European Commission

Country Profile

Belgium

Mobility and Transport

This document is part of a series of 30 country profiles: one for each Member State of the EU 27 and three EFTA countries (Iceland, Norway, and Switzerland). The purpose of this series is to provide an overview of the road safety situation in a specific country.

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Version	February 8, 2024
Authors	Katerina Folla, Konstantinos Kaselouris (NTUA)
Internal Reviewers:	Ingrid van Schagen, Govert Schermers (SWOV)
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Contents

1. Highlights

Road Safety Outcomes

- In 2021, 516 people were killed and 3,098 were seriously injured in road crashes in Belgium.
- Belgium is 13th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Over the period 2012-2021, there has been a higher decrease in the number of road fatalities compared to the EU average.
- Compared to the EU average, the distribution of fatalities in Belgium shows a relatively high proportion of cyclist fatalities and fatalities occurred on motorways.

Road Safety Performance Indicators

- The use of seat-belts and child restraint systems (CRS) among passenger car occupants are higher than the EU average, whilst helmet use among cyclists is somehow lower.
- Self-reported drink-driving is higher than the EU average.
- Belgian passenger cars are significantly younger than the EU average.

Road Safety Policy Measures & Country Characteristics

- BAC level for novice drivers is higher than in most EU countries.
- E-scooters are not allowed on road lanes in contrast with the majority of the EU countries.
- Belgian road infrastructure is characterized by high road density.
- Belgian population is mainly settled in urban areas.

2. Road Safety Outcomes

2.1 Road Safety Trends

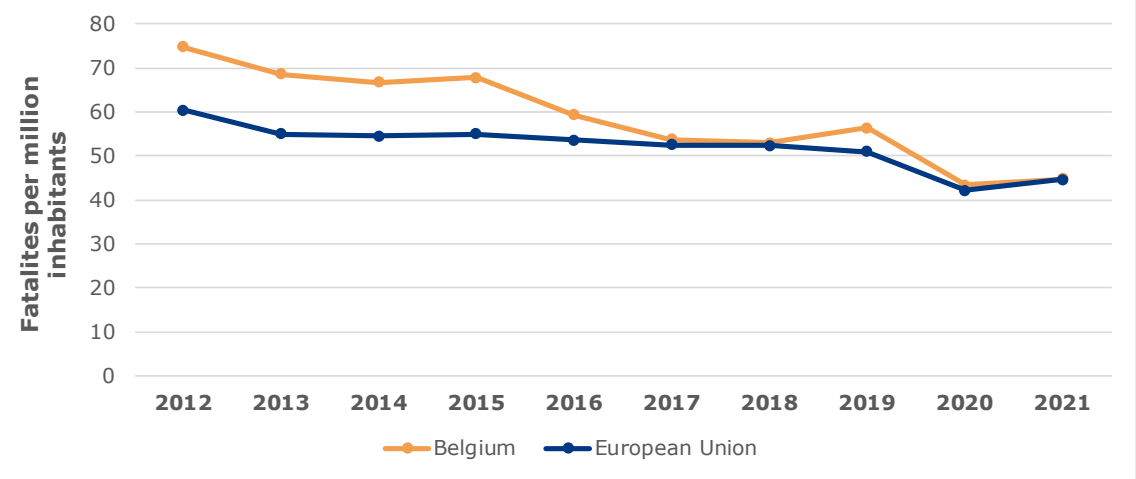
In Belgium, 516 people were killed and 3,098 were seriously injured in road crashes in 2021[a]. Over the period 2012-2021, the number of fatalities in Belgium decreased by 38%, which is much higher than the European Union (EU) decrease (25%). The number of serious injuries showed a lower, but still significant, decrease over the same period (35%).

In terms of mortality rates, 45 road fatalities per million inhabitants were recorded in 2021, which is at the EU average (45). In contrast with the EU trend, the mortality rate in Belgium showed a considerable decrease between 2015 and 2017 and a slight increase in 2019.

