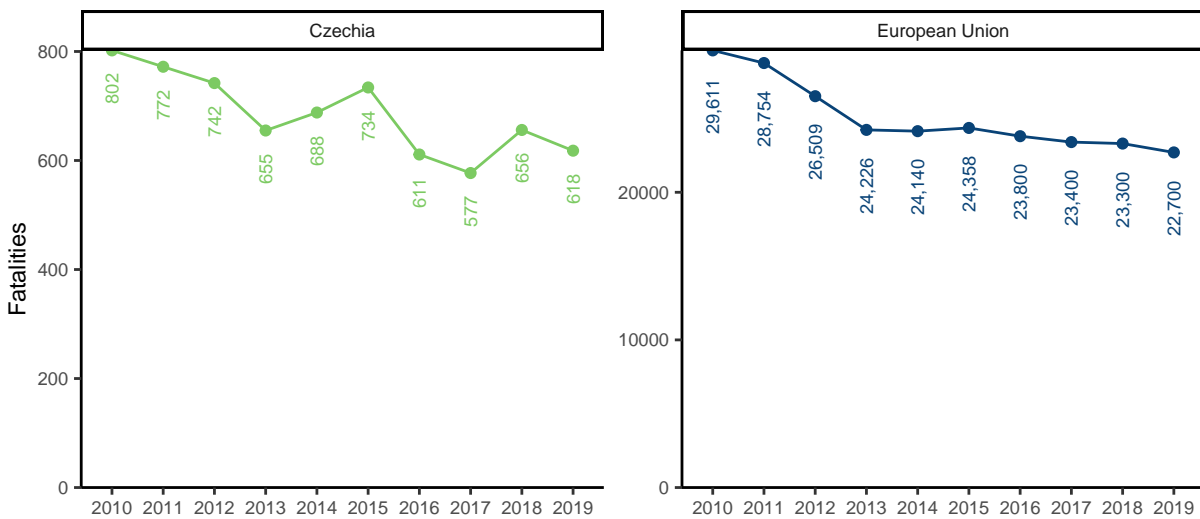
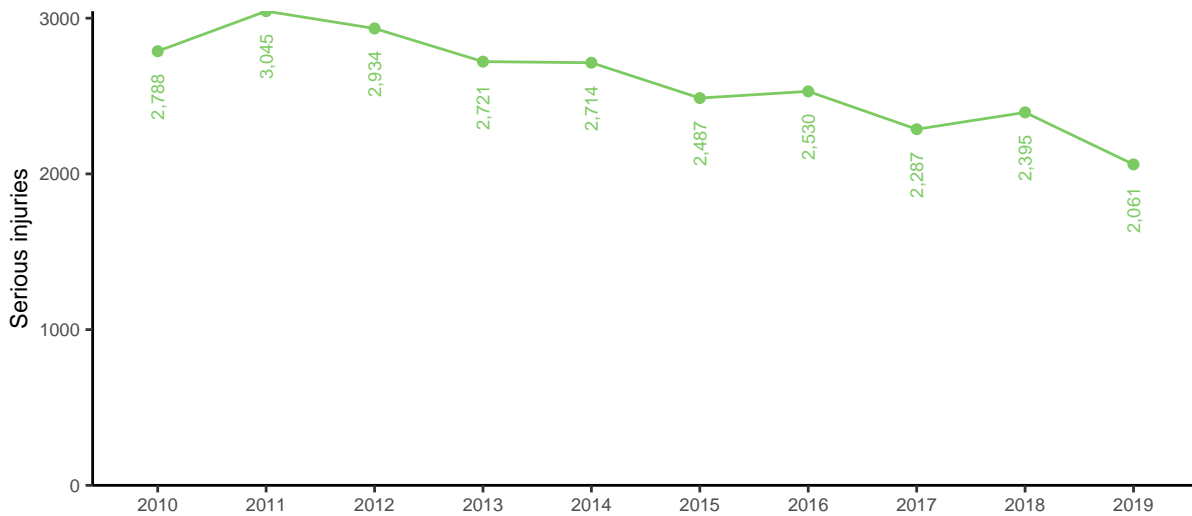
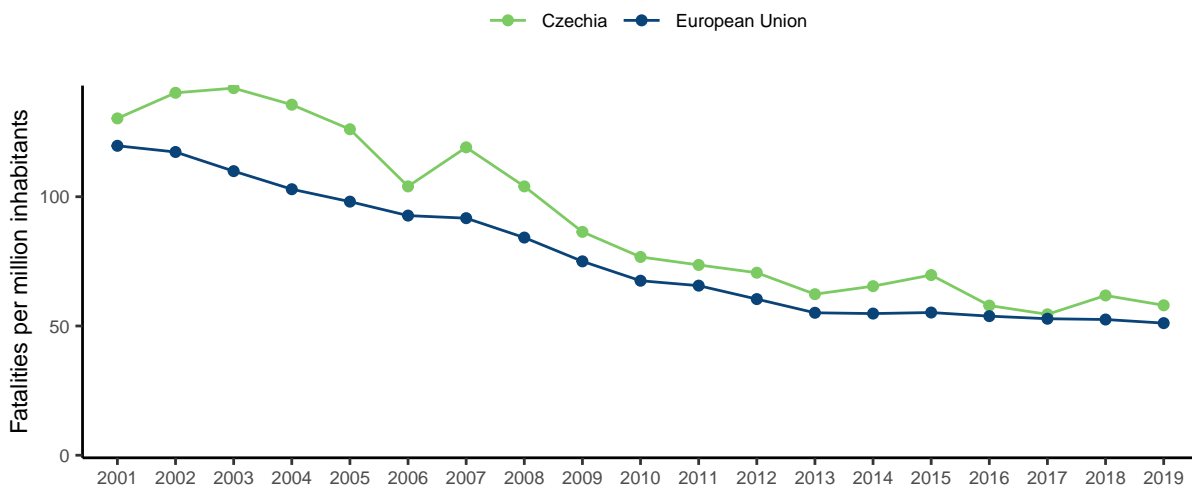


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, car occupants accounted for more than half of road traffic fatalities in Czechia. This percentage is higher than that observed in the European Union as a whole (44%). Powered two-wheelers on the other hand represent only 14% of road fatalities in Czechia, as opposed to 18% in the European Union.

