European Commission

European Road Safety Observatory

National Road Safety Profile - Denmark

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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Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 163 people were killed in reported traffic accidents in Denmark.
- Denmark is third 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 Denmark show a relatively high proportion of cyclists and fatalities that occur on wet roads.
- Over the past ten years the total number of cyclist fatalities increased while their number remained stable in the European Union.

Road safety performance indicators

- Denmark has the highest self-reported use of a seatbelt in the back seat and one of the highest frequencies of self-reported speeding.
- Self-reported talking on a handheld phone while driving is lower than in most European countries.
- Danish road infrastructure is characterized by high road density. Its quality is perceived as rather high compared to other EU countries.
- Danish passenger cars are significantly younger than the EU average.

Road safety policy and measures

- Both the self-reported frequency of alcohol checks and of drugs checks in Denmark is much lower than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Denmark, a total of 163 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 28 road fatalities per million inhabitants, which is well below the EU average (42). Since 2001, the mortality rate in Denmark has declined at the same pace as the EU average. When the number of vehicles is taken into account, Denmark still performs better than most EU countries with a rate of 0.49 fatalities per 10,000 registered vehicles.

Over the past ten years the number of fatalities in Denmark decreased by 36%, similar to the overall EU trend. Fatalities in Denmark have fluctuated between 2010 and 2019 while the European Union shows a decrease which is followed by a period of stagnation. The number of serious injuries in Denmark on the other hand, showed a more steady decrease over the same period and dropped by 42%. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	255	163	-36%	29611	18834	-36%
Serious injuries	2,063	1,203	-42%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

