



European Road Safety Observatory

National Road Safety Profile - Ireland

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 140 people were killed in reported traffic accidents in Ireland. Over the past twenty years this number has decreased more than the EU average.
- Out of 27 EU countries, Ireland has the second lowest number of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Ireland shows a relatively high proportion of car occupants and fatalities that occur in the night-time.

Road safety performance indicators

- Ireland has one of the highest self-reported helmet wearing rates for cyclists.
- Self-reported talking on a handheld phone is much lower than in most European countries.
- The Irish vehicle fleet is smaller than the EU average and passenger cars are considerably younger.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Ireland, a total of 140 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 28 road fatalities per million inhabitants, which is well below the EU average (51) and the second lowest mortality rate in the European Union. Since 2001, the mortality rate in Ireland has declined more than the EU average. Between 2010 and 2019 the number of fatalities in Ireland has decreased more substantially than the EU average.

When taking into account the number of vehicles, Ireland still performs better than most EU countries with a rate of 0.51 fatalities per 10,000 registered vehicles in 2019.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). source: CARE, national sources

	Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	Fatalities	212	140	-34%	29611	22756	-23%

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

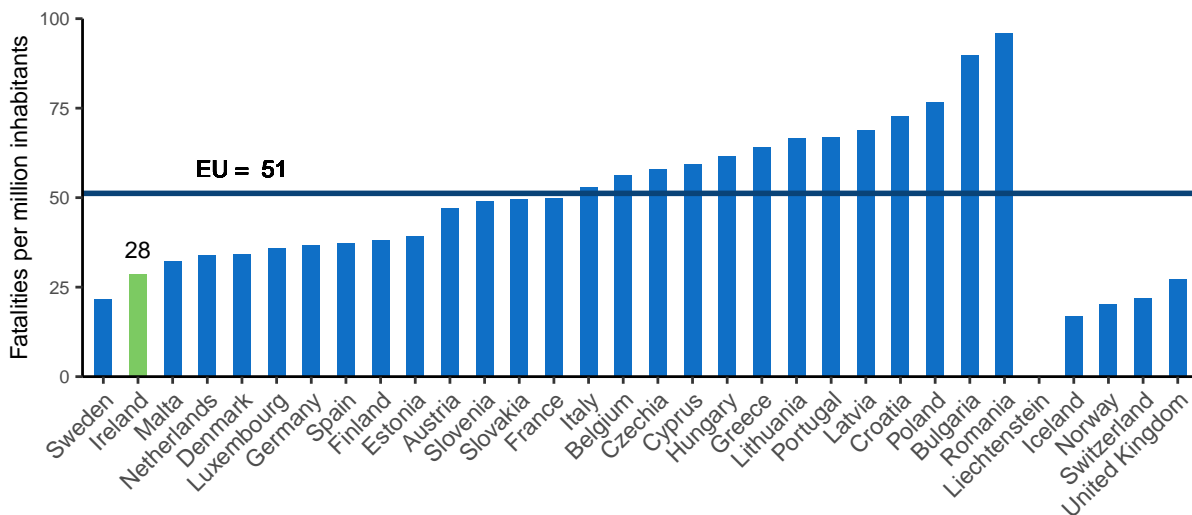


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE, EUROSTAT & national sources