Over time there has been a decrease in the number of fatalities in Czechia for all modes, also in urban areas. While the number of cyclist fatalities in urban areas remained stable in the European Union, there was a considerable decrease in Czechia. The number of serious injuries also decreased for all modes, except for the occupants of buses and coaches for which it increased by one third.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Czechia that were fatally injured, about 40% were involved in a crash with a car, and 12% were involved

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

in a crash with a lorry or heavy goods vehicle. Only a small proportion of these victims were involved in a bus crash. Czechia shows a more substantial decrease of fatalities in these types of crashes over the past ten years than 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 Czechia has decreased a little more than in the European Union. While the number of cyclists that were killed in a single vehicle crash has increased over the past ten years in the European Union, Czechia shows a significant decrease.

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

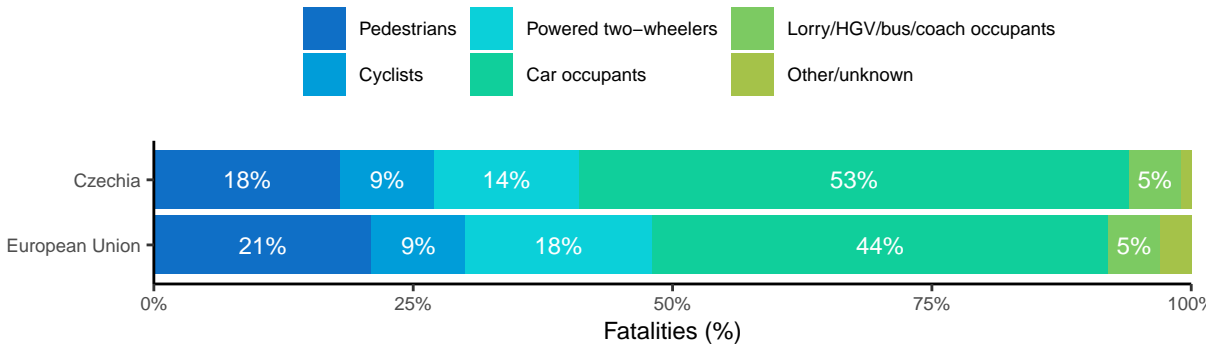


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	169	127	-25%	5,793	4,767	-18%
Cyclists	74	55	-26%	2,023	1,991	-2%
Powered two-wheelers	92	85	-8%	5,058	4,132	-18%
Car occupants	392	314	-20%	13,309	10,445	-22%
Lorries, under 3.5t	13	9	/	898	780	-13%
Heavy goods vehicles	25	19	-24%	590	408	-31%
Bus/coach occupants	2	3	/	102	98	-4%
Other/unknown	5	4	/	1,119	691	/
Total	772	617	-20%	28,291	23,133	-18%

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

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	625	475	-24%
Cyclists	425	340	-20%
Powered two-wheelers	530	433	-18%
Car occupants	1,179	850	-28%
Lorries, under 3.5t	49	32	-35%
Heavy goods vehicles	55	48	-13%
Bus/coach occupants	36	48	+33%
Other/unknown	21	22	/
Total	2,922	2,248	-23%

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	8	7	/	258	201	-22%
Crashes involving cars	138	105	-24%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	54	32	-41%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	112	90	-20%	3,944	3,303	-16%
Cyclists	42	29	-31%	1,113	1,134	+2%
Powered two-wheelers	30	22	-27%	2,200	1,595	-28%
Car occupants	84	50	-40%	2,883	2,164	-25%
Lorries, under 3.5t	2	2	/	149	132	-11%
Heavy goods vehicles	6	2	/	82	31	-62%
Bus/coach occupants	2	1	/	24	27	+12%
Other/unknown	2	2	/	222	260	/
Total	279	199	-29%	10,730	8,837	-18%

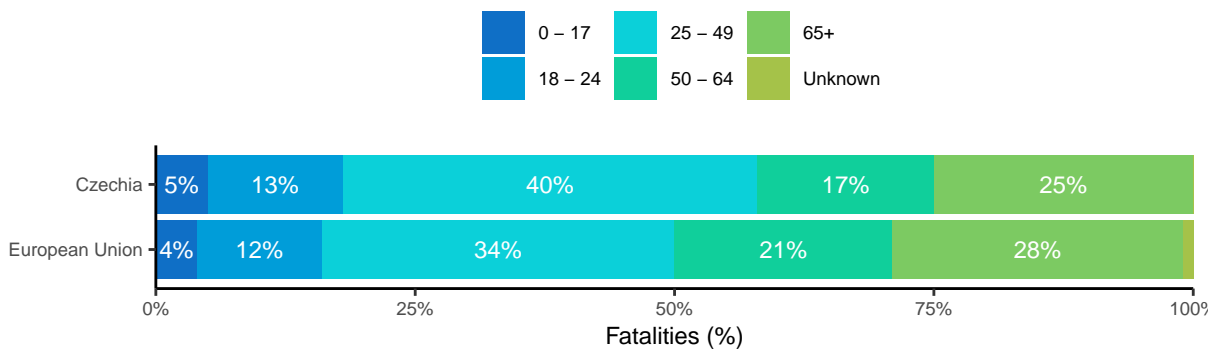
Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	26	19	-27%	299	381	+27%
Powered two-wheelers	34	29	-15%	1,746	1,443	-17%
Car occupants	169	124	-27%	5,905	4,471	-24%
Lorries, under 3.5t	4	3	/	365	288	-21%
Heavy goods vehicles	9	5	/	241	147	-39%
Bus/coach occupants	1	1	/	40	35	-12%
Other/unknown	3	3	/	327	341	/
Total	246	184	-25%	8,923	7,106	-20%