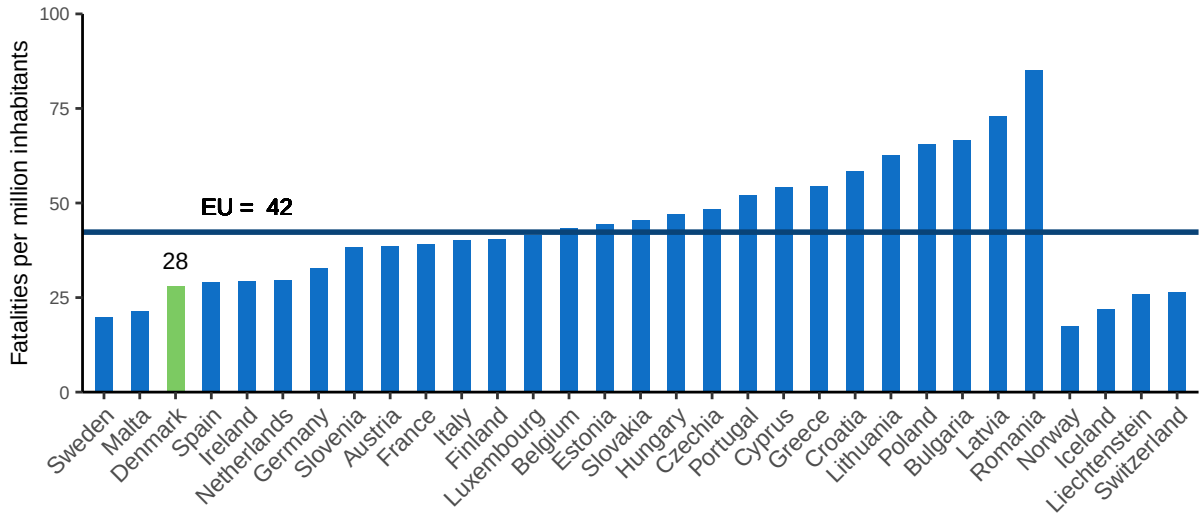


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

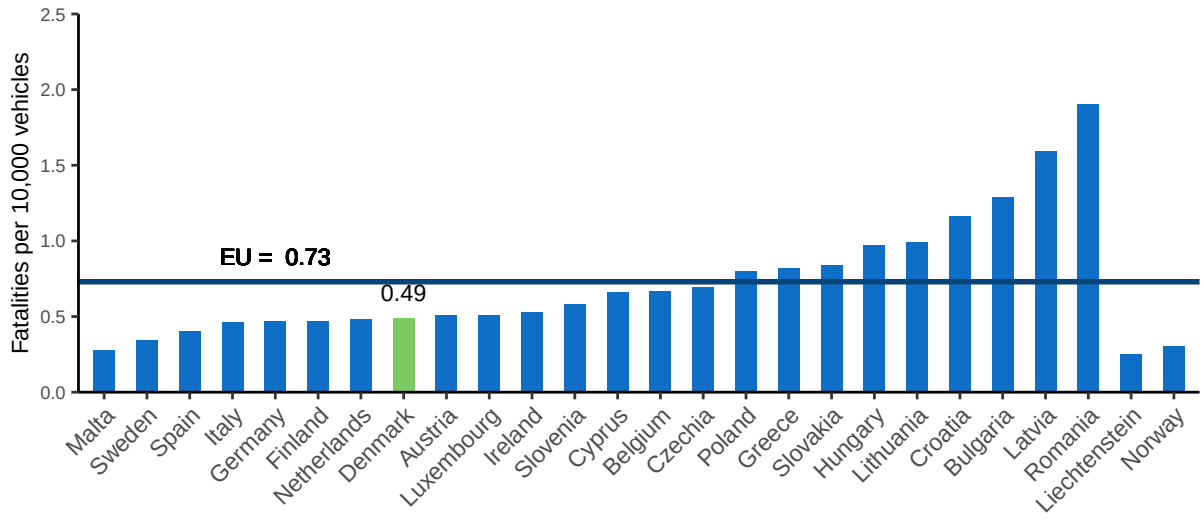


Figure 3. Number of road fatalities (2010-2020). Source: CARE

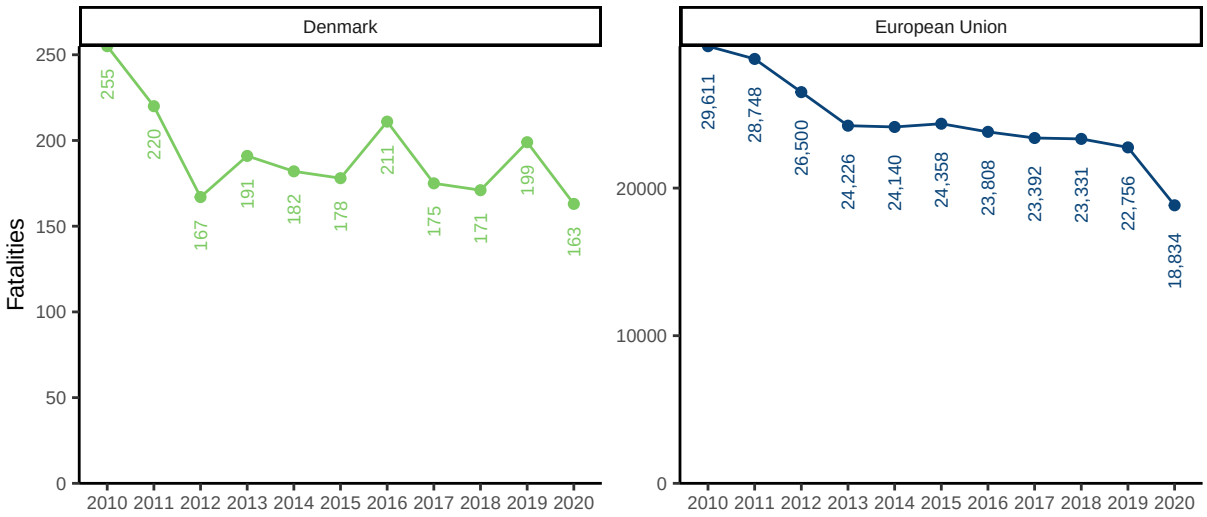


Figure 4. Number of serious injuries (2010-2020). Source: CARE

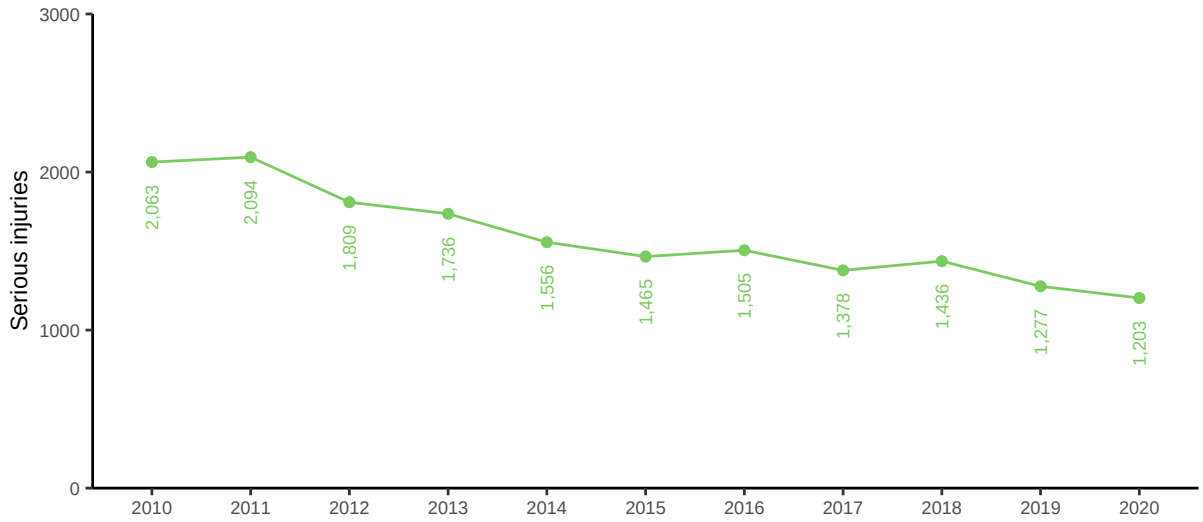
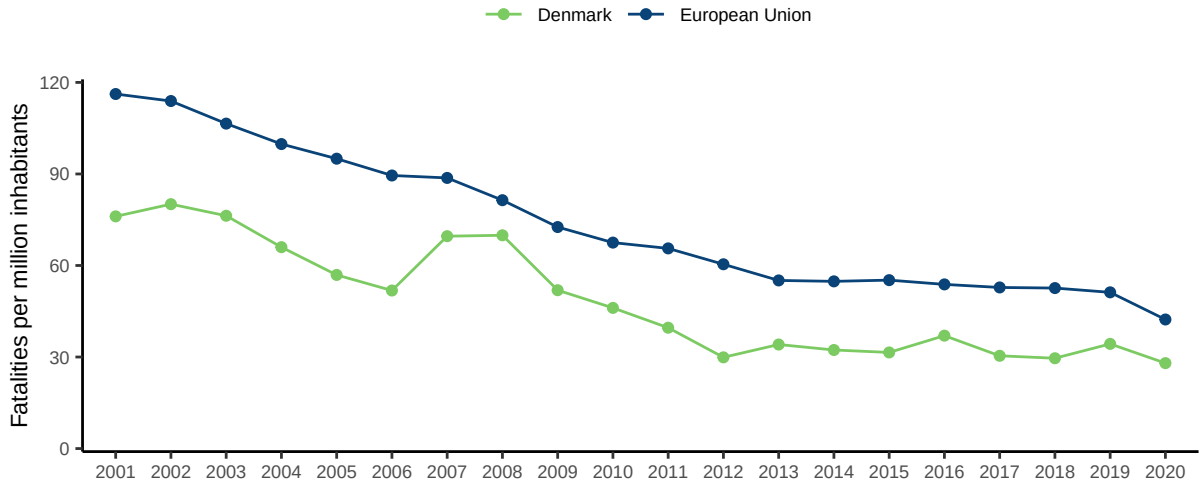


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2020, cyclists represent 17% of road traffic fatalities in Denmark. This percentage is higher than that observed in the European Union as a whole (10%). Pedestrians on the other hand account for only 14% of road fatalities, which is below the proportion that is seen in the European Union (19%).