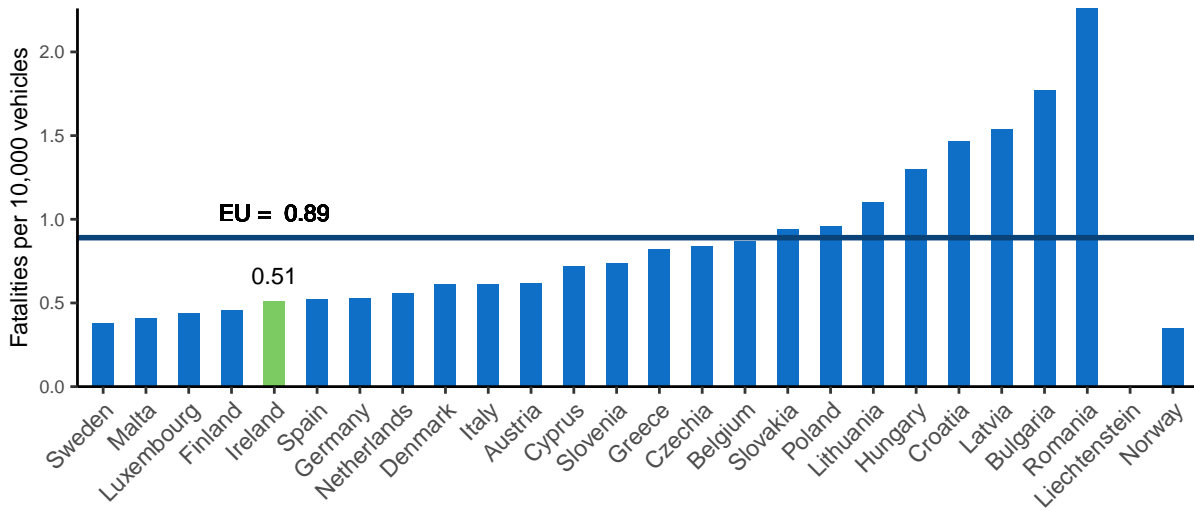


Figure 3. Number of road fatalities (2010-2019). Source: CARE, national sources

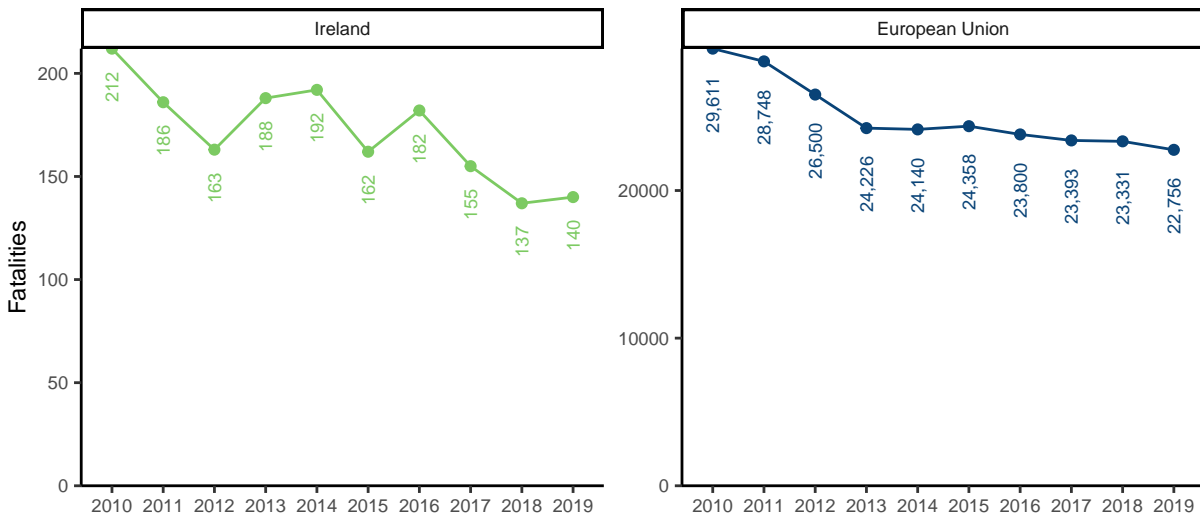
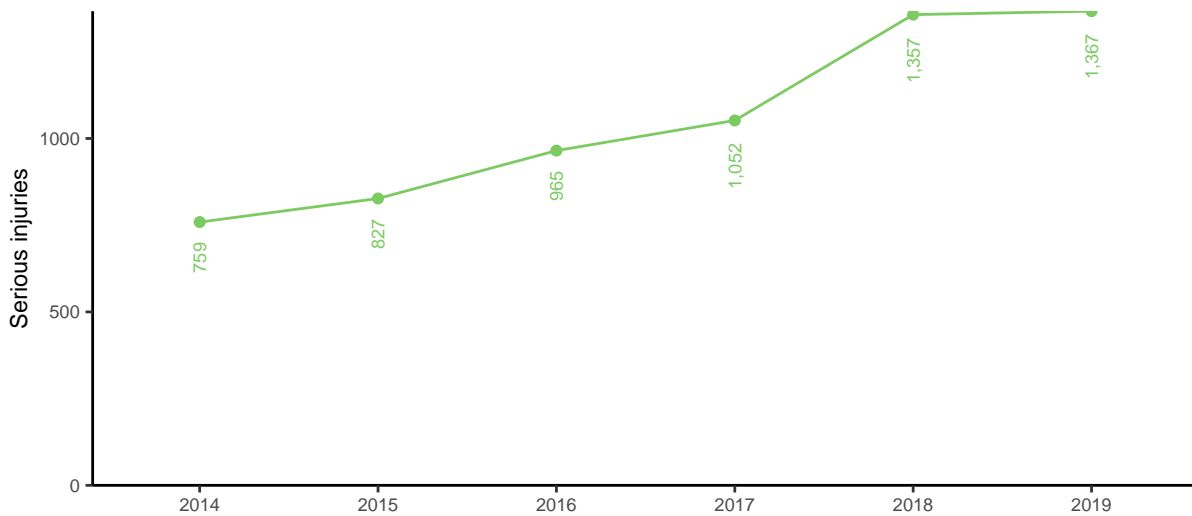
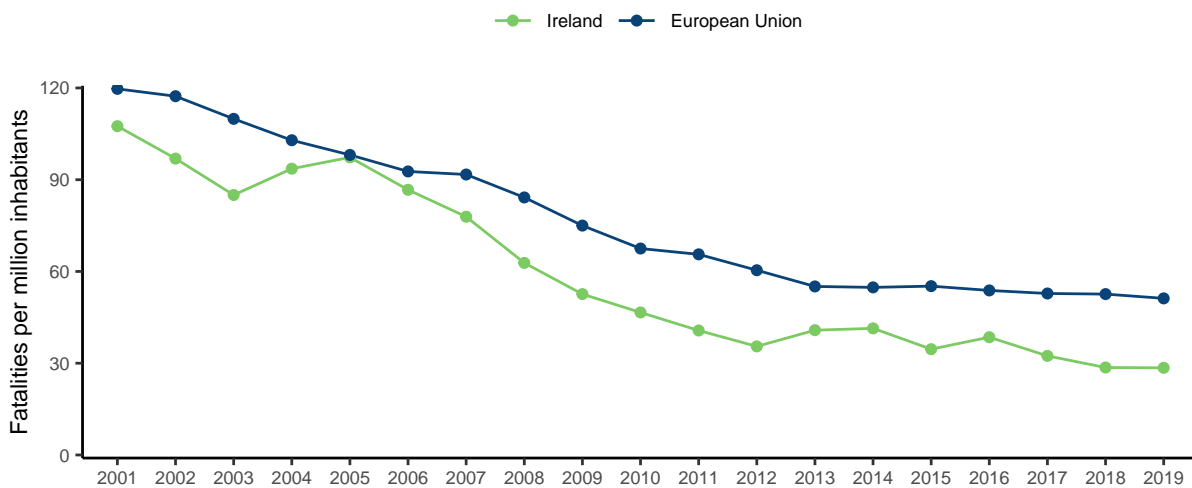
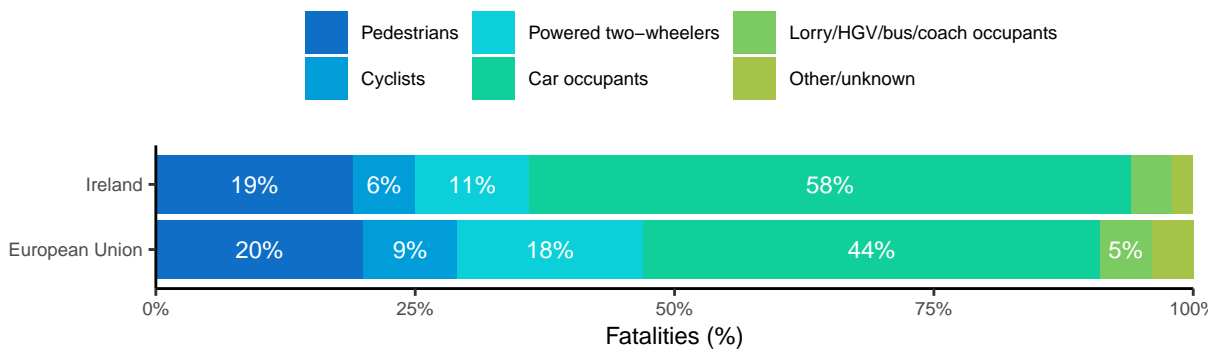