Table 1. Number of fatalities and serious injuries, 2012 and 2021

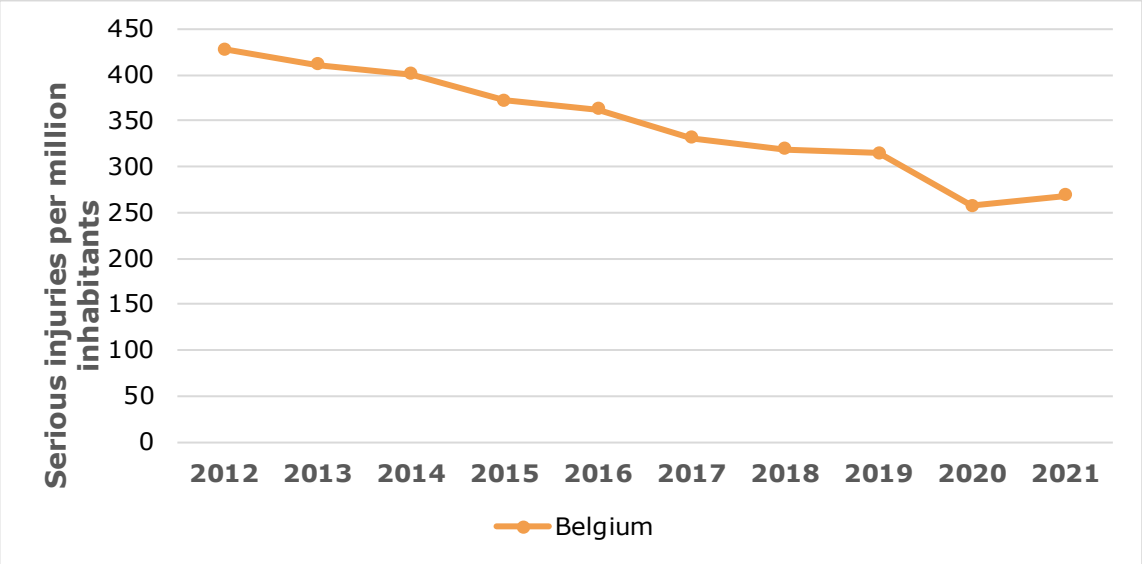
	2012	2021	Trend	EU trend
Fatalities	827	516	-38%	-25%
Serious Injuries	4,736	3,098	-35%	-

Figure 1. Mortality rate development, 2012 – 2021



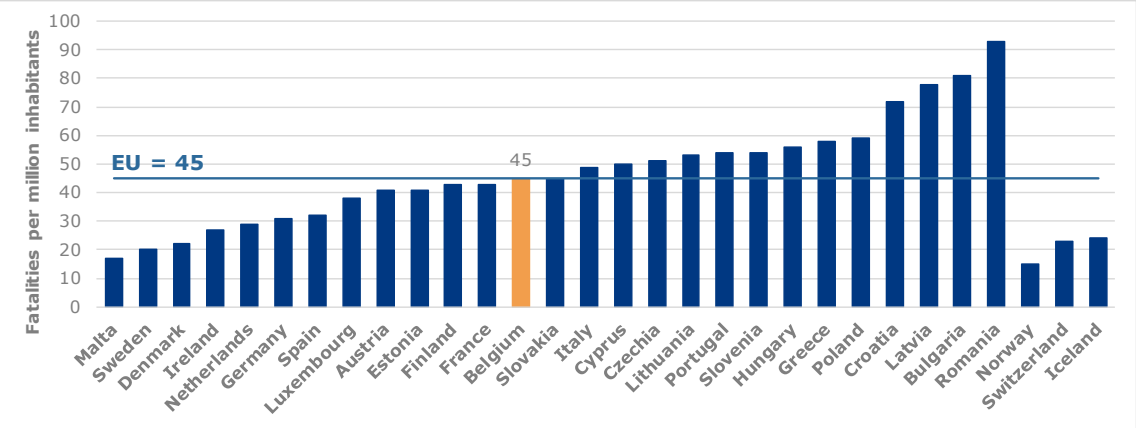
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2012 – 2021