Over the past ten years there has been a decrease in the number of fatalities in Denmark for all modes except cyclists. While the number of cyclist fatalities increased by 12% over the past ten years, their number remained broadly stable in the European Union. The most favourable trend in terms of transport mode was related to car occupants, with the number of fatalities falling by 28%. The number of serious injuries in Denmark decreased for all modes. The most favourable trend was related to occupants of lorries under 3.5 tonnes, for which the number of serious injuries halved.

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

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Denmark that were fatally injured, 48% were involved in a crash with a car, and 24% were involved in a crash with a lorry or a heavy goods vehicle. As opposed to the EU trend, the number of vulnerable road users that died in crashes involving lorries or heavy goods vehicles has increased over the past ten years in Denmark.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Denmark has decreased at the same rate as in the European Union.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

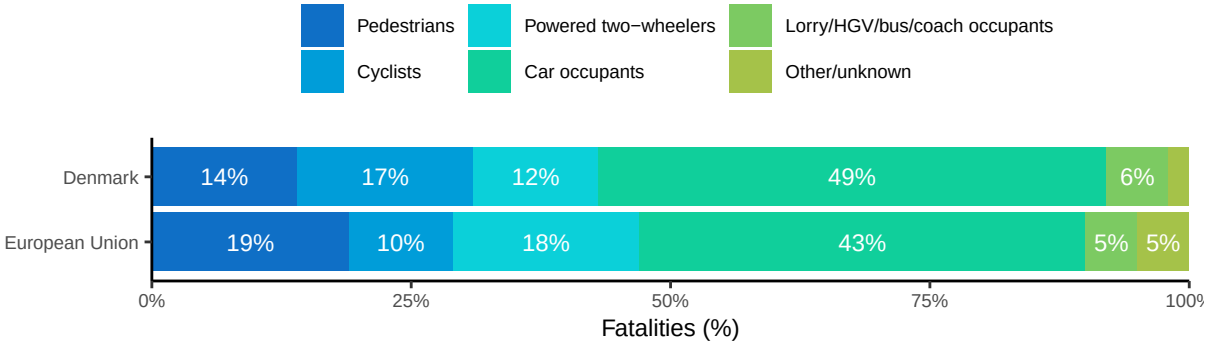


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	36	28	-22%	5,793	4,328	-25%
Cyclists	26	29	+12%	2,023	1,971	-3%
Powered two-wheelers	31	30	-3%	5,057	3,940	-22%
Car occupants	107	77	-28%	13,309	9,597	-28%
Lorries, under 3.5t	10	10	/	898	732	-18%
Heavy goods vehicles	1	2	/	590	378	-36%
Bus/coach occupants	0	0	/	102	88	-14%
Other/unknown	2	2	/	1,116	837	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Pedestrians	237	175	-26%
Cyclists	344	290	-16%
Powered two-wheelers	408	241	-41%
Car occupants	899	550	-39%
Lorries, under 3.5t	56	25	-55%
Heavy goods vehicles	14	12	/
Bus/coach occupants	21	2	/
Other/unknown	10	10	/
Total	*1,989*	*1,305*	*-34%*

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 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	3	2	/	258	173	-33%
Crashes involving cars	42	33	-21%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	18	19	+6%	1,721	1,321	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	23	15	-35%	3,944	3,079	-22%
Cyclists	17	19	+12%	1,113	1,125	+1%
Powered two-wheelers	13	9	/	2,200	1,562	-29%
Car occupants	15	10	/	2,883	2,109	-27%
Lorries, under 3.5t	0	2	/	149	137	-8%
Heavy goods vehicles	0	0	/	82	36	-56%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	0	0	/	219	254	/
Total	*69*	*55*	*-20%*	*10,803*	*8,406*	*-22%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	4	6	/	299	400	+34%
Powered two-wheelers	11	14	/	1,746	1,429	-18%
Car occupants	43	26	-40%	5,905	4,187	-29%
Lorries, under 3.5t	6	4	/	365	271	-26%
Heavy goods vehicles	1	1	/	241	143	-41%
Bus/coach occupants	0	0	/	40	33	-18%
Other/unknown	1	1	/	327	309	/
Total	*66*	*52*	*-21%*	*8,923*	*6,772*	*-24%*

2.3 Age

The distribution of road fatalities across age groups in Denmark is similar to that for the European Union, with a slight overrepresentation of the people aged 75 and older. On the other hand, the 50 to 64 age group represented only 14% of road traffic fatalities in Denmark in 2020 while they amounted to 21% in the European Union.

Over the past ten years, the trend in the number of fatalities in Denmark was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities decreased only slightly for people of 65 years and older. For the people aged 75 to 84 there was even an increase. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

Figure 7. Number of road fatalities by age group (2020). Source: CARE

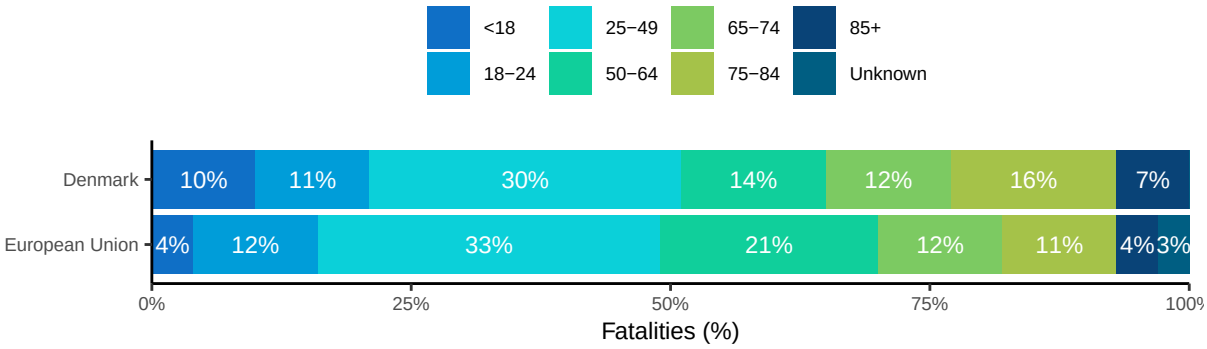


Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	16	13	/	1,503	918	-39%
18-24	36	19	-47%	4,398	2,589	-41%
25-49	65	57	-12%	10,457	7,311	-30%
50-64	39	32	-18%	5,273	4,605	-13%
65-74	22	20	-9%	2,730	2,627	-4%
75-84	23	26	+13%	2,775	2,414	-13%
85+	13	10	/	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	245	128	-48%
18-24	365	202	-45%
25-49	757	423	-44%
50-64	343	296	-14%
65-74	142	128	-10%
75-84	102	97	-5%
85+	31	29	-6%
Unknown	6	2	/
Total	*1,989*	*1,305*	*-34%*