Figure 4. Number of serious injuries (2010-2019). Source: CARE, national sources**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE, EUROSTAT & national sources

2.2 Transport modes¹

In 2019, car occupants accounted for almost 60% of road traffic fatalities in Ireland. This percentage is much higher than that observed in the European Union as a whole (44%). Powered two-wheelers on the other hand account for only 11% of road fatalities, while they are 18% in the European Union. The share of pedestrians and cyclists is also smaller than in European Union.

¹For 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, national sources**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	40	33	-18%	5,793	4,746	-18%
Cyclists	7	10	/	2,023	1,980	-2%
Powered two-wheelers	18	17	-6%	5,057	4,135	-18%
Car occupants	105	73	-30%	13,309	10,409	-22%
Lorries, under 3.5t	12	5	/	898	778	-13%
Heavy goods vehicles	1	2	/	590	408	-31%
Bus/coach occupants	1	0	/	102	107	+5%
Other/unknown	3	3	/	1,116	837	/
Total	187	144	-23%	28,286	23,160	-18%

Table 3. Average number of serious injuries by transport mode (2017-2019). Source: CARE, national sources

	2017 - 2019
Pedestrians	266
Cyclists	241
Powered two-wheelers	171
Car occupants	510
Lorries, under 3.5t	34
Heavy goods vehicles	17
Bus/coach occupants	3
Other/unknown	17
Total	1,259

Table 4. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	20	16	-20%	3,944	3,384	-14%
Cyclists	3	3	/	1,113	1,143	+3%
Powered two-wheelers	4	6	/	2,200	1,644	-25%
Car occupants	14	14	/	2,883	2,223	-23%
Lorries, under 3.5t	1	0	/	149	136	-9%
Heavy goods vehicles	0	1	/	82	32	-61%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	1	1	/	219	271	/
Total	43	42	-2%	10,811	8,925	-17%

2.3 Age

The distribution of road fatalities across age groups in Ireland is different from that for the European Union. People aged 50 to 64 represent only 16% of road fatalities, while they are 21% in the European Union. The 18 to 24 age group on the other hand, are overrepresented with a share of 17% as opposed to 12% in the European Union.

Over the past ten years, the trend in the number of fatalities in Ireland 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 increased for the 50 to 64 age group and decreased only slightly for the people aged 65 and over. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole.

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

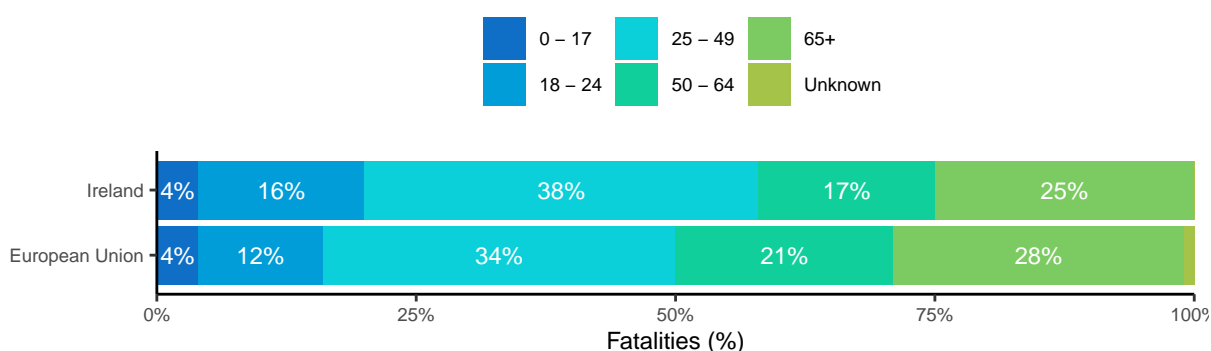


Table 5. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	5	4	/	744	502	-33%
15 - 17	8	4	/	761	488	-36%
18 - 24	43	22	-49%	4,398	2,750	-37%
25 - 49	73	54	-26%	10,456	7,885	-25%
50 - 64	21	28	+33%	5,273	4,882	-7%
65+	34	32	-6%	6,390	6,545	+2%
Unknown	2	0	/	738	295	/
Total	187	140	-25%	28,286	23,160	-18%

Table 6. Average number of serious injuries by age group (2017-2019). Source: CARE, national sources

	2017 - 2019
<15	85
15 - 17	46
18 - 24	185
25 - 49	545
50 - 64	230
65+	166
Unknown	3
Total	1,259

2.4 Gender

The high proportion of males among total road fatalities in Ireland (75%) 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, national sources

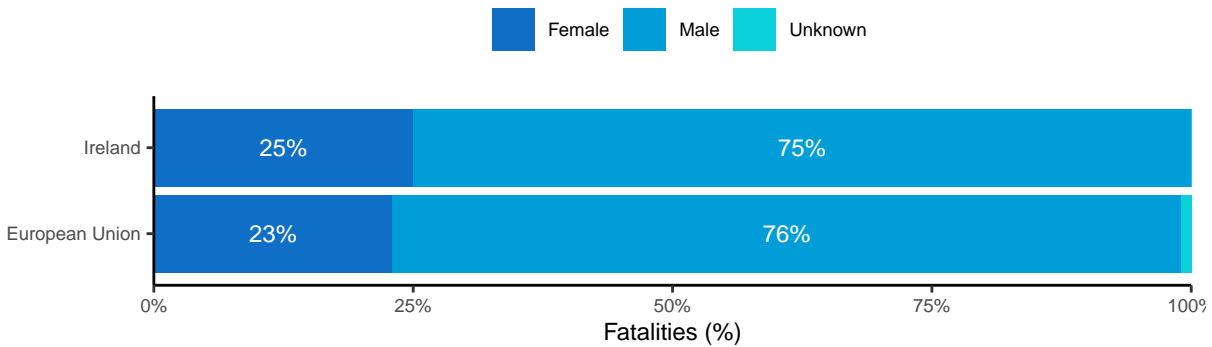


Table 7. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	52	35	-33%	6,655	5,444	-18%
Male	133	109	-18%	21,519	17,714	-18%
Unknown	2	0	/	1,310	190	/
Total	187	144	-23%	28,286	23,160	-18%

