European Commission

European Road Safety Observatory

National Road Safety Profile - Croatia

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 297 people were killed in reported traffic accidents in Croatia.
- Croatia is 4th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Croatia shows a relatively high proportion of fatalities that occur on urban roads and fatalities that occur when it is dark. The proportion of cyclists and people aged 65 and over on the other hand, is much smaller than the EU average.
- Over the past ten years the number of fatalities in Croatia has decreased more than the EU average.

Road safety performance indicators

- Croatian road infrastructure is characterized by low road density, except for the motorway network. Its quality is perceived as rather high compared to other EU countries.
- The vehicle fleet is smaller than the EU average.

Road safety policy and measures

- Enforcement of seatbelt and child restraint system legislation is less widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Croatia, a total of 297 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 73 road fatalities per million inhabitants, which is well above the EU average (51). As opposed to the steady decrease in the European Union since 2001, the mortality rate in Croatia has fluctuated over this period. When the number of vehicles is taken into account, Croatia also performs worse than other EU countries with a rate of 1.47 fatalities per 10,000 registered vehicles.

Over the past ten years, the number of fatalities in Croatia has fallen by 30% which is more than the decrease in the European Union. The number of serious injuries in Croatia dropped by 22% over the same 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	426	297	-30%	29611	22700	-23%
Serious injuries	3,184	2,488	-22%	/	/	/