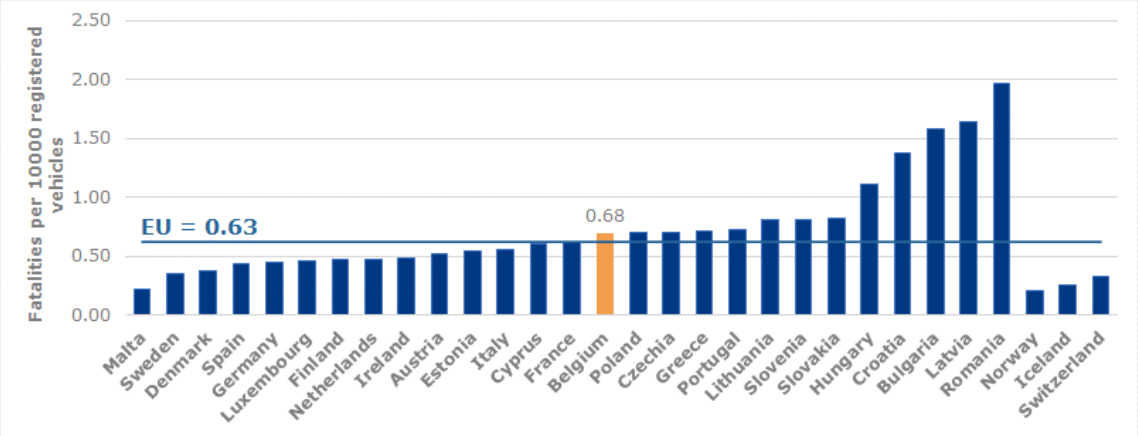
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, fatality rate per ten thousand vehicles in Belgium is 0.68, just above the EU average.

Figure 4. Fatalities per ten thousand registered vehicles, 2021



2.3 Transport Mode

In 2021[b], car occupants accounted for 41% of road traffic fatalities in Belgium, which is similar to the percentage observed in the EU as a whole. The percentage of cyclists (17%) on the other hand is considerably higher than the respective EU ratio (9%). Pedestrians on the other hand account for 15% of road fatalities, as opposed to 19% in the EU.

Over the period 2012-2021, there has been a decrease in the fatalities and serious injuries in Belgium for all transport modes except for cyclists. Compared to the EU trends, Belgium recorded higher reductions in car occupant fatalities (47% vs 28%) and powered two-wheelers (33% vs 18%). Concerning serious injuries, the highest decrease was recorded for occupants of lorries, under 3.5t (52%) and passenger cars (50%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Belgium in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 63% were involved in a crash with a passenger car, and 35% were involved in a crash with a lorry or heavy goods vehicle.

Also, a significant decrease in the number of fatalities in single vehicle crashes was recorded during the period 2012-2021 (60%), which is much higher than the respective EU trend (24%).

[b] Different shares of transport modes in the casualty numbers, as shown in this section, may also reflect differences in the size of the vehicle fleet and the usage of different modes rather than a difference in safety level.

Table 2: Number of fatalities by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	4	3	-	+26%
Car occupants	402	213	-47%	-28%
Cyclists	84	87	+4%	-12%
Heavy goods vehicles	18	15	-17%	-11%
Lorries, under 3.5t	31	28	-10%	-14%
Other/unknown	55	17	-69%	-13%
Pedestrians	117	75	-36%	-34%
Powered two-wheelers	116	78	-33%	-18%
Total	827	516	-38%	-25%