Table 8. Average number of serious injuries by gender (2017-2019). Source: CARE, national sources

	2017 - 2019
Female	442
Male	814
Unknown	3
Total	1,259

2.5 Area

The majority of road fatalities in Ireland occurred on rural roads (59%). This percentage is higher than in the European Union as a whole (52%). The share of fatalities on urban roads and on motorways on the other hand is lower than the EU average. Over the past ten years, fatalities have increased on urban roads in Ireland, while their number decreased in the European Union.

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

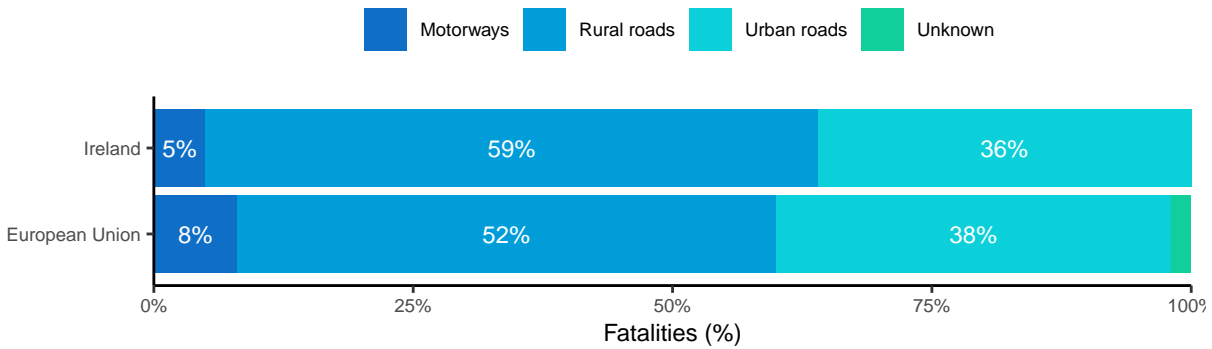


Table 9. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	7	7	/	2,047	1,978	-3%
Rural	137	85	-38%	15,300	12,283	-20%
Urban	43	51	+19%	10,811	8,925	-17%
Unknown	0	0	/	925	477	/
Total	187	144	-23%	28,286	23,160	-18%

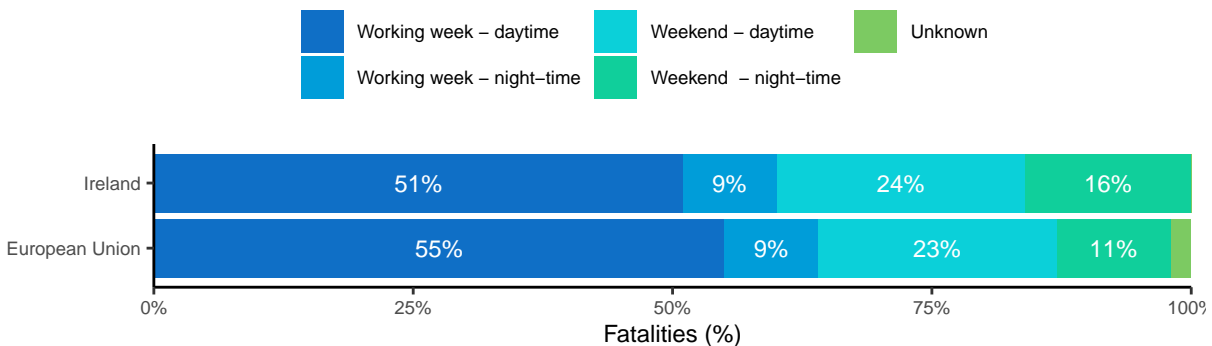
Table 10. Average number of serious injuries by road type (2017-2019). Source: CARE, national sources

	2017 - 2019
Motorway	32
Rural	565
Urban	662
Unknown	0
Total	1,259

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 higher proportion of fatalities that occur in the night-time during the weekend (16%).

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



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

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	81	75	-7%	15,404	13,244	-14%
Working week - night-time	23	12	/	2,566	1,984	-23%
Weekend - daytime	42	29	-31%	6,353	5,350	-16%
Weekend - night-time	41	28	-32%	3,540	2,583	-27%
Unknown	/	0	/	4,226	509	/
Total	187	144	-23%	28,286	23,160	-18%

2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in Ireland occur on dry roads. Wet roads account for 40% of road fatalities, which is much higher than in the European Union as a whole. Regarding light conditions, 41% 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, national sources