2.3 Age

The distribution of road fatalities across age groups in Czechia is slightly different from that for the European Union. People aged 25 to 49 represent 40% of road fatalities, which is higher than what is seen in the European Union (34%). On the other hand, the proportion of fatalities aged 50 and older is smaller.

Over the past ten years, the trend in the number of fatalities in Czechia was less favourable 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 in Czechia. There was also an increase in the number of fatalities for the youngest age group.

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

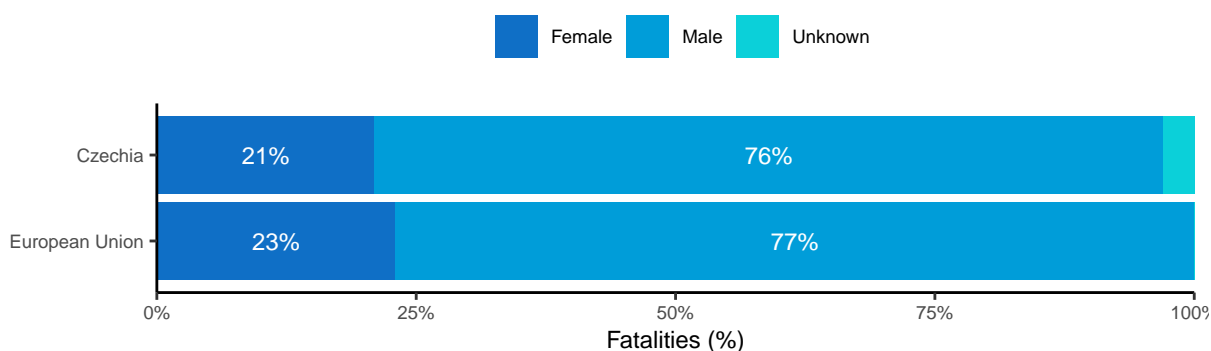
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	15	17	+13%	744	499	-33%
15 - 17	17	7	/	761	493	-35%
18 - 24	117	76	-35%	4,399	2,755	-37%
25 - 49	316	236	-25%	10,458	7,915	-24%
50 - 64	149	124	-17%	5,273	4,891	-7%
65+	157	157	+0%	6,392	6,559	+3%
Unknown	3	1	/	738	148	/
Total	772	617	-20%	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	155	123	-21%
15 - 17	95	54	-43%
18 - 24	453	260	-43%
25 - 49	1,232	918	-25%
50 - 64	567	464	-18%
65+	419	426	+2%
Unknown	2	3	/
Total	2,922	2,248	-23%

2.4 Gender

The high proportion of males among total road fatalities in Czechia (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	177	142	-20%	6,656	5,453	-18%
Male	580	457	-21%	21,523	17,764	-17%
Unknown	15	18	/	1,310	42	/
Total	772	617	-20%	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	918	730	-20%
Male	1,843	1,390	-25%
Unknown	161	127	/
Total	2,922	2,248	-23%

2.5 Area

The majority of road fatalities in Czechia occurred on rural roads (65%). This percentage is higher than in the European Union as a whole. Over the past ten years, the number of fatalities and serious injuries in Czechia has increased significantly on motorways. In the European Union the number of fatalities on motorways remained stable over the same period.

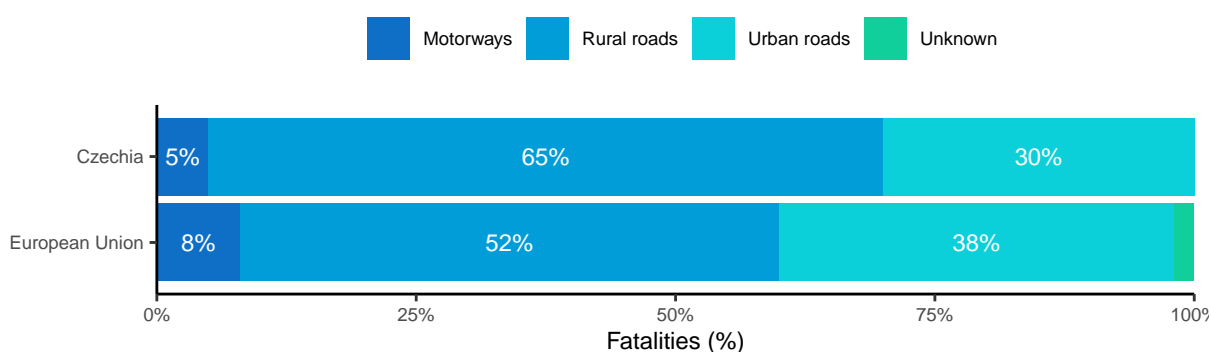
Figure 9. Number of road fatalities by road type (2019). Source: CARE