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

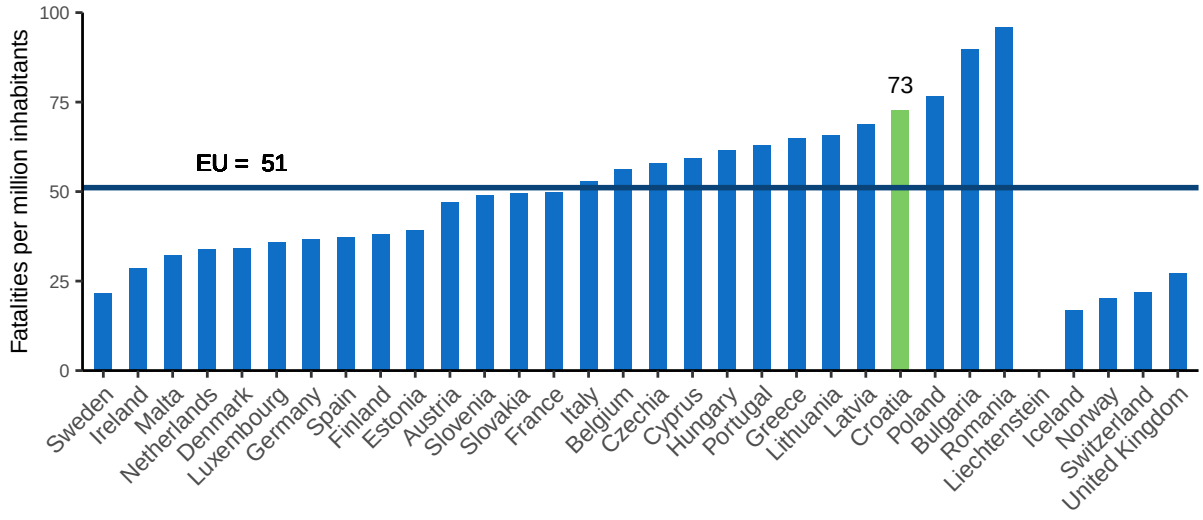


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

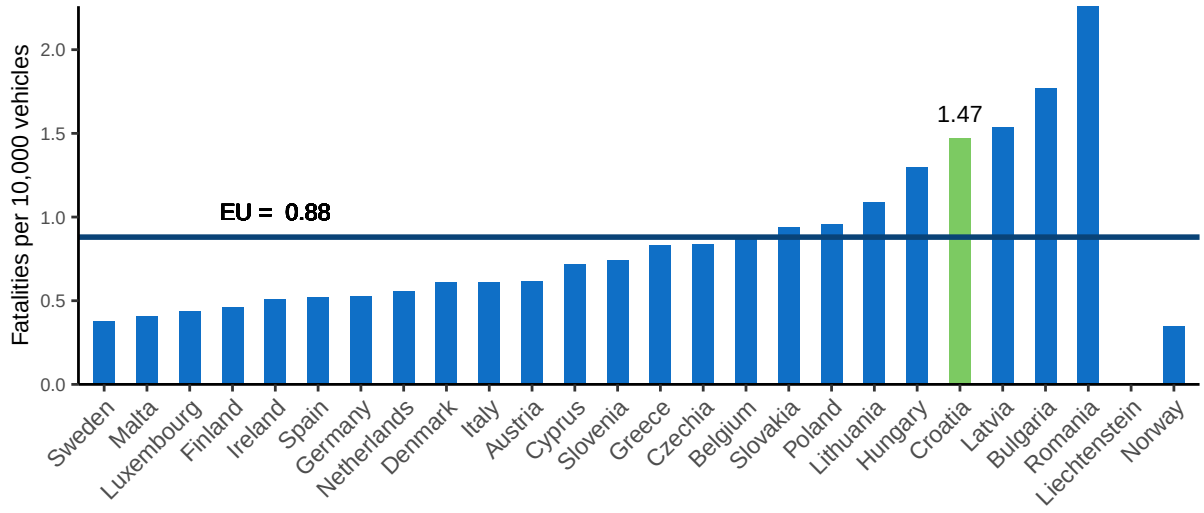


Figure 3. Number of road fatalities (2010-2019). Source: CARE

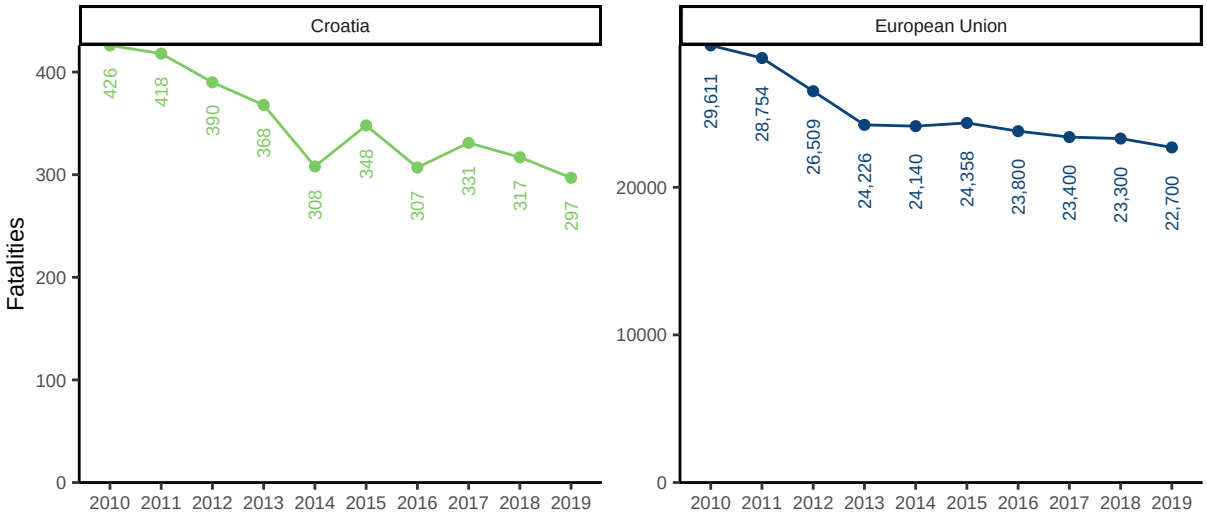


Figure 4. Number of serious injuries (2010-2019). Source: CARE

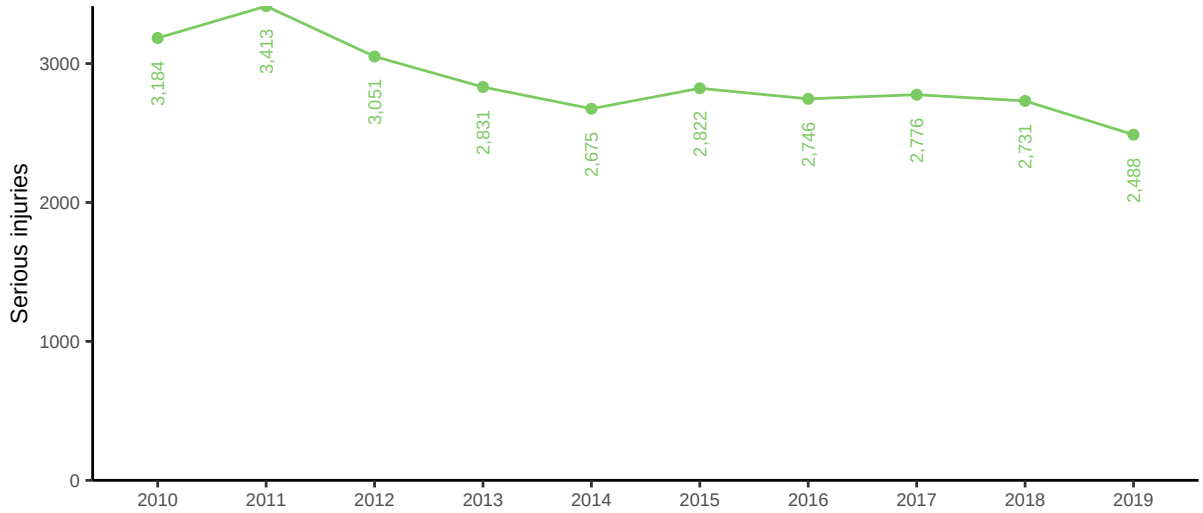
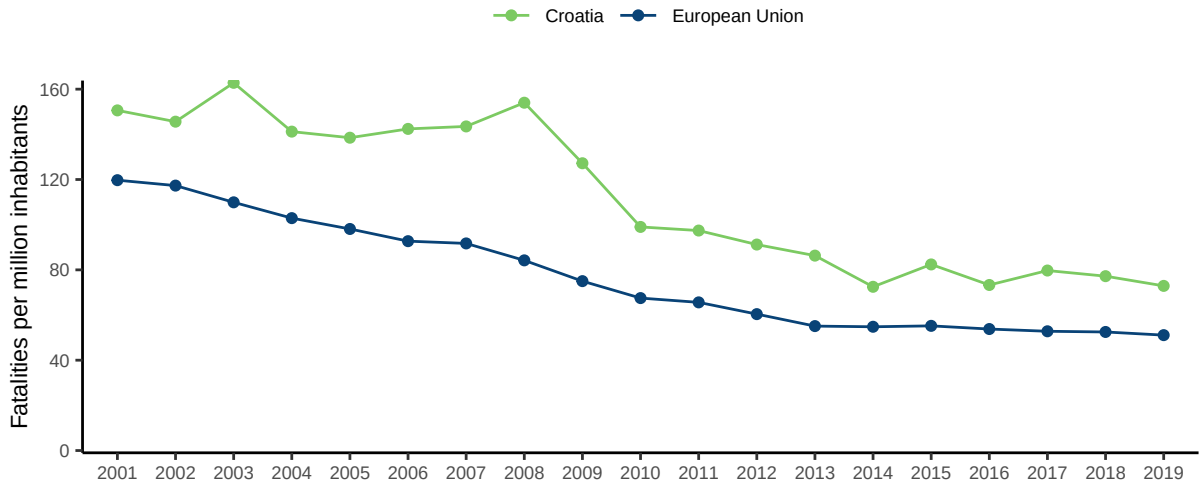


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

The distribution of road fatalities across transport modes in Croatia in 2019 is similar to that for the European Union, with a slight overrepresentation of car occupants (47%). Cyclists on the other hand account for only 5% of road fatalities, which is well below the percentage that is observed in the European Union (9%). Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Croatia that were fatally injured, almost half were involved in a crash with a car, and 12% were involved in a crash with a lorry or heavy goods vehicle.

Over the past ten years there has been a decrease in the number of fatalities and serious injuries in Croatia for all transport modes. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Croatia shows a bigger decrease than in the European Union.