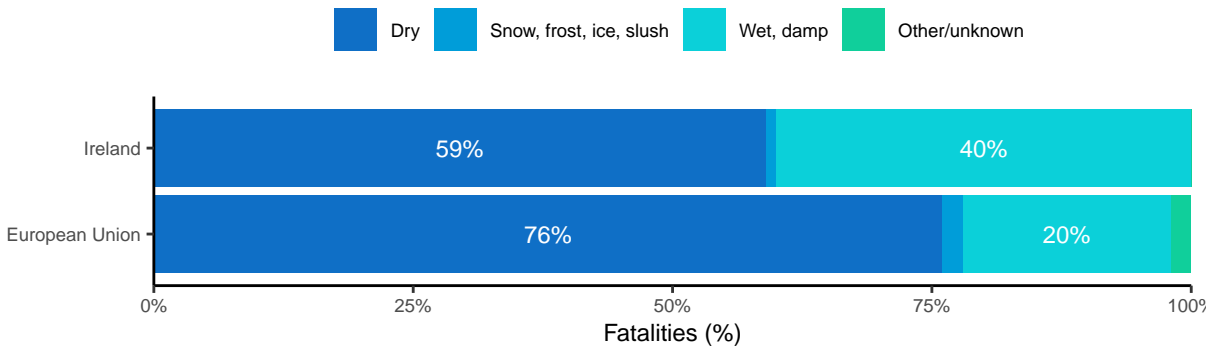


Table 12. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	104	88	-15%	21,091	17,671	-16%
Snow, frost, ice, slush	8	3	/	988	447	-55%
Wet, damp	71	53	-25%	5,636	4,633	-18%
Other/unknown	/	0	/	2,458	598	/
Total	187	144	-23%	28,286	23,160	-18%

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

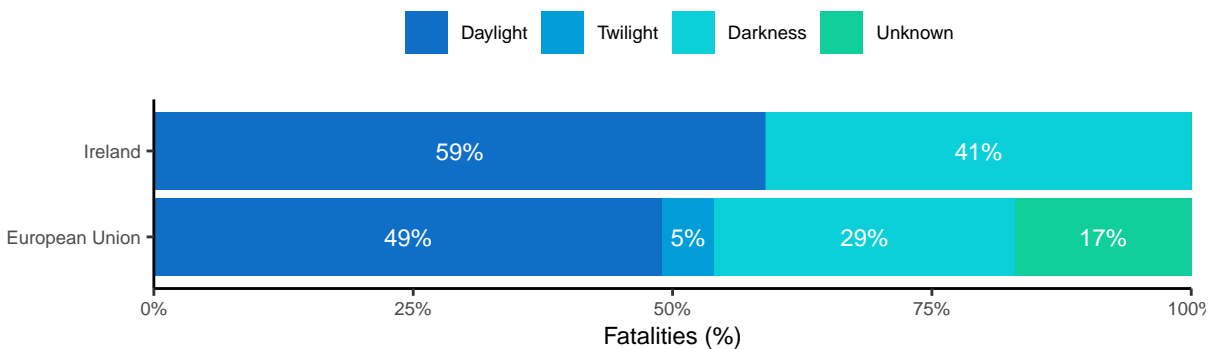


Table 13. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE, national sources

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	95	65	-32%	8,918	6,756	-24%
Daylight	88	79	-10%	13,706	11,891	-13%
Twilight	/	0	/	1,498	1,228	-18%
Unknown	4	0	/	5,301	4,058	/
Total	187	144	-23%	28,286	23,160	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

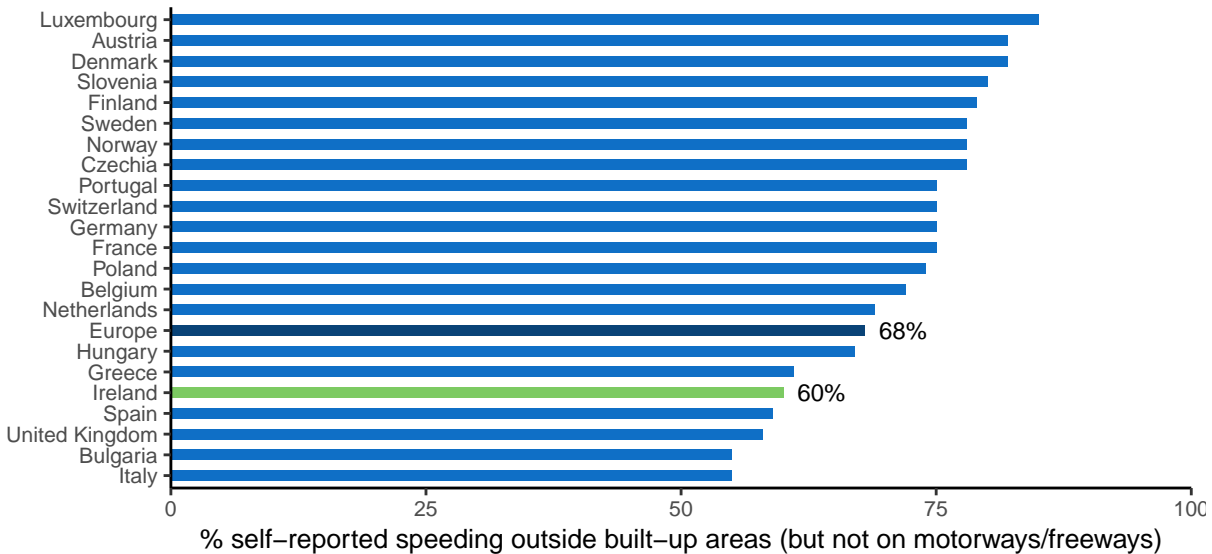
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Ireland performs better than the European average in relation to speeding, drink-driving, wearing a helmet as a cyclist and distracted driving. On the other hand, the self-reported seatbelt wearing rate in the back in Ireland is lower than the European average.

3.1.1 Speeding

Table 14. Observed speeding by cars. Source: National sources (2018)