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

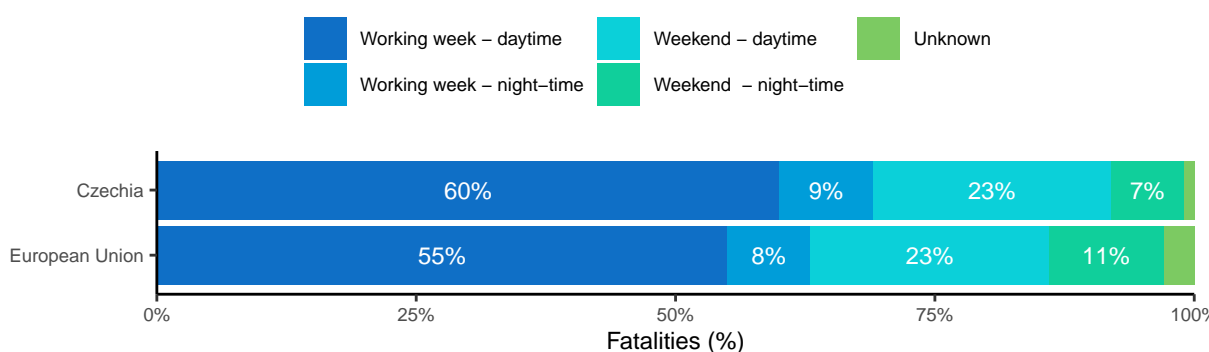
Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	24	30	+25%	2,038	1,969	-3%
Rural	470	388	-17%	15,205	12,200	-20%
Urban	279	199	-29%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	772	617	-20%	28,291	23,133	-18%

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	61	80	+31%
Rural	1312	1013	-23%
Urban	1550	1155	-25%
Unknown	/	/	/
Total	2922	2248	-23%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a smaller proportion of fatalities that occur in the night-time during the weekend (7%) than in the European Union (11%). Over the past ten years, Czechia shows a more favourable downward trend regarding night-time fatalities (both during the week and at weekends), which is in line with the EU average.

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

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	448	369	-18%	15,404	13,265	-14%
Working week - night-time	72	45	-38%	2,566	1,980	-23%
Weekend - daytime	158	136	-14%	6,353	5,383	-15%
Weekend - night-time	92	61	-34%	3,540	2,593	-27%
Unknown	9	6	/	4,071	662	/
Total	772	617	-20%	28,291	23,133	-18%

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Czechia, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when

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

it is dark, which is similar to the EU average.

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

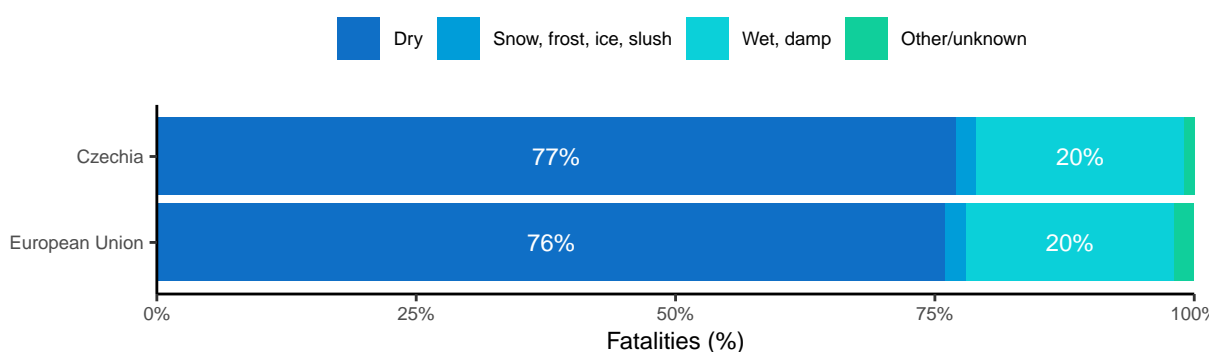


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	535	457	-15%	21,091	17,711	-16%
Snow, frost, ice, slush	43	17	-60%	988	442	-55%
Wet, damp	183	136	-26%	5,636	4,663	-17%
Other/unknown	12	8	/	2,458	446	/
Total	772	617	-20%	28,291	23,133	-18%

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

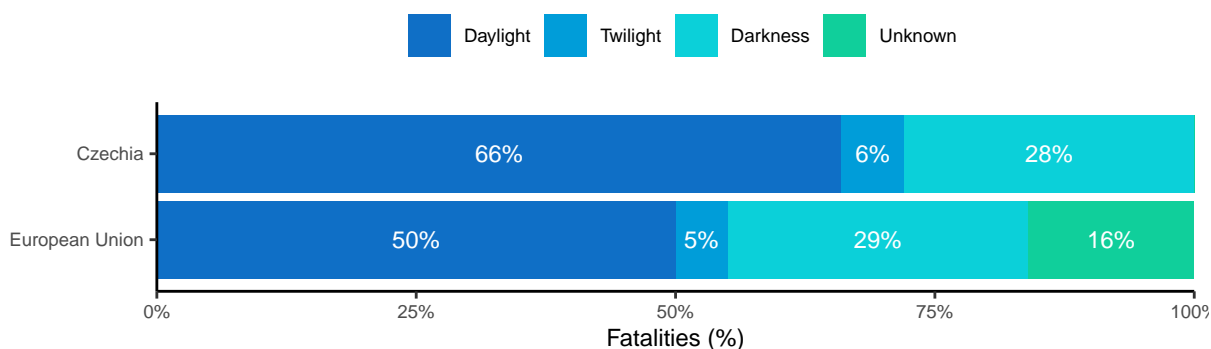


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	266	184	-31%	8,918	6,782	-24%
Daylight	483	403	-17%	13,706	11,932	-13%
Twilight	24	29	+21%	1,498	1,228	-18%
Unknown	/	/	/	5,301	3,908	/
Total	772	617	-20%	28,291	23,133	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