Figure 5. Distribution of road fatalities by transport mode, 2021

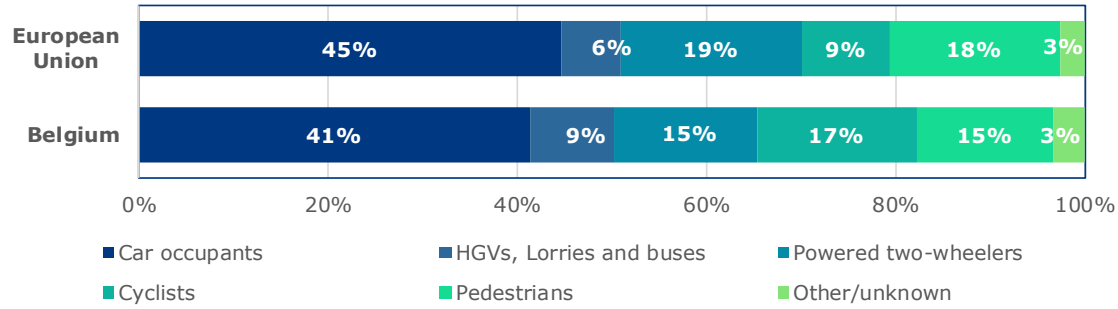


Table 3: Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend
Bus/coach occupants	8	12	-
Car occupants	1,893	942	-50%
Cyclists	921	1,006	+9%
Heavy goods vehicles	63	37	-41%
Lorries, under 3.5t	177	85	-52%
Other/unknown	111	74	-33%
Pedestrians	609	348	-43%
Powered two-wheelers	954	594	-38%
Total	4,736	3,098	-35%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2021

	2012	2021	Trend	EU trend
Crashes involving buses or coaches	9	4	-	-47%
Crashes involving cars	168	111	-28%	-29%
Crashes involving lorries or heavy goods vehicles	67	61	-14%	-15%

Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	1	0	-	+47%
Car occupants	200	67	-67%	-28%
Cyclists	15	16	+7%	+37%
Heavy goods vehicles	4	5	-	-44%
Lorries, under 3.5t	16	6	-63%	-12%
Other/unknown	29	5	-83%	-20%
Powered two-wheelers	39	23	-41%	-16%
Total	304	122	-60%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Belgium is similar to that of the EU, with a slightly higher share of female fatalities aged between 18 and 49 years old, and a much lower share of females aged from 50 to 64 years old. Over the period 2012-2021, the number of fatalities dropped for all age groups except for females under 18 years old.

The number of seriously injured persons also decreased for all age groups for both genders. However, serious injuries within the age groups over 50 years old showed a less considerable decrease compared to the younger age groups.