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

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

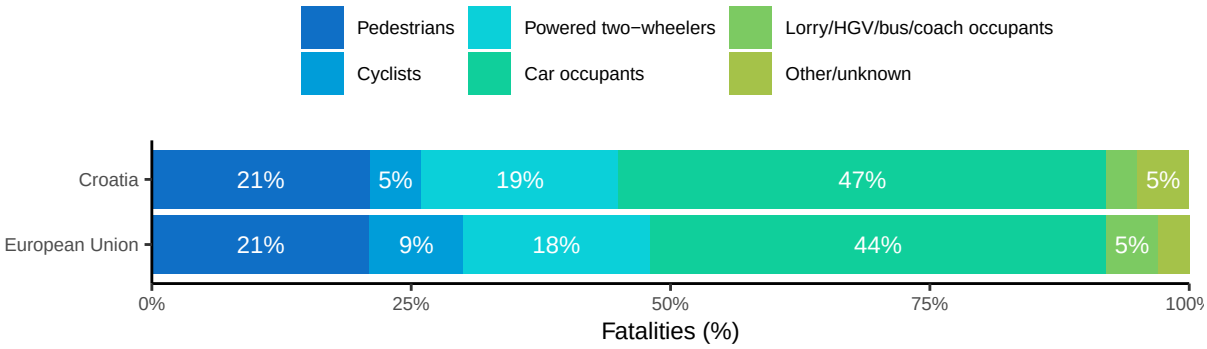


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	83	61	-27%	5,793	4,767	-18%
Cyclists	26	20	-23%	2,023	1,991	-2%
Powered two-wheelers	77	55	-29%	5,058	4,132	-18%
Car occupants	202	161	-20%	13,309	10,445	-22%
Lorries, under 3.5t	10	7	/	898	780	-13%
Heavy goods vehicles	3	1	/	590	408	-31%
Bus/coach occupants	3	0	/	102	98	-4%
Other/unknown	10	11	/	1,119	691	/
Total	*411*	*315*	*-23%*	*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	539	426	-21%
Cyclists	322	284	-12%
Powered two-wheelers	818	673	-18%
Car occupants	1,378	1,135	-18%
Lorries, under 3.5t	56	46	-18%
Heavy goods vehicles	17	16	-6%
Bus/coach occupants	27	18	-33%
Other/unknown	58	66	/
Total	*3,216*	*2,665*	*-17%*

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	2	1	/	258	201	-22%
Crashes involving cars	83	62	-25%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	19	16	-16%	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	71	50	-30%	3,944	3,303	-16%
Cyclists	22	13	/	1,113	1,134	+2%
Powered two-wheelers	48	29	-40%	2,200	1,595	-28%
Car occupants	93	74	-20%	2,883	2,164	-25%
Lorries, under 3.5t	7	3	/	149	132	-11%
Heavy goods vehicles	1	0	/	82	31	-62%
Bus/coach occupants	0	0	/	24	27	+12%
Other/unknown	7	7	/	222	260	/
Total	*249*	*175*	*-30%*	*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	2	1	/	299	381	+27%
Powered two-wheelers	37	25	-32%	1,746	1,443	-17%
Car occupants	107	77	-28%	5,905	4,471	-24%
Lorries, under 3.5t	4	4	/	365	288	-21%
Heavy goods vehicles	2	0	/	241	147	-39%
Bus/coach occupants	3	0	/	40	35	-12%
Other/unknown	8	5	/	327	341	/
Total	*163*	*112*	*-31%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Croatia is slightly different from that for the European Union. People aged 65 and older represent only 20% of road fatalities, which is lower than what is seen in the European Union (28%). On the other hand, the proportion of fatalities aged 24 and younger is somewhat bigger.

Over the past ten years, the trend in the number of fatalities in Croatia was downward for all age groups. While the number of fatalities for people aged 65 and older increased slightly in the European Union, there was a moderate decrease in Croatia. The number of serious injuries on the other hand, increased for the oldest age group.