2.4 Gender

The high proportion of males among total road fatalities in Denmark (74%) 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 (2020). Source: CARE

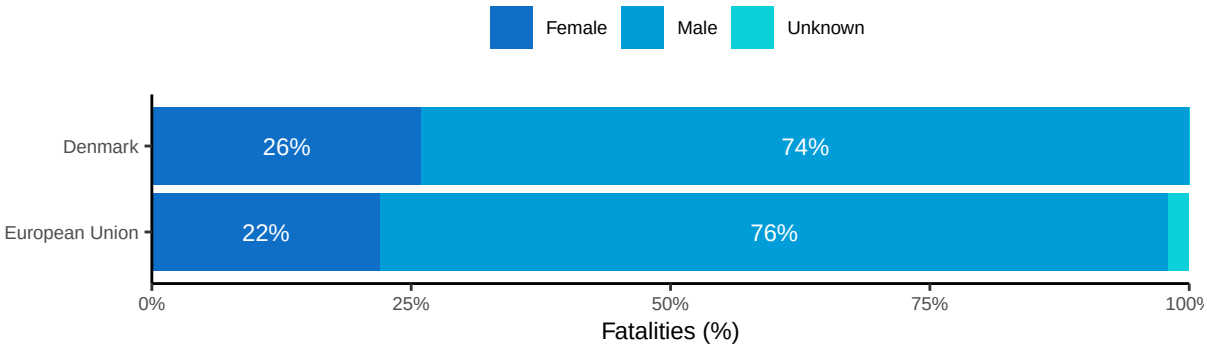


Table 9. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	63	45	-29%	6,655	4,960	-25%
Male	151	133	-12%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	721	475	-34%
Male	1,263	829	-34%
Unknown	5	2	/
Total	*1,989*	*1,305*	*-34%*

2.5 Area

The majority of road fatalities in Denmark occurred on rural roads (59%). This percentage is higher than in the European Union as a whole. The share of fatalities that occur on urban roads on the other hand, is lower (32%) compared to the EU average (38%). Over the past ten years, the number of fatalities in Denmark showed an upward trend on motorways. The number of serious injuries on the other hand decreased on all road types.

Figure 9. Number of road fatalities by road type (2020). Source: CARE

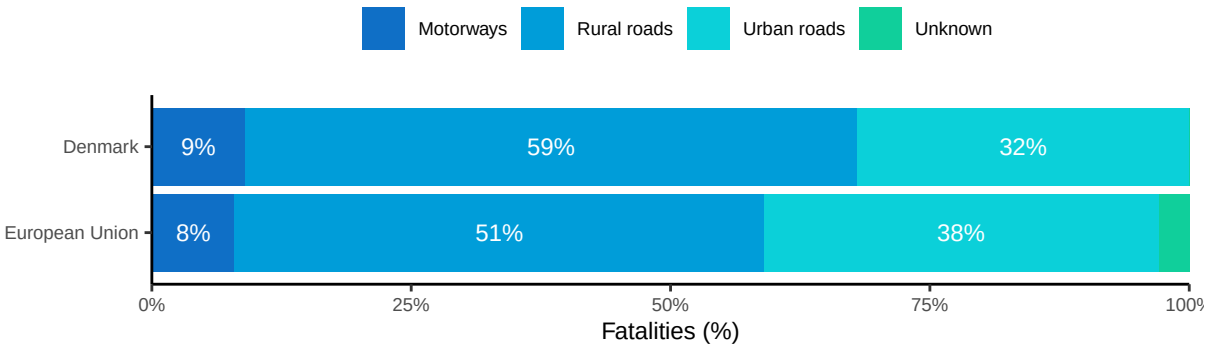


Table 11. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	15	16	+7%	2,072	1,812	-13%
Rural	130	106	-18%	15,280	11,430	-25%
Urban	69	55	-20%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	121	90	-26%
Rural	876	541	-38%
Urban	991	675	-32%
Unknown	/	/	/
Total	*1989*	*1305*	*-34%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

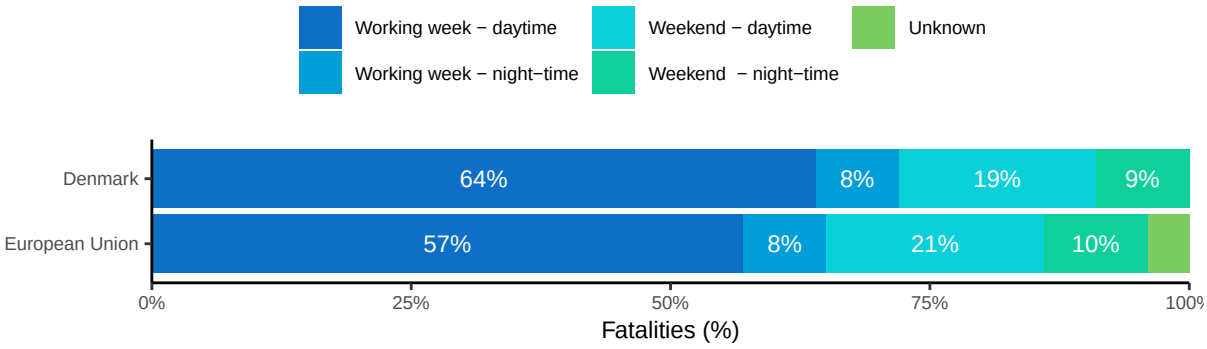


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	122	114	-7%	15,495	12,506	-19%
Working week - night-time	17	12	/	2,573	1,848	-28%
Weekend - daytime	48	33	-31%	6,383	4,974	-22%
Weekend - night-time	28	18	-36%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in Denmark occur on dry roads. Wet roads account for 29% of road fatalities, which is higher than in the European