Figure 6. Distribution of road fatalities by age and gender, 2021

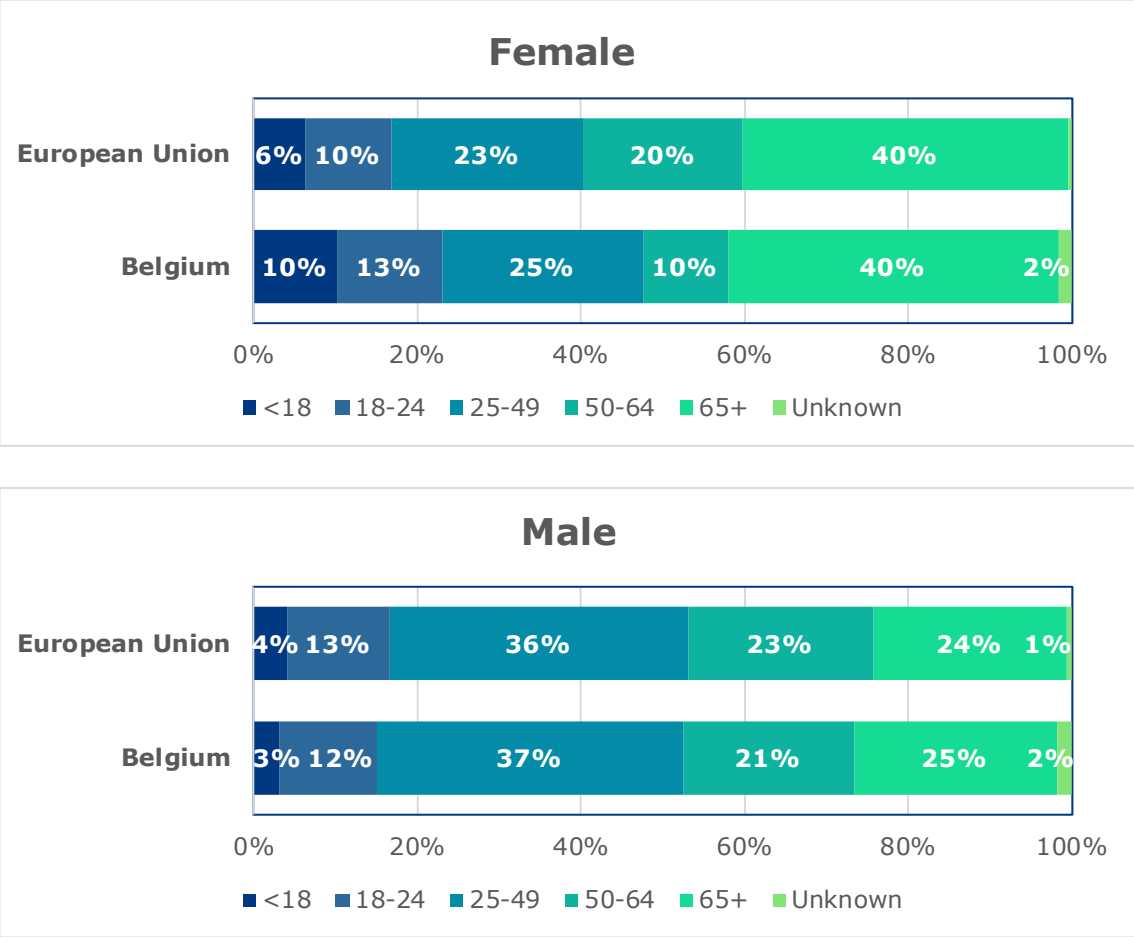


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	12	13	+8%	-44%
18-24	21	16	-24%	-40%
25-49	53	31	-42%	-37%
50-64	36	13	-64%	-23%
65+	68	51	-25%	-25%
Unknown	0	2	-	-22%
Total	190	126	-34%	-31%
Male				
<18	25	12	-52%	-27%
18-24	109	45	-59%	-37%
25-49	239	142	-41%	-30%
50-64	120	79	-34%	-13%
65+	125	94	-25%	-8%
Unknown	1	7	-	-9%
Total	619	379	-39%	-23%

Table 7: Number of serious injuries by age and gender, 2012 and 2021

	2012	2021	Trend
Female			
<18	176	98	-44%
18-24	216	109	-50%
25-49	516	322	-38%
50-64	289	256	-11%
65+	328	235	-28%
Unknown	1	1	-
Total	1,526	1,021	-33%
Male			
<18	310	173	-44%
18-24	582	312	-46%
25-49	1,337	805	-40%
50-64	512	445	-13%
65+	345	303	-12%
Unknown	1	6	-
Total	3,087	2,044	-34%

2.5 Area and Road Type

Half of road fatalities in Belgium occurred on rural roads (50%). The proportion of fatalities on motorways in Belgium (16%) is somewhat higher than in the EU as a whole (9%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Belgium, with the decrease in fatalities occurred on motorways and rural roads being much higher than the respective EU decreases.