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

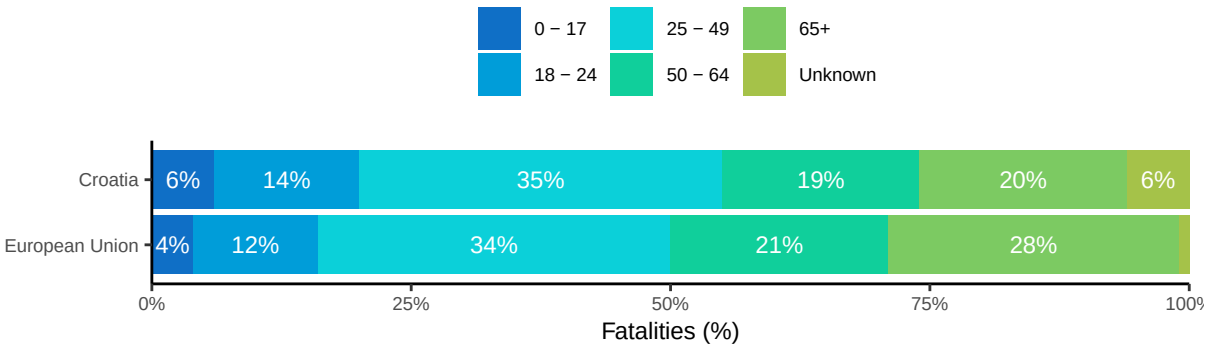


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	11	7	/	744	499	-33%
15 - 17	11	5	/	761	493	-35%
18 - 24	62	44	-29%	4,399	2,755	-37%
25 - 49	165	113	-32%	10,458	7,915	-24%
50 - 64	80	68	-15%	5,273	4,891	-7%
65+	83	72	-13%	6,392	6,559	+3%
Unknown	0	6	/	738	148	/
Total	*411*	*315*	*-23%*	*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	191	119	-38%
15 - 17	136	91	-33%
18 - 24	523	395	-24%
25 - 49	1,305	970	-26%
50 - 64	640	603	-6%
65+	421	455	+8%
Unknown	0	33	/
Total	*3,216*	*2,665*	*-17%*

2.4 Gender

The high proportion of males among total road fatalities in Croatia (80%) 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

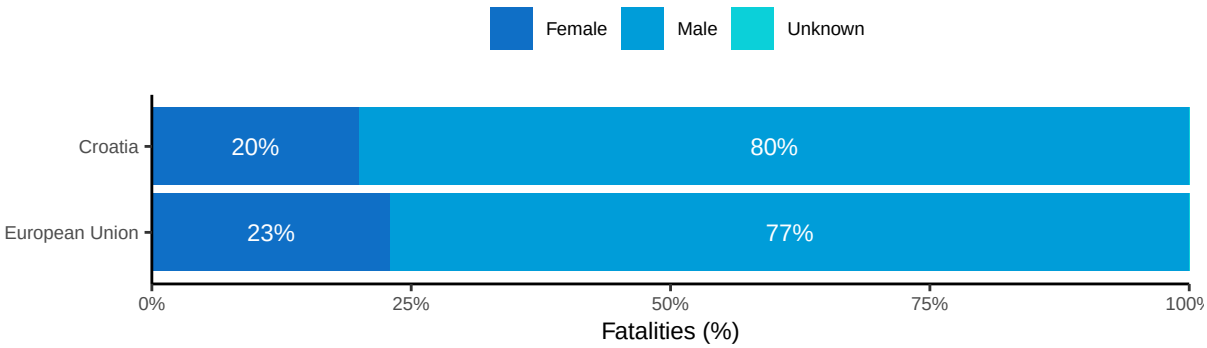


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	85	63	-26%	6,656	5,453	-18%
Male	327	252	-23%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	*411*	*315*	*-23%*	*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	1,008	852	-15%
Male	2,208	1,813	-18%
Unknown	0	0	/
Total	*3,216*	*2,665*	*-17%*

2.5 Area[2]

Contrary to the EU average, the majority of road fatalities in Croatia occurred on urban roads (55%). The percentage of fatalities that occur on rural roads in Croatia (39%) is much smaller than the EU average (52%). Over the past ten years, the number of fatalities and serious injuries decreased for all road types in Croatia.