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

Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

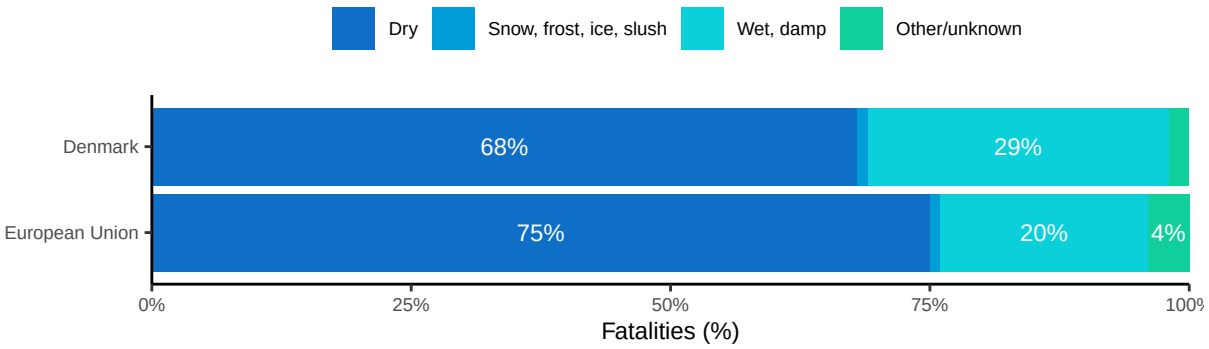


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	137	123	-10%	21,101	16,582	-21%
Snow, frost, ice, slush	17	4	/	988	362	-63%
Wet, damp	52	47	-10%	5,638	4,328	-23%
Other/unknown	8	3	/	2,486	580	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE

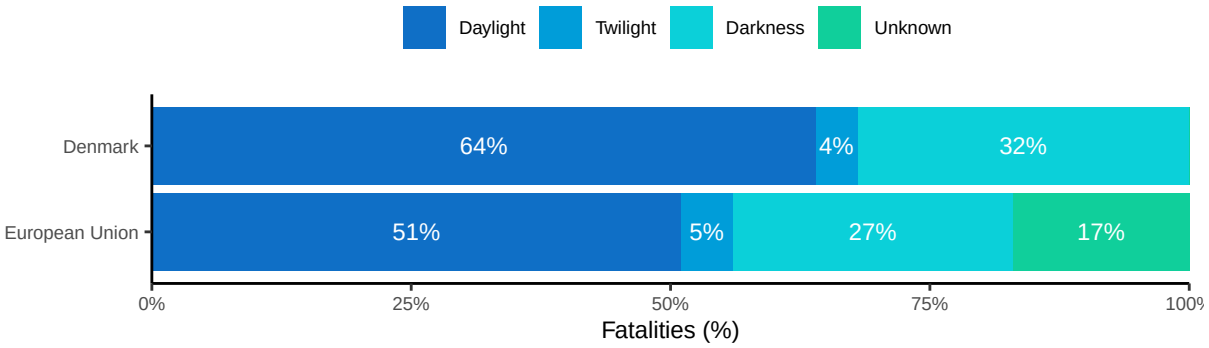


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	77	57	-26%	8,922	6,275	-30%
Daylight	129	112	-13%	13,717	11,235	-18%
Twilight	8	7	/	1,499	1,156	-23%
Unknown	0	1	/	5,326	3,729	/
Total	*214*	*178*	*-17%*	*28,286*	*21,640*	*-23%*

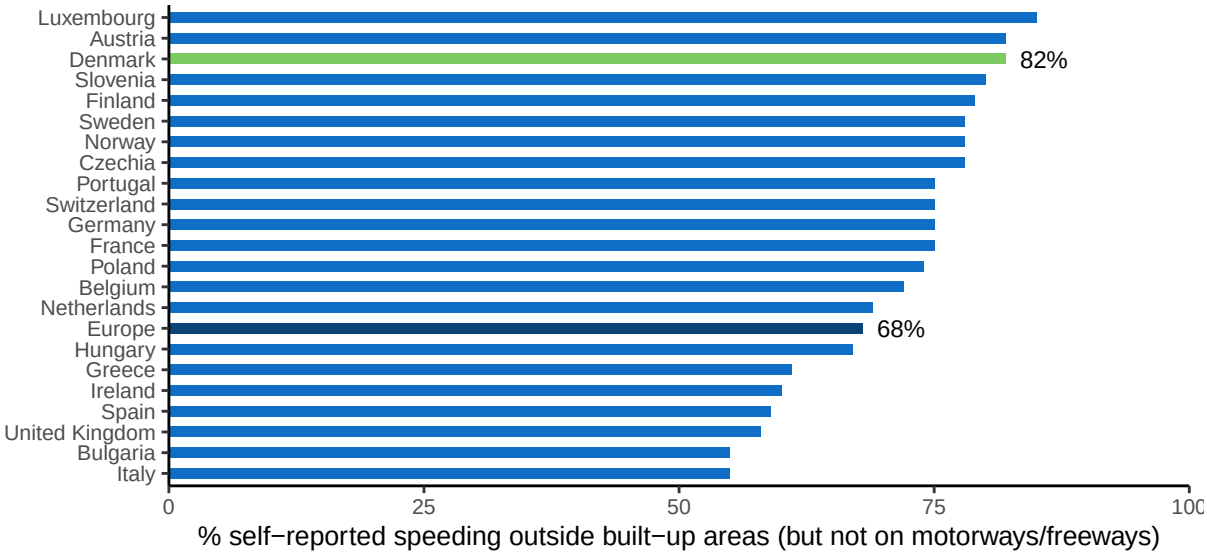
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. Denmark performs worse than the European average in relation to speeding and the use of a helmet among cyclists. On the other hand, self-reported talking on a handheld phone while driving is lower than the European average and it has the highest self-reported seatbelt wearing rate in the back seat.