Table 8: Number of fatalities by road type, 2012 and 2021

	2012	2021	Trend	EU trend
Motorway	113	81	-28%	-6%
Rural	456	256	-44%	-28%
Urban	233	179	-23%	-24%
Unknown	25	0	-	-48%
Total	827	516	-38%	-25%

Figure 7. Distribution of road fatalities by road type, 2021

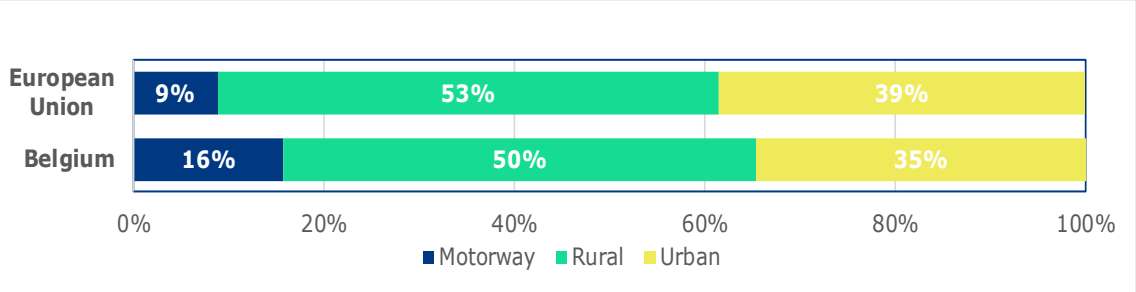
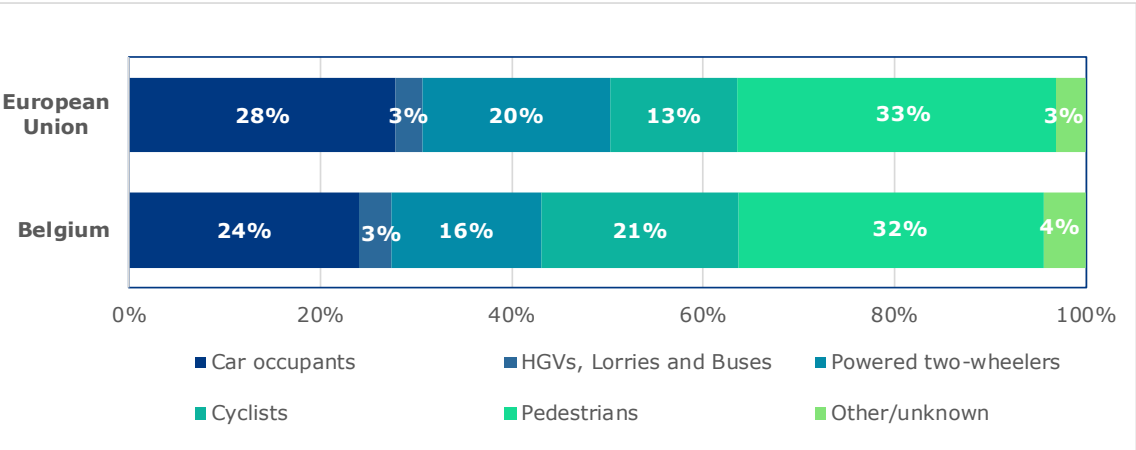


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	530	275	-48%
Rural	2,323	1,339	-42%
Urban	1,878	1,482	-21%
Unknown	5	2	-
Total	4,736	3,098	-35%

Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021



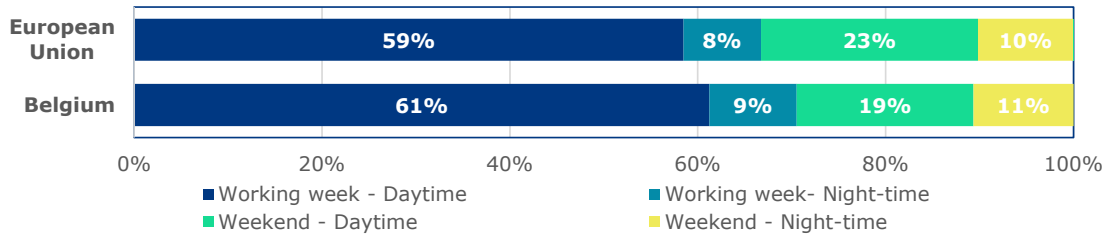
2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2021, Belgium showed a more favourable downward trend regarding night-time fatalities during the weekend, which is in line with the EU average.