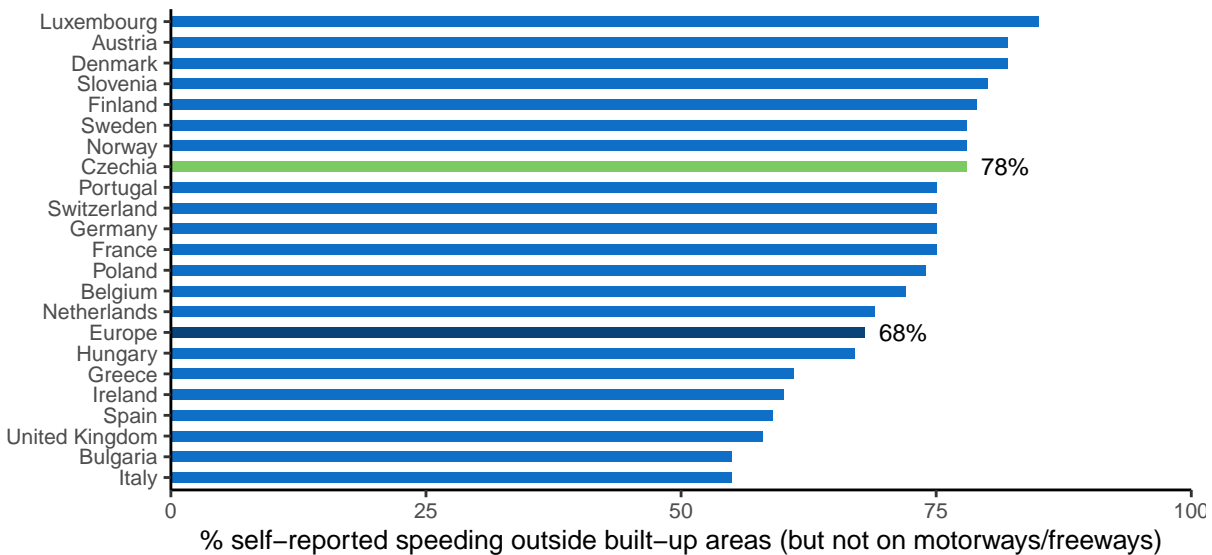
Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. Czechia performs worse than the European average in relation to speeding and distracted driving. On the other hand, the self-reported seatbelt wearing rate in the back in Czechia is higher than the European average.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2017)

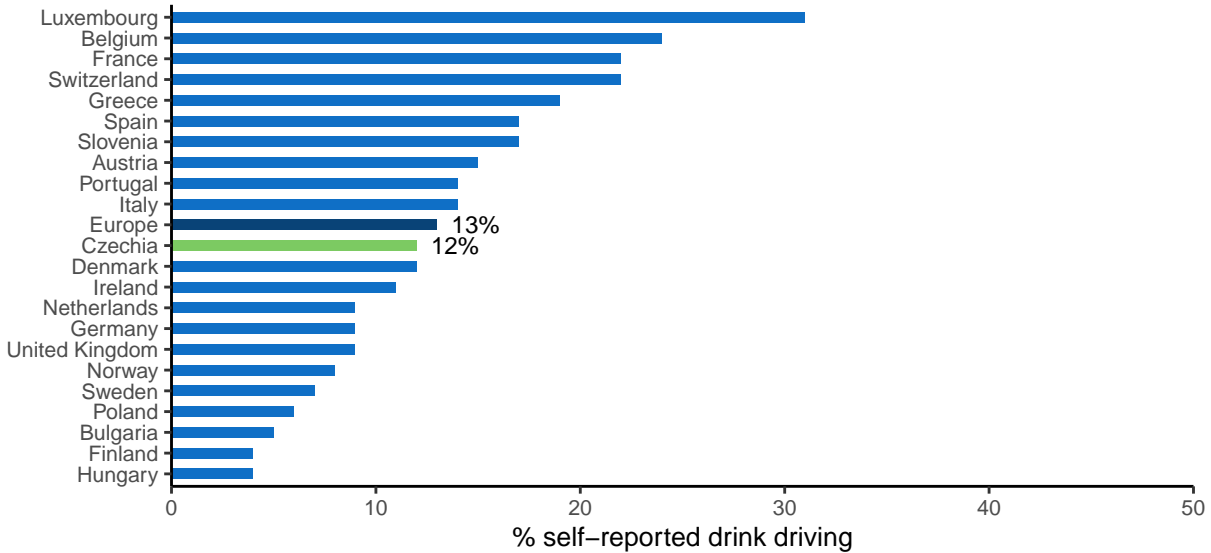
	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h)	49	43%
Rural roads (90km/h)	86	35%

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



3.1.2 Driving under the influence

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



3.1.3 Use of protective systems

Table 17. Observed seatbelt wearing rate. Source: IRTAD (2016)

	Seatbelt wearing rate
Car drivers on urban roads	95%
Car drivers on rural roads	96%