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

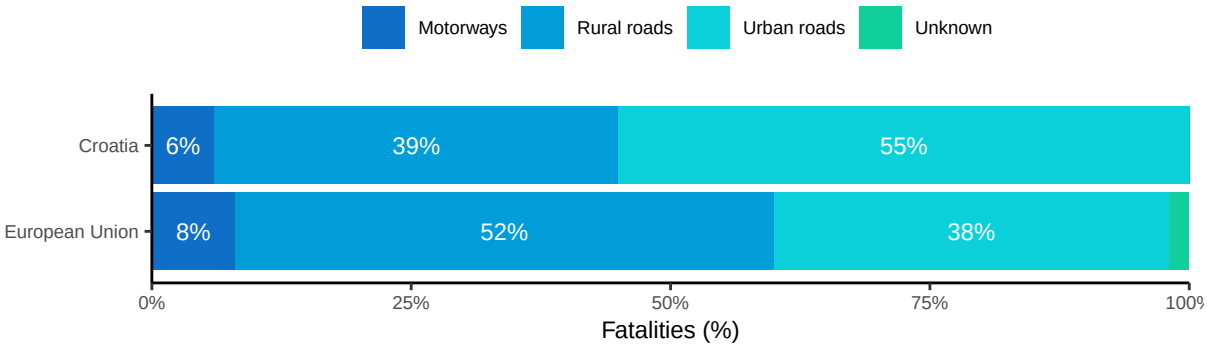


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	33	23	-30%	2,038	1,969	-3%
Rural	131	117	-11%	15,205	12,200	-20%
Urban	249	175	-30%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*411*	*315*	*-23%*	*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	132	99	-25%
Rural	750	671	-11%
Urban	2334	1896	-19%
Unknown	/	/	/
Total	*3216*	*2665*	*-17%*

2.6 Time [3]

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 higher proportion of fatalities that occur in the night-

[2] In Croatia, urban areas are defined as areas where rows or groups of buildings/houses are located on one or both sides of the road and whose boundaries are marked with traffic signs of populated area.

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

time during the working week. Croatia shows a more favourable downward trend regarding night-time fatalities during weekends, which is in line with the EU average.

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

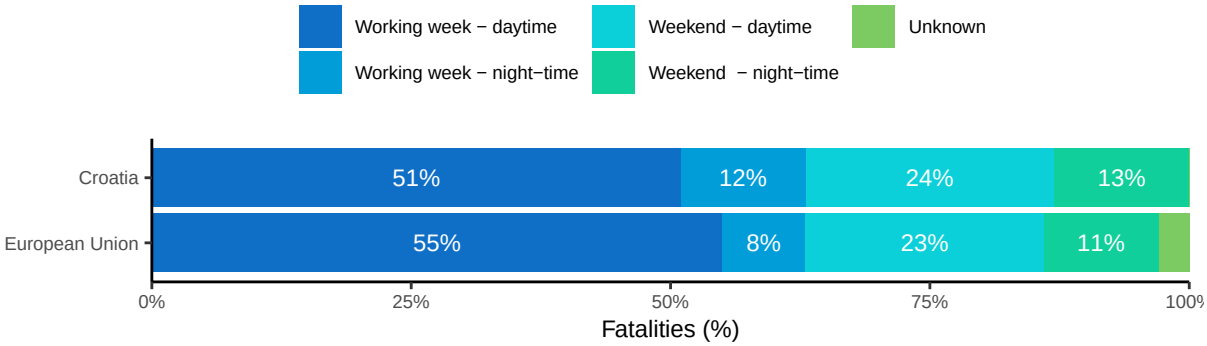


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	205	159	-22%	15,404	13,265	-14%
Working week - night-time	40	32	-20%	2,566	1,980	-23%
Weekend - daytime	94	80	-15%	6,353	5,383	-15%
Weekend - night-time	74	44	-41%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	*411*	*315*	*-23%*	*28,291*	*23,133*	*-18%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Croatia, as well as for the European Union as a whole. Regarding light conditions, over 40% of fatalities occur when it is dark, which is more compared to the EU average.