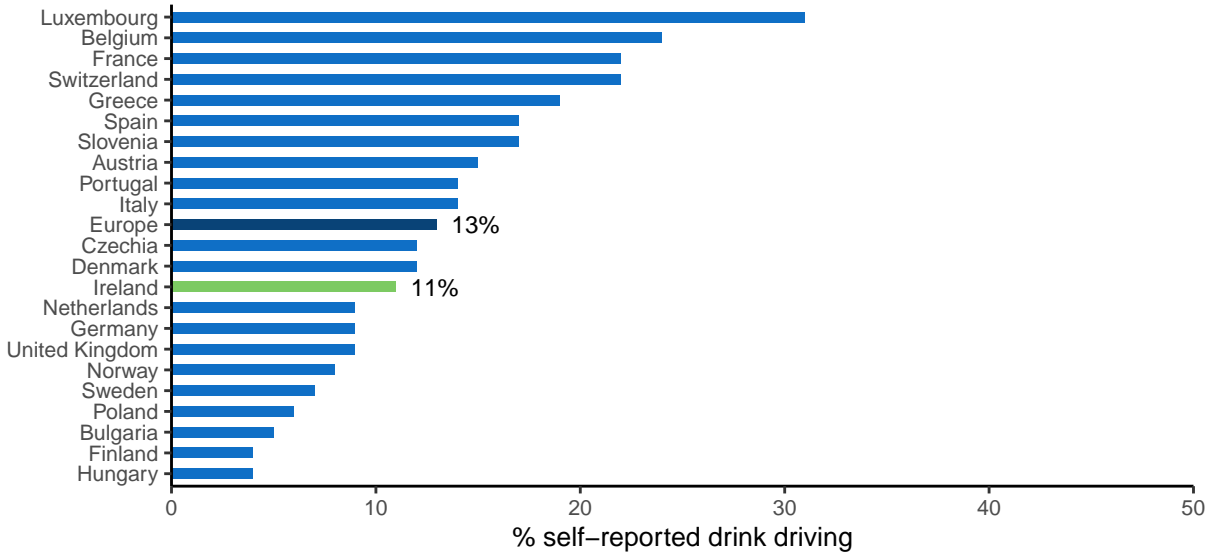
	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h) urban area	61	81%
Urban roads (50km/h) residential area	36	5%
Rural roads (100km/h)	95	29%
Rural roads (80km/h)	80	50%
Motorways (120km/h)	112	23%

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 15. Observed seatbelt wearing rate. Source: IRTAD (2018)

	Seatbelt wearing rate
Car drivers on urban roads	96%
Car drivers on rural roads	96%
Car drivers	96%
Front seat passengers	96%
Rear seat passengers	90%

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)

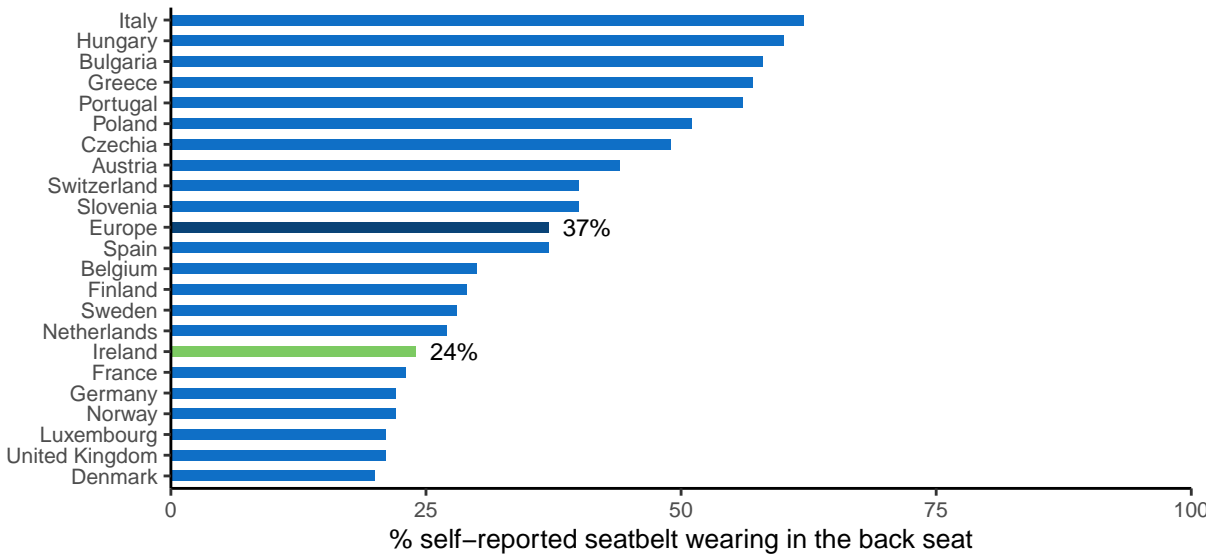
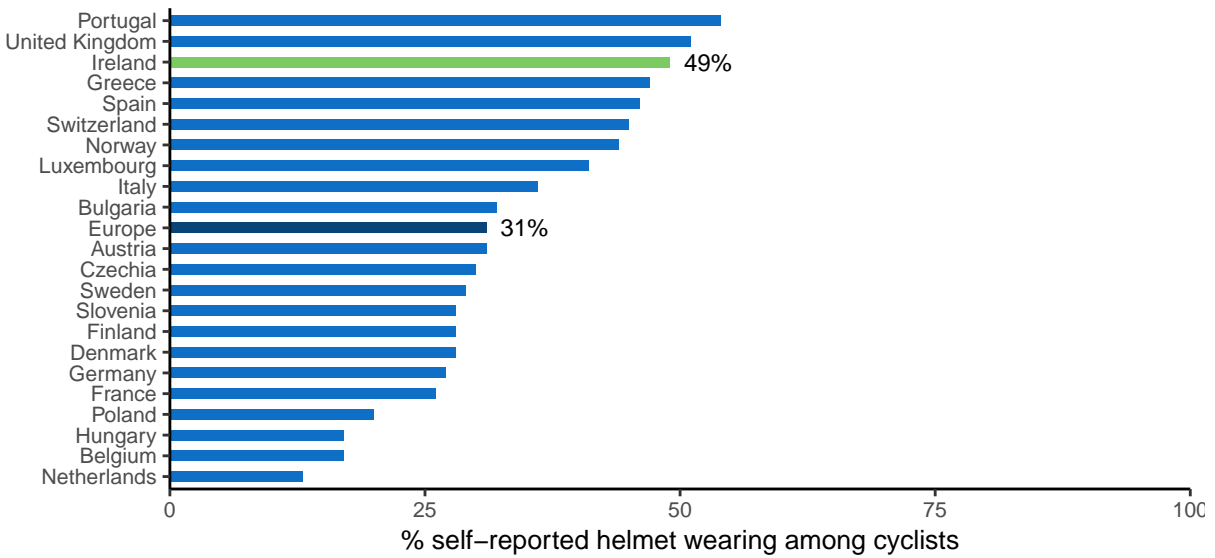
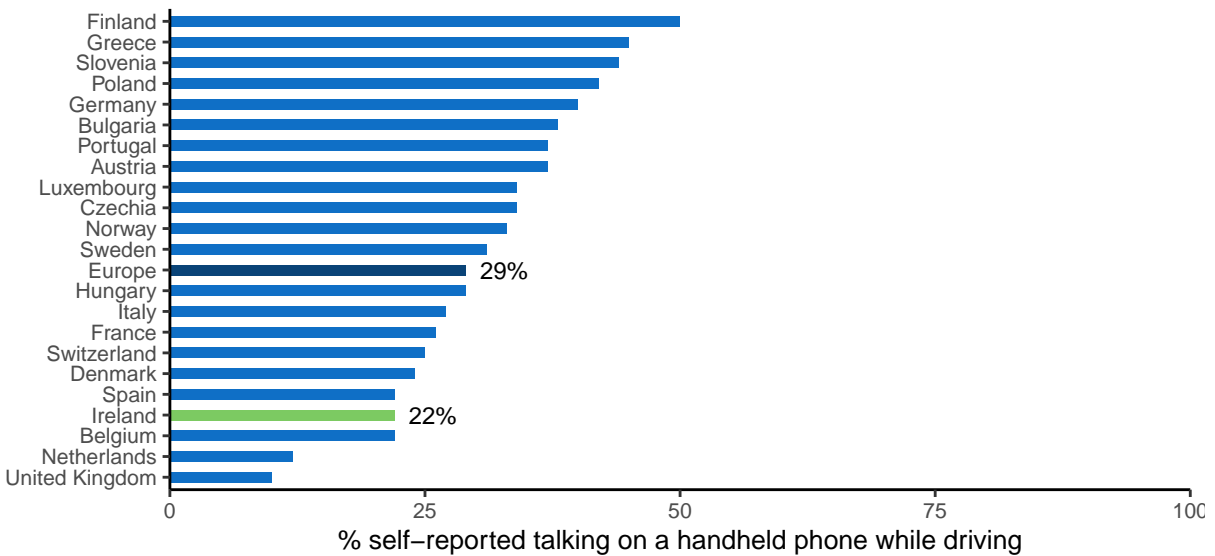