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

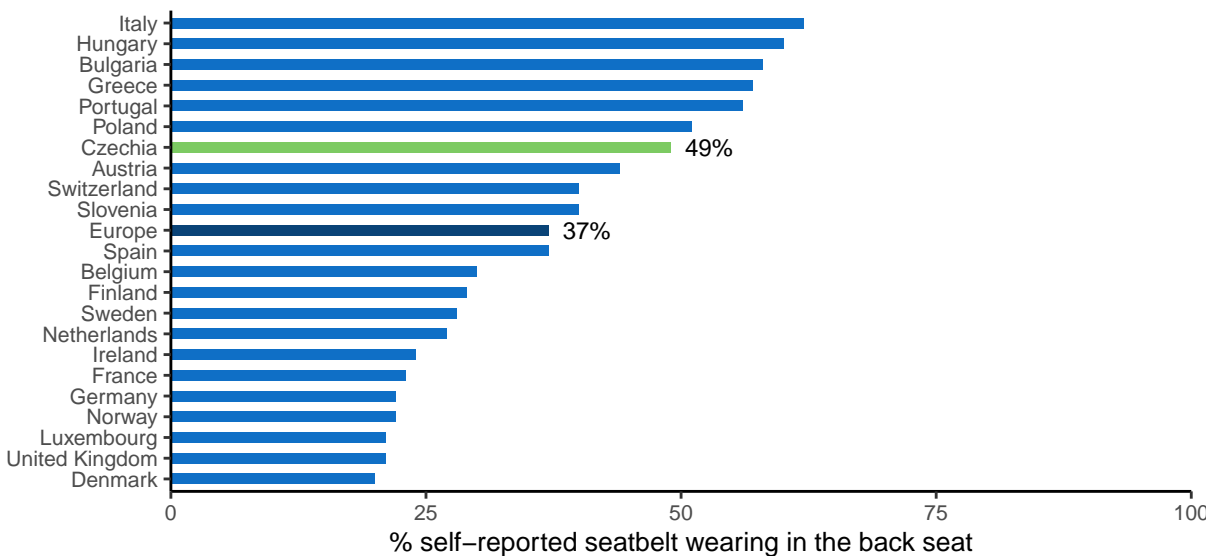
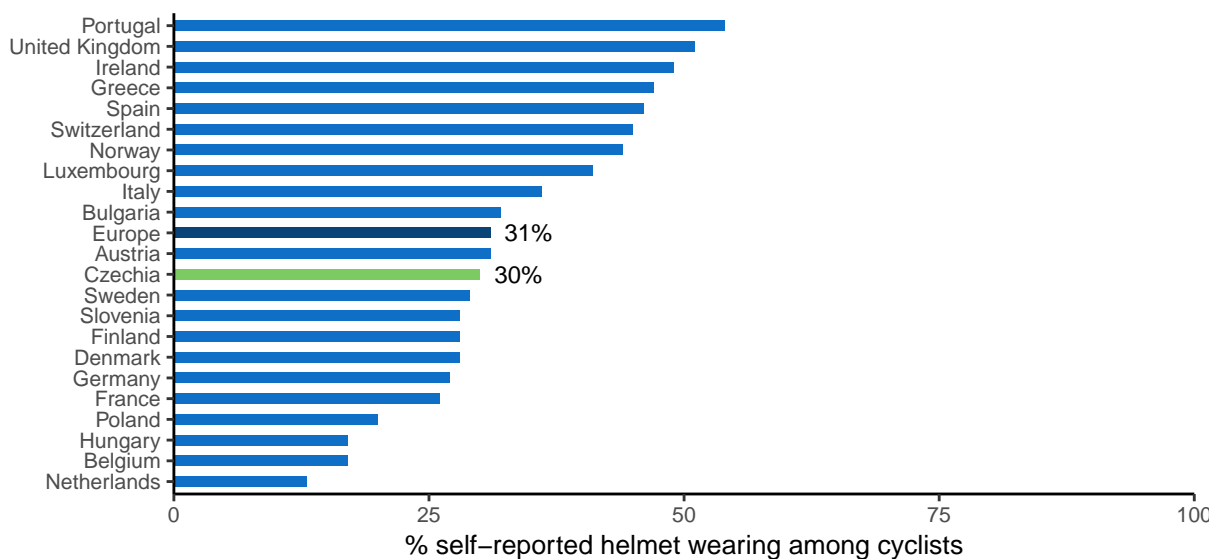
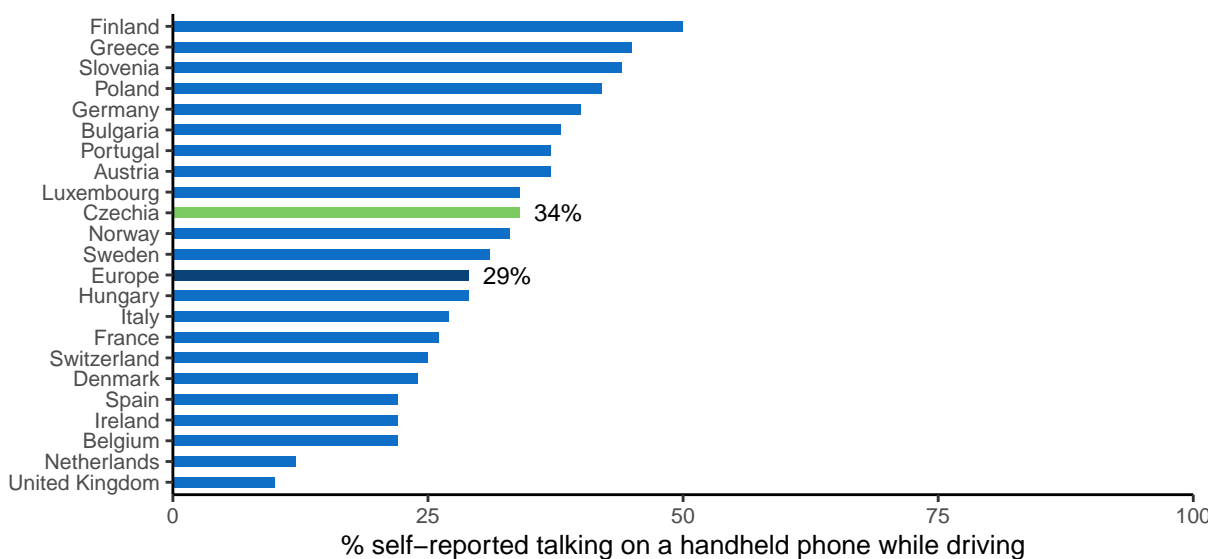