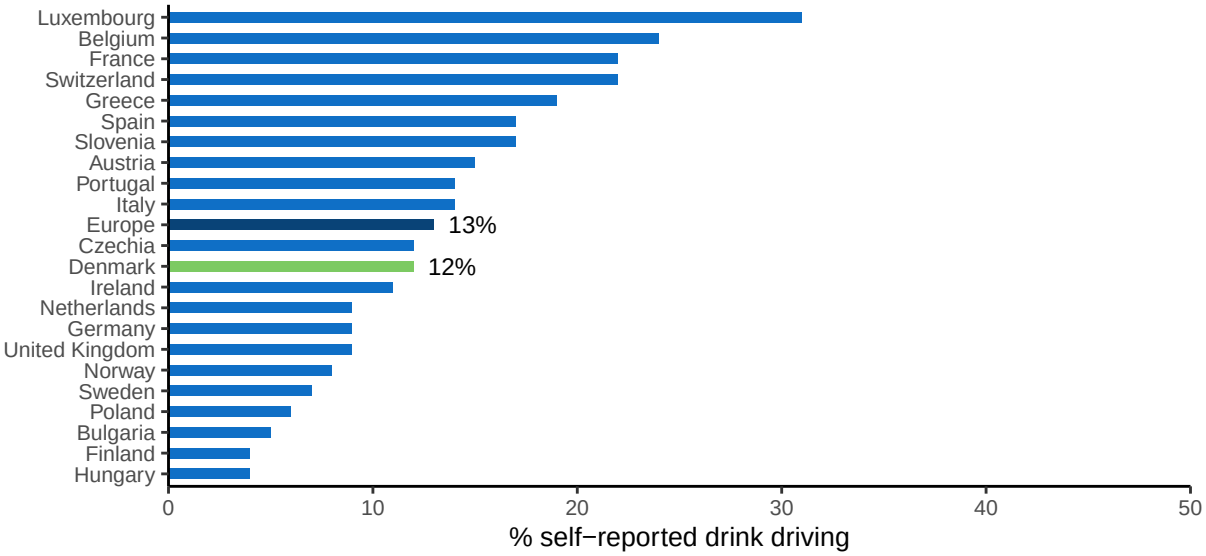
3.1.1 Speeding

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

Figure 15. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

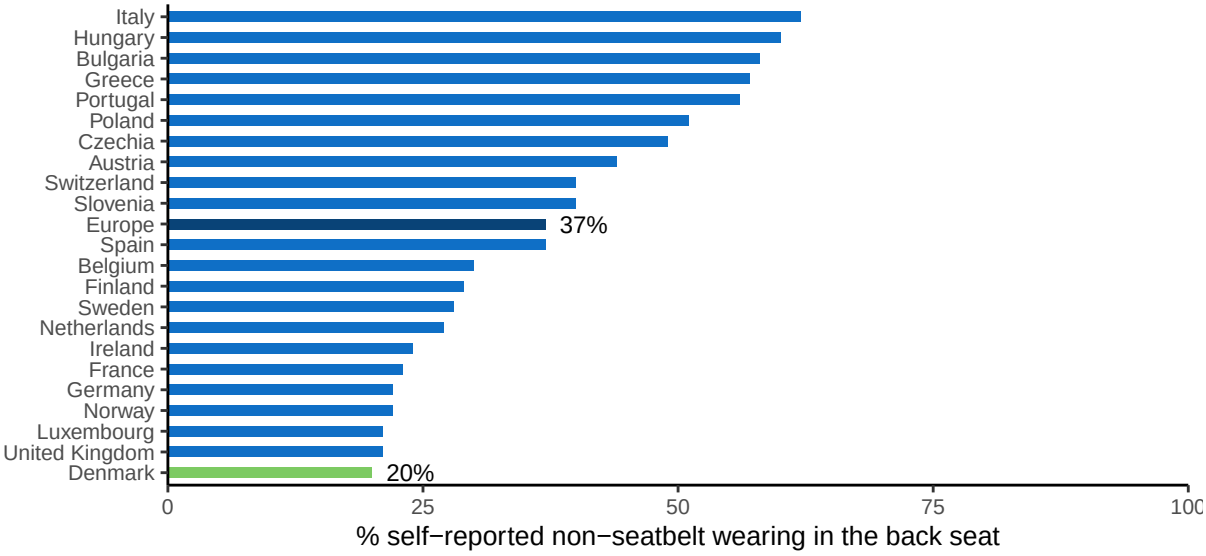
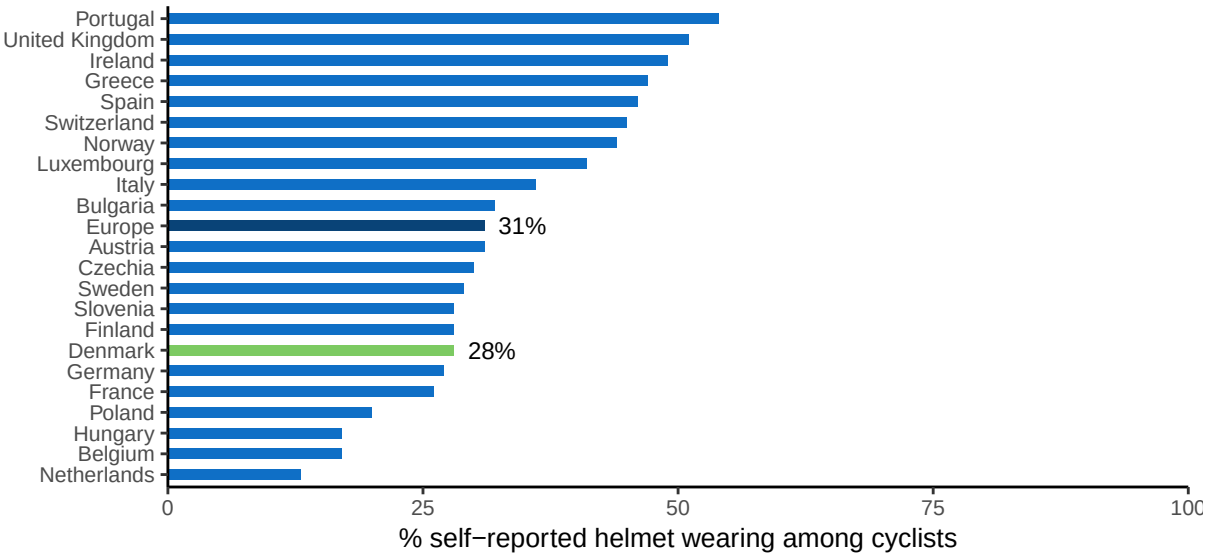
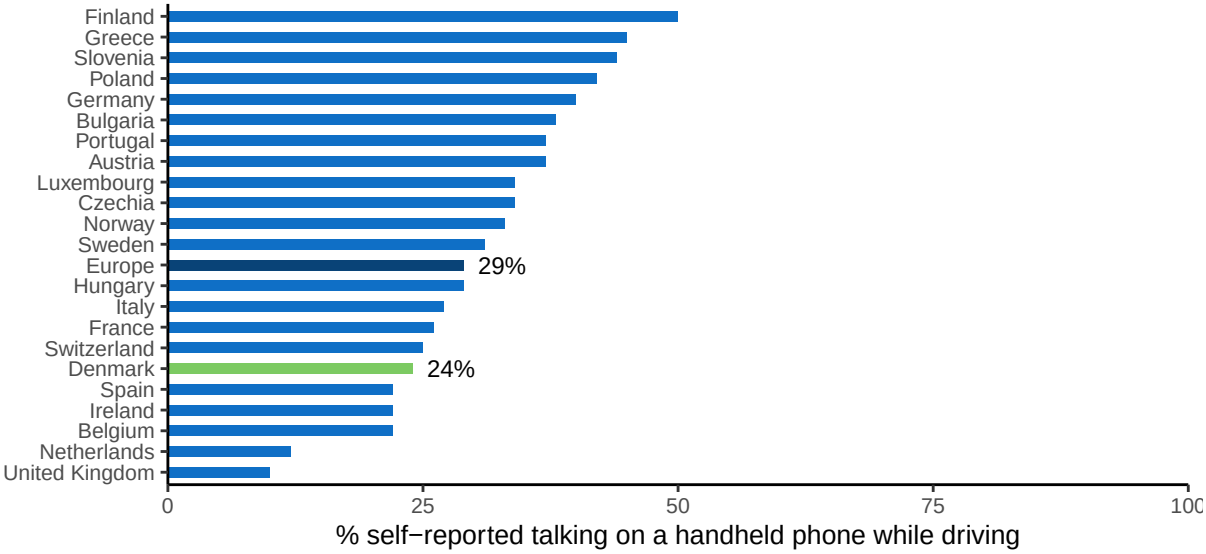