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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 Ireland shows relatively high road density in comparison with the EU average. Motorway density is similar to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Ireland, a score of 4.6 (on a value scale from 1 to 7) is given, which is average compared to other countries.

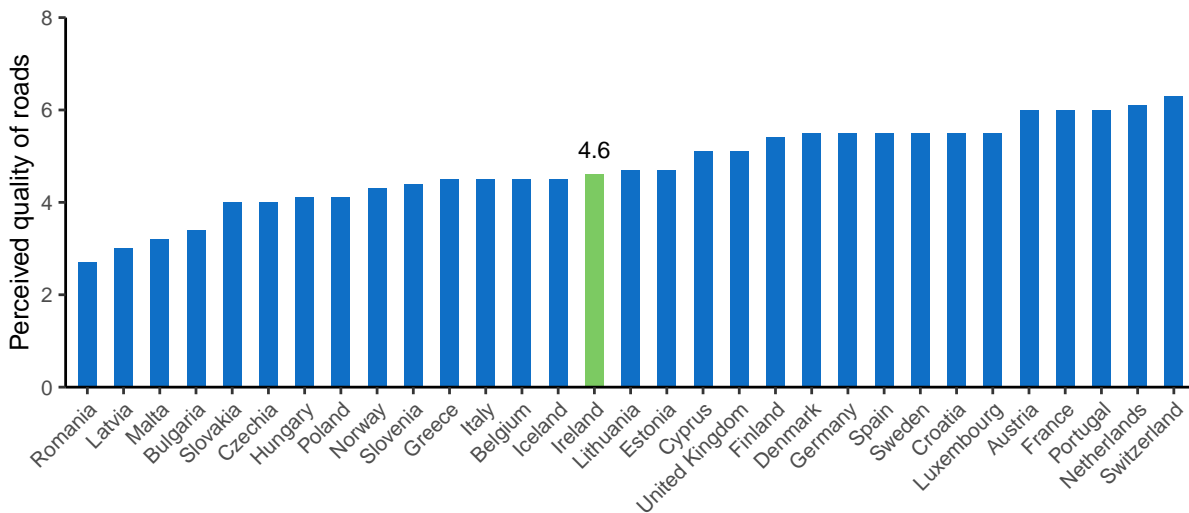
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2018)

	Ireland	European Union
Motorways	14 km road/1000 km ²	15 km road/1000 km ²
Total	1415 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 Irish vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Irish passenger cars appear to be considerably younger than the EU average, with only 27% passenger cars over 10 years.

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

	Ireland	European Union
All vehicles (except trailers and motorcycles)	55	63
Total utility vehicles	9	9
Lorries	7	7
Road tractors	0	1
Motorcycles	1	6
Passenger cars	46	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

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

	Ireland	European Union
Percentage of total number of passenger cars		
Less than 2 years	29%	12%
From 2 to 5 years	22%	15%
From 5 to 10 years	22%	21%
From 10 to 20 years	27%	42%
Over 20 years	/	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Ireland is different in several respects from that in most EU countries. The maximum speed on rural roads (100 km/h) is higher than in most other countries and the maximum speed on motorways (120 km/h) is lower than in most EU countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Ireland.

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

	Ireland	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	100 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	120 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; 0.3 g/l: 0; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 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	0.2 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: 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	Not restricted	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	No	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, Ireland has the maximum score for all legislation surveyed. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Ireland is above the European average.