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

3.2 Infrastructure

The overall road network in Czechia shows relatively high road density in comparison with the EU average. Motorway density on the other hand is similar as the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Czechia, a score of 4 (on a value scale from 1 to 7) is given, which is lower than most other countries.

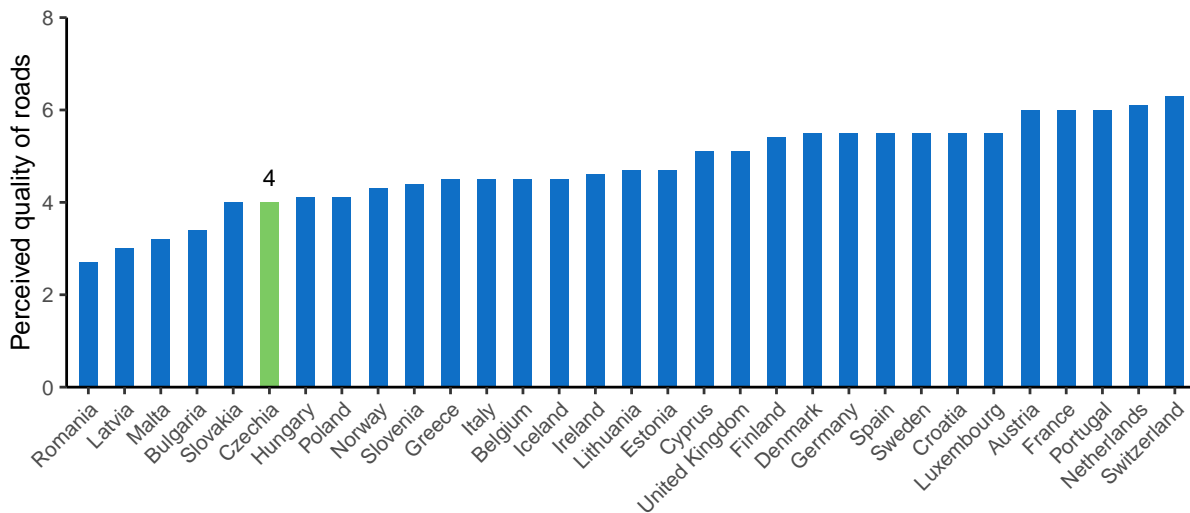
3.2.1 Road density

Table 18. Road density. Source: EUROSTAT (2016)

	Czechia	European Union
Motorways	16 km road/1000 km ²	15 km road/1000 km ²
Total	1657 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Czech vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Czech passenger cars appear to be as old as the EU average.

Table 19. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Czechia	European Union
All vehicles (except trailers and motorcycles)	63	63
Total utility vehicles	7	9
Lorries	7	7
Road tractors	0	1
Trailers and semi-trailers	5	4
Motorcycles	6	6
Passenger cars	56	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 20. Age of registered passenger cars. Source: EUROSTAT (2019)

	Czechia	European Union
Percentage of total number of passenger cars		
Less than 2 years	12%	12%
From 2 to 5 years	10%	15%
From 5 to 10 years	17%	21%
From 10 to 20 years	61%	42%
Over 20 years	/	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Czechia reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is stricter than in most European countries: there is a zero-percent alcohol limit for all drivers while the majority of EU countries apply a limit of 0.5 g/l.

Table 21. National road safety legislation. Source: WHO (2018)

	Czechia	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 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 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 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 36 kg / 150 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	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, Czechia scores above the EU average for all legislation surveyed, except speed and drink-driving legislation. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Czechia is higher than the European average.

Table 22. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Czechia	European average
Speed legislation	5	6.8
Drink-driving legislation	7	7
Seatbelt legislation	8	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	9	8