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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

In Denmark both the overall road network and the motorway network show relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Denmark, a score of 5.6 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

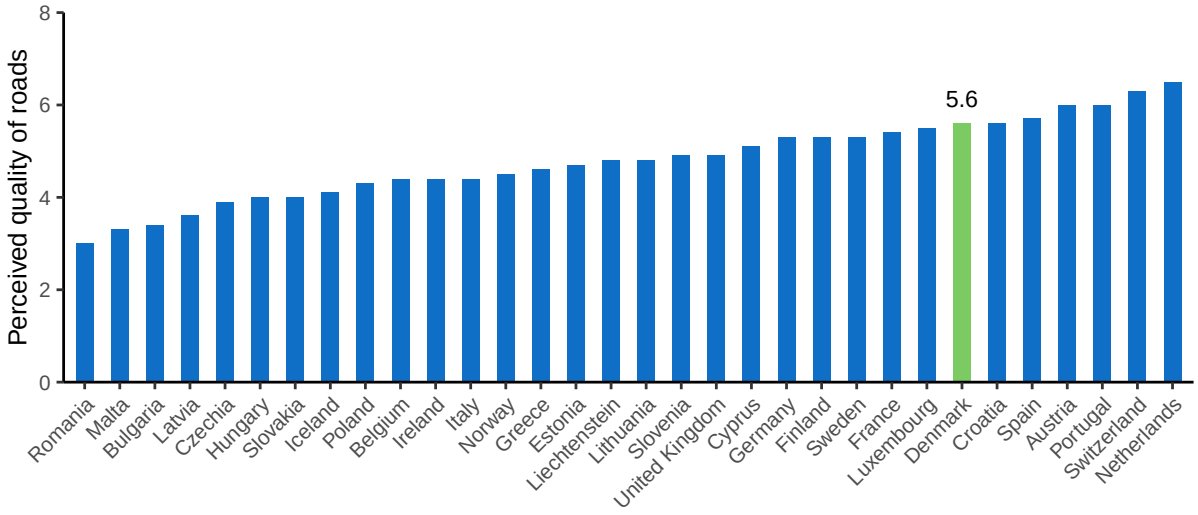
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2020)

	Denmark	European Union
Motorways	32 km road/1000 km²	15 km road/1000 km²
Total	1746 km road/1000 km²	918 km road/1000 km²

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 (2019)



3.3 Vehicle fleet

The size of the Danish vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. The number of trailers and semi-trailers per 100 inhabitants on the other hand, is considerably larger than the EU average. Regarding the age of the vehicles, Danish passenger cars appear to be considerably younger than the EU average, with only 33% passenger cars over 10 years.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Denmark	European Union
All vehicles (except trailers and motorcycles)	54	64
Total utility vehicles	7	9
Lorries	7	7
Road tractors	0	1
Trailers and semi-trailers	20	4
Motorcycles	3	6
Passenger cars	47	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Denmark	European Union
Percentage of total number of passenger cars		
Less than 2 years	14%	11%
From 2 to 5 years	22%	15%
From 5 to 10 years	31%	20%
From 10 to 20 years	28%	41%
Over 20 years	5%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Denmark reflects the situation in the majority of EU countries with a few exceptions. The maximum speed on rural roads is 80 km/h which is lower than in most countries (90 km/h). Furthermore, the alcohol limit for novice drivers and professional drivers is 0.5 g/l while in most EU countries the limit is lower.

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

	Denmark	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	80 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
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	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 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	0.5 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 5 yrs / 135 cm	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

Both the self-reported frequency of alcohol checks and of drug checks in Denmark is much lower than the European average.