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

	Ireland	European average
Speed legislation	10	6.8
Drink-driving legislation	10	7
Seatbelt legislation	10	7
Child restraint system legislation	10	7
Motorcycle helmet legislation	10	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)

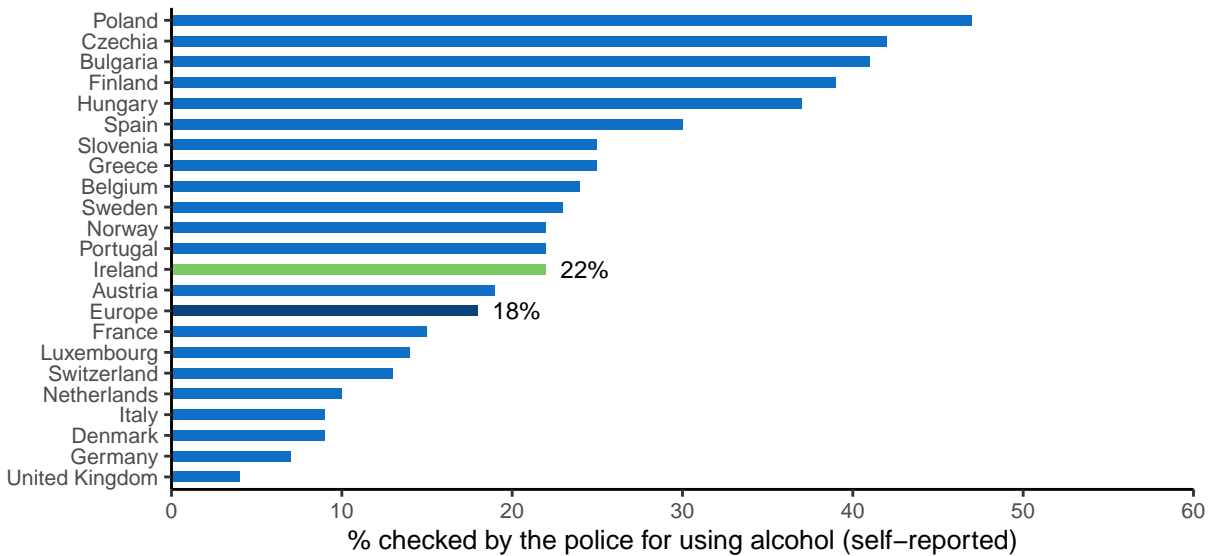
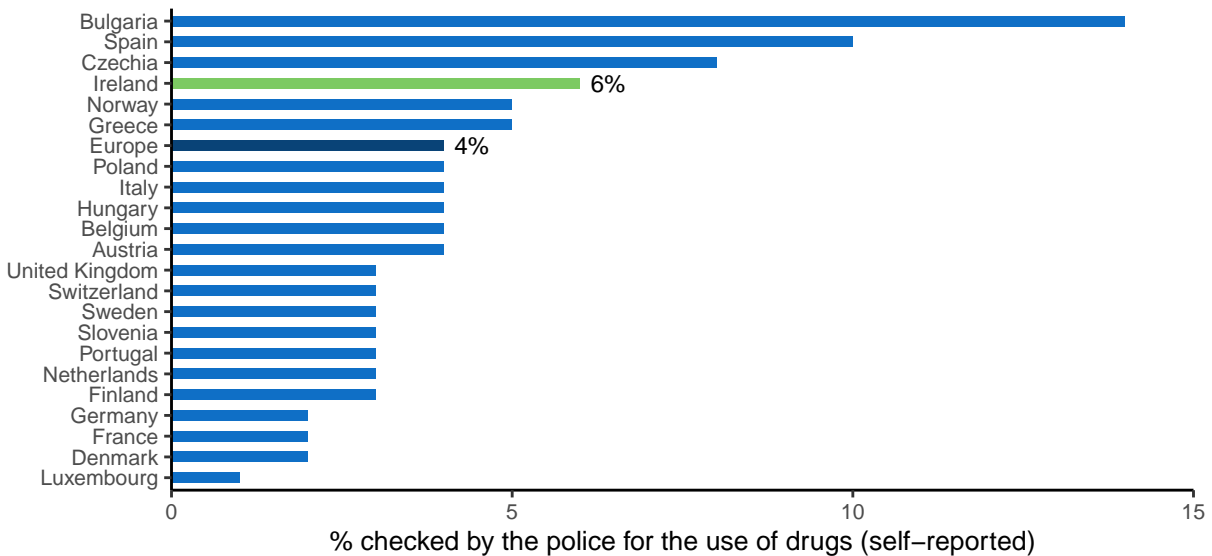


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

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

	Ireland	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)

	Ireland	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 Ireland is lower than the EU average, and its population is mainly settled in rural areas. The percentage of elderly (65+) in the population (14%) is smaller than the EU average. Ireland's GDP per capita is above that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Ireland
Population-related data (2020)		
Population (2020)	447319916	4964440
Population density (inhabitants/km ²)	106	71
% Children (0-14)	15%	20%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	14%
Urbanization (2019)		
% living in cities	38%	36%
% living in suburbs and towns	34%	23%
% living in rural areas	28%	41%
Economic data		
GDP per capita (EUR, 2020)	29768.3	73826.3
Unemployment rate (2020)	7%	6%
% GDP dedicated to road spending (2019)	0.6%	0.3%

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	Department of transport
	Road safety Agency (RSA)
Monitoring of the road safety development	RSA
	Oireachtas Committee on Transport
	National Road Authority (NRA)
Improvements in road infrastructure	The NRA: responsible for national roads
	Local road authorities: non-national roads
Improvement in vehicles	RSA
	Department of Transport
Improvement in road user education	Nationwide Road Safety Education Service within RSA
	Department of Transport
	Health and Safety Authority
Publicity campaigns	RSA
	Department of Transport
	Society of the Irish Motor Industry (SIMI)
Enforcement of traffic laws	Police
Other relevant actors	Medical Bureau of Road Safety (MBRS)

5.3 Attitudes

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

	Ireland	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	12%	12%	12/22
I will do my best to respect speed limits in the next 30 days	80%	71%	22/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	20/22
I will do my best not to drive after drinking alcohol in the next 30 days	88%	76%	20/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	13/22
I often check my messages on the mobile phone while driving	4%	4%	16/22
I will do my best not to use my mobile phone while driving in the next 30 days	83%	74%	22/22

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) regarding the EU 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. National road safety outcomes are based on national sources.

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.