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

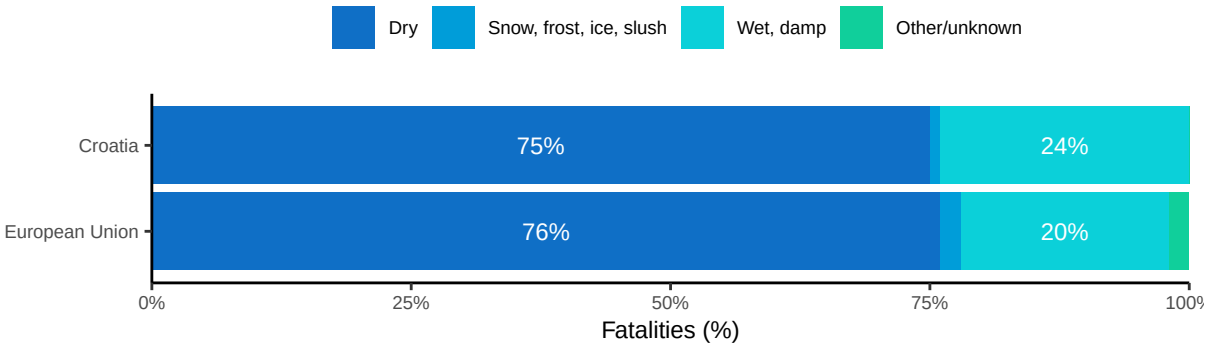


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	311	249	-20%	21,091	17,711	-16%
Snow, frost, ice, slush	6	4	/	988	442	-55%
Wet, damp	87	59	-32%	5,636	4,663	-17%
Other/unknown	7	4	/	2,458	446	/
Total	*411*	*315*	*-23%*	*28,291*	*23,133*	*-18%*

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

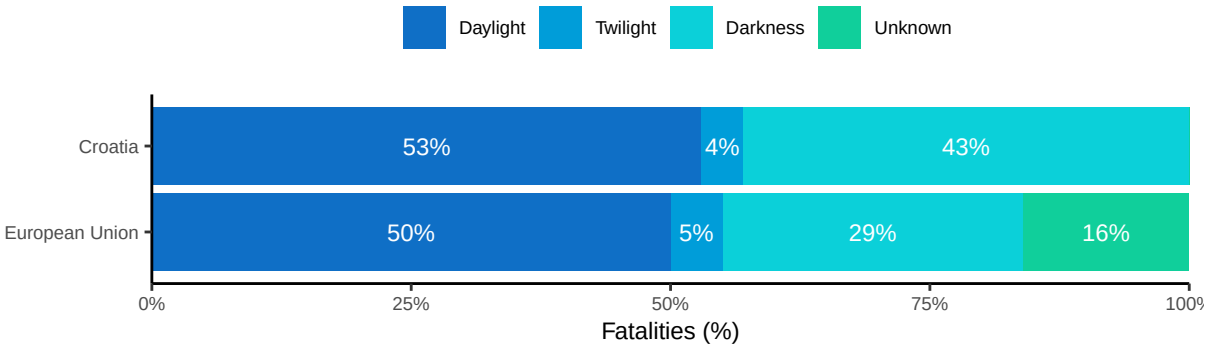


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	175	129	-26%	8,918	6,782	-24%
Daylight	218	175	-20%	13,706	11,932	-13%
Twilight	19	11	/	1,498	1,228	-18%
Unknown	/	1	/	5,301	3,908	/
Total	*411*	*315*	*-23%*	*28,291*	*23,133*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

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

3.2 Infrastructure

The overall road network in Croatia shows relatively low road density in comparison with the EU average. Motorway density is somewhat higher compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Croatia, a score of 5.5 (on a value scale from 1 to 7) is given, which is above the score of most other countries.