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)

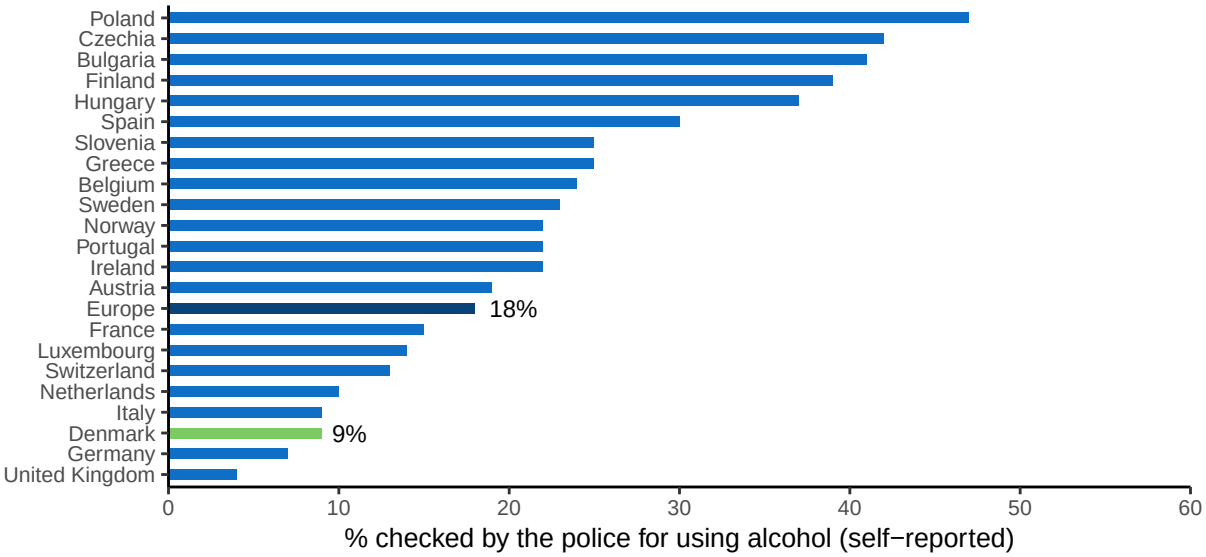
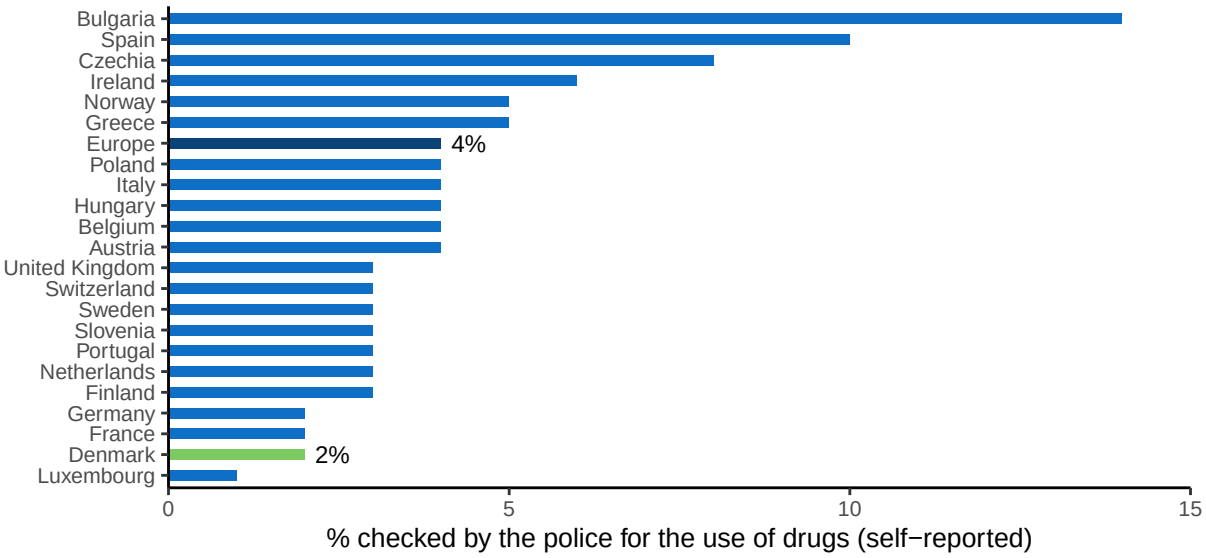


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 20. Infrastructure-related policy. Source: WHO (2018)

	Denmark	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: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 21. Policy related to post-crash care. Source: WHO (2018)

	Denmark	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: 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	No	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Denmark is above the EU average. Its GDP per capita is above that of the European Union.

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	Denmark	European Union
Population-related data (2021)		
Population (2021)	5840045	447218763
Population density (inhabitants/km²)	136	106
% Children (0-14)	16%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	20%	21%
Urbanization (2021)		
% living in cities	37%	39%
% living in suburbs and towns	31%	35%
% living in rural areas	32%	26%
Economic data		
GDP per capita (EUR, 2021)	57656.9	32438.4
Unemployment rate (2021)	5%	7%
% GDP dedicated to road spending (2018)	0.7%	0.6%

5.2 Structure of road safety management

Table 23. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Building
	Road Safety Commission
Monitoring of the road safety development	The Danish Road Directorate
Improvements in road infrastructure	The Danish Road Directorate (state-owned roads)
	Municipalities (local roads)
Improvement in road user education	Danish Road safety council
	Danish Transport and Construction Agency
Publicity campaigns	Danish Road safety council
	The Danish Road Directorate
Enforcement of traffic laws	Police
Other relevant actors	Research: DTU Transport (Danish Technical University and AAU (Aalborg University)

Table 24. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	https://faerdselssikkerhedskommissionen.dk/media/1095/fsk_resume_handlingsplaneng_2021-2030_final.pdf

5.3 Attitudes

Table 25. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Denmark	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	11%	12%	13/22
I will do my best to respect speed limits in the next 30 days	72%	71%	13/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	12/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	14/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	17/22
I often check my messages on the mobile phone while driving	3%	4%	17/22
I will do my best not to use my mobile phone while driving in the next 30 days	77%	74%	7/22

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: 4th of October, 2022. 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: 11th of October 2022

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 https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

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 (2020). 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 2020 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.