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

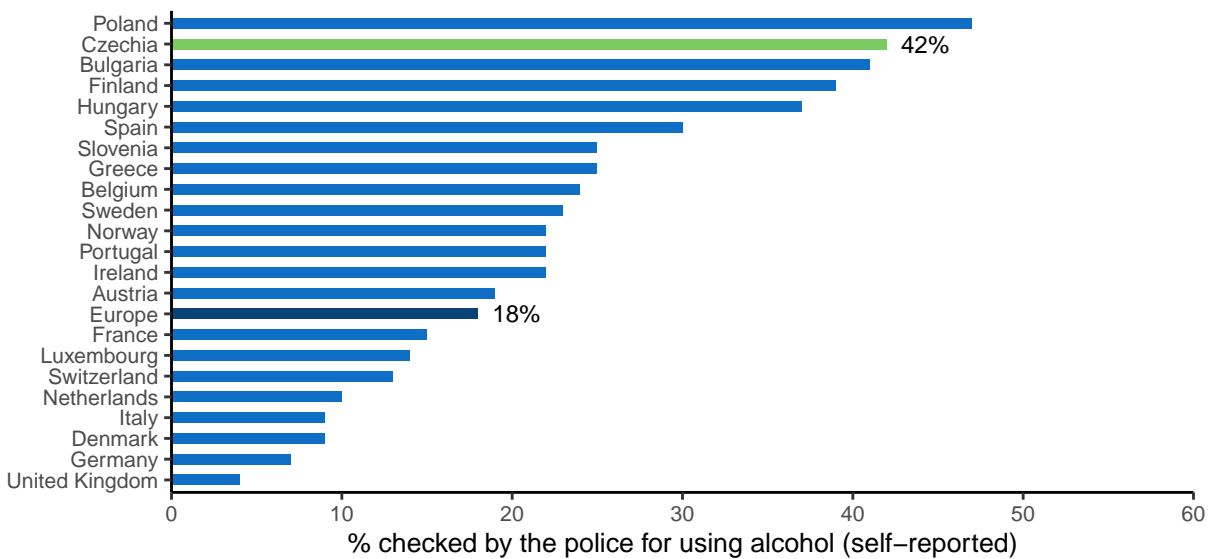
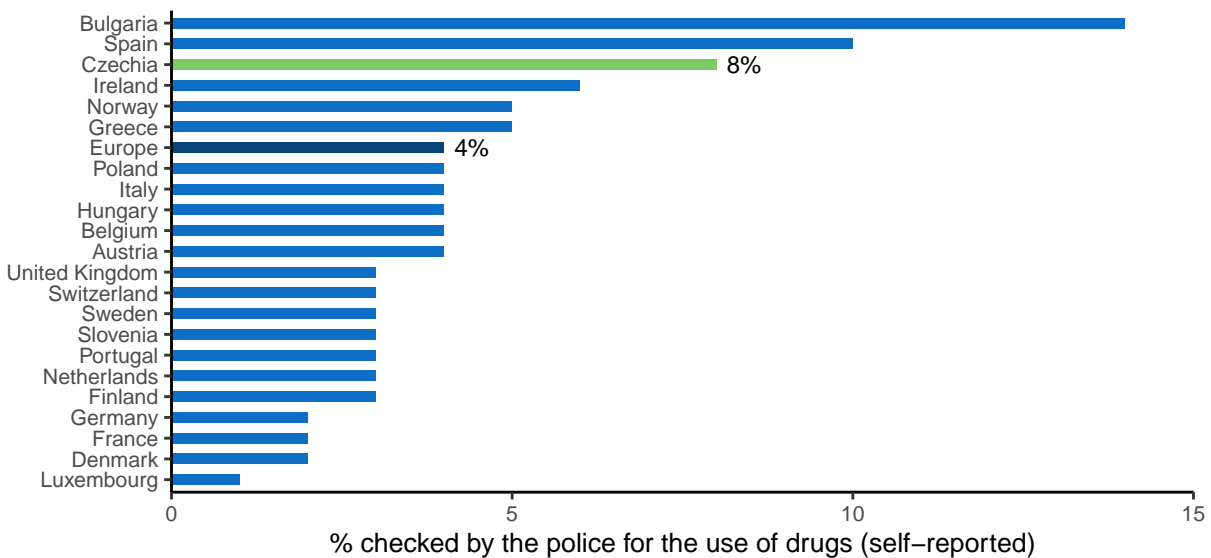


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 23. Infrastructure-related policy. Source: WHO (2018)

	Czechia	EU countries
Audits or star rating required for new road infrastructure	Partial	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 24. Policy related to post-crash care. Source: WHO (2018)

	Czechia	EU countries
Trauma registry	National	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 Czechia is above the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union and the unemployment rate lower. The percentage of GDP dedicated to road spending is higher than the EU average (1.1%).

Table 25. Country characteristics. Source: EUROSTAT and IRTAD

	Czechia	European Union
Population-related data (2020)		
Population (2020)	10693939	447319916
Population density (inhabitants/km ²)	136	106
% Children (0-14)	16%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	20%	21%
Urbanization (2019)		
% living in cities	30%	38%
% living in suburbs and towns	33%	34%
% living in rural areas	37%	28%
Economic data		
GDP per capita (EUR, 2020)	19979.6	29768.3
Unemployment rate (2020)	3%	7%
% GDP dedicated to road spending (2019)	1.1% (urban roads not included)	0.6%

5.2 Structure of road safety management

Table 26. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport
	Czech Governmental Council for Road Safety
Monitoring of the road safety development	Ministry of Transport
Improvements in road infrastructure	Ministry of Transport (Road administration directorate)
Improvement in vehicles	Ministry of Transport: vehicle licensing and technical inspection
Improvement in road user education	Ministry of Transport
	Transport Research Centre (CDV)
	Ministry of Transport
Publicity campaigns	Ministry of Interior
	Police
	NGOs
	Police
Enforcement of traffic laws	Police
Other relevant actors	Ministry of Health
	The Transport Research Centre (CDV)
	NGOs: NGOs (mainly campaigning and road traffic education) e.g.: National Healthy Cities Network, Partnership Foundation, Central Auto Club, Auto Club of the Czech Republic, Road Safety Foundation, CESMAD Bohemia, the association of road haulers, Czech Association of Road Accident Victims

5.3 Attitudes

Table 27. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Czechia	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	8%	12%	5/22
I will do my best to respect speed limits in the next 30 days	71%	71%	8/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	3/22
I will do my best not to drive after drinking alcohol in the next 30 days	87%	76%	19/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	2%	3%	2/22
I often check my messages on the mobile phone while driving	2%	4%	1/22
I will do my best not to use my mobile phone while driving in the next 30 days	80%	74%	20/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

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

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

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

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

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

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.