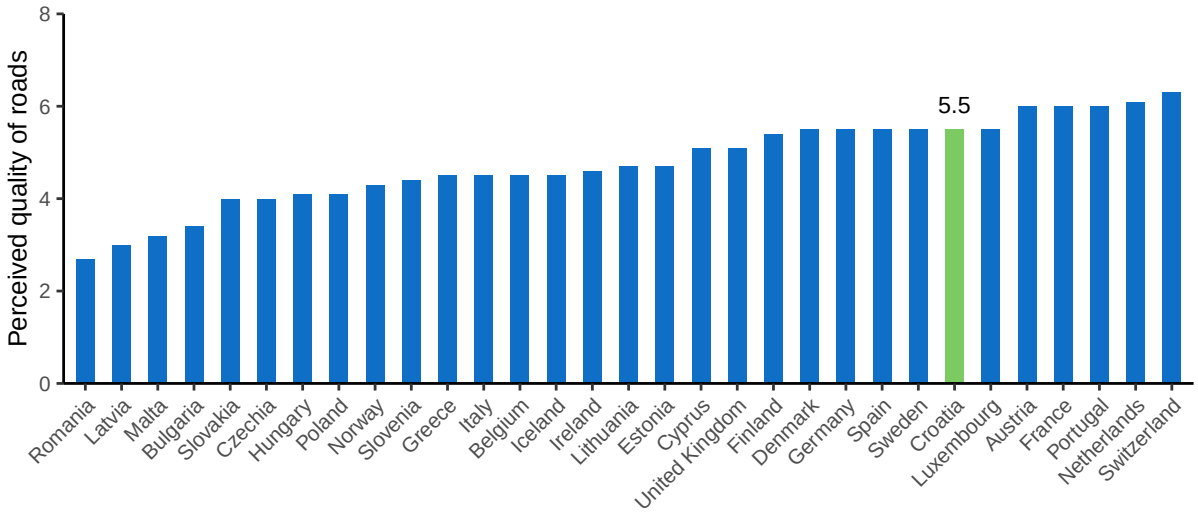
3.2.1 Road density

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

	Croatia	European Union
Motorways	23 km road/1000 km²	15 km road/1000 km²
Total	472 km road/1000 km²	942 km road/1000 km²

3.2.2 Road quality

Figure 13. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Croatian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Croatian passenger cars appear to be older than the EU average, with over 60% passenger cars over 10 years.

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

	Croatia	European Union
All vehicles (except trailers and motorcycles)	48	63
Total utility vehicles	5	9
Lorries	4	7
Road tractors	0	1
Trailers and semi-trailers	1	4
Motorcycles	2	6
Passenger cars	42	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

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

	Croatia	European Union
Percentage of total number of passenger cars		
Less than 2 years	8%	12%
From 2 to 5 years	10%	15%
From 5 to 10 years	18%	21%
From 10 to 20 years	51%	42%
Over 20 years	13%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Croatia reflects the situation in the majority of EU countries.

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

	Croatia	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 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 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Prohibited under 150 cm	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: 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, Croatia scores above the EU average for all legislation surveyed, except seatbelt and child restraint system legislation.

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

	Croatia	European average
Speed legislation	7	6.8
Drink-driving legislation	8	7
Seatbelt legislation	6	7
Child restraint system legislation	5	7
Motorcycle helmet legislation	9	8

4.3 Road infrastructure

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

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

	Croatia	EU countries
Trauma registry	None	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 Croatia is lower than the EU average. Its GDP per capita is below that of the European Union and the percentage of GDP that is dedicated to road spending is higher than the EU average (1.1%).

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Croatia
Population-related data (2020)		
Population (2020)	447319916	4058165
Population density (inhabitants/km²)	106	72
% Children (0-14)	15%	14%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	21%
Urbanization (2019)		
% living in cities	38%	30%
% living in suburbs and towns	34%	33%
% living in rural areas	28%	38%
Economic data		
GDP per capita (EUR, 2020)	29768.3	12144.2
Unemployment rate (2020)	7%	8%
% GDP dedicated to road spending (2019)	0.6%	1.1%

5.2 Structure of road safety management

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

Key functions	Key actors
Formulation of national road safety strategy	Ministry of the Interior
	Ministry of Sea, Transport and Infrastructure
	Ministry of Justice
	Ministry of Science and Education
	Ministry of Health
	Croatian Insurance Bureau
	Faculty of Transport and Traffic Science
	Croatian Auto Club (HAK)
	Centre for Croatian vehicles
	Croatian motorways
	Croatian Roads
Monitoring of the road safety development	Ministry of the Interior
Improvements in road infrastructure	Croatian motorways
	Croatian Roads d.o.o
	Ministry of Sea, Transport and Infrastructure
	Local administration
Improvement in vehicles	Croatian autoclub (HAK)
	State Office for Metrology
	Centre for Croatian vehicles
Improvement in road user education	Ministry of the Interior
	Ministry of Sea, Transport and Infrastructure
	Professional Driving Schools
	Ministry of Science and Education
	Croatian Autoclub (HAK)
Publicity campaigns	Ministry of the Interior
	NGO's
	Croatian Radio television
	Others
Enforcement of traffic laws	Police
	Ministry of the Interior
	Court system

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.