Table 10: Number of fatalities by time period, 2012 and 2021

	2012	2021	Trend	EU trend
Working week - Daytime	429	316	-26%	-21%
Working week- Night-time	79	48	-39%	-30%
Weekend - Daytime	179	97	-46%	-25%
Weekend - Night-time	119	55	-54%	-39%
Unknown	21	0	-	-75%
Total	827	516	-36%	-25%

Figure 9. Distribution of road fatalities by time period, 2021



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Belgium and in the EU occurred during daylight and with dry weather conditions. During darkness and under raining conditions, road fatalities in Belgium decreased more than in the EU on average.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2021

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	407	317	-22%	-17%
Twilight	28	34	+21%	-25%
Darkness	283	157	-45%	-33%
Weather Conditions				
Dry	581	423	-27%	-24%
Rain	82	49	-40%	-28%
Other/Unknown	164	44	-73%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022 or latest available year

	Belgium	EU
Speeding[c] % of passenger cars travelling within speed limits[1]		
Motorways	56.4	-
Rural Roads	51.8	-
Urban Roads	39.9	-
Seat belt & CRS use rates (%)[1,2]		
Front	93.8	93.3
Rear	79.0	75.5
Child restraint systems	73.3	67.0
Helmet use rates (%)[1]		
PTW driver	99.8	97.0
PTW passenger	100.0	94.4
Cyclist	23.8	37.8
DUI of Alcohol[3] (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	19.0	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	96.8	94.8

Sources: [1]Baseline project, [2]ETSC (2022), [3]ESRA3 project (2024), [4]national sources

[c] An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison. Please also note that for some Safety Performance Indicators of Section 3, the EU average is based on a small number of EU Member States with available data (see Section 6.1).

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Belgium	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	83.0	83.6
Average age of passenger car fleet (years)[2]	9.2	11.8

Sources: [1]Baseline project, [2]ACEA (2022)

3.3 Enforcement

Table 14: Number of traffic police tickets per thousand population, 2020

Tickets per 1,000 population	Belgium	EU
Speeding	352.3	139.7
Non-use of seat-belt	3.7	5.7
Illegal use of mobile phone	9.3	4.4
Driving above legal alcohol limits	2.7	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 15: National road safety strategy and targets

	Belgium
Timeframe	2021-2025
Lead Authority	Federal Service Mobility & transport together with Federal Minister of Transport + regional authorities (MOW, AWSR, Brussels Mobility), Vias institute
Targets	
Fatalities	-50% by 2030, -100% by 2050
Serious injuries	-50% by 2030, -90% by 2050
Baseline Year	2019
SPIs	Yes, for all behavioural KPIs (speed, distraction, helmet for motorcyclists, seatbelt & CRS, alcohol) – 50% by 2030
Link	https://all-for-zero.be/storage/minisites/plan-federal-securite-routiere.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Belgium reflects the situation in the majority of EU countries. Remarkable is that e-scooters are allowed from 16 years, which is stricter than in other EU countries.

Table 16: National road safety legislation

	Belgium	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	120	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.5	0.2: 12/27, 0.0: 9/27
Professional drivers	0.2	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 18 years / 135 cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27

	Belgium	Most common in EU
Children on motorcycles	Prohibited under 3 years	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	Not mandatory (Strongly recommended)	Not mandatory: 19/27
Age restriction	Not restricted	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 16 years	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	25 km/h	25 km/h: 18/27
Helmet required	No	Not required: 12/27
Allowed on road lanes	No (only on bike paths)	Yes: 18/27
Allowed on pavements	No	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

Sources: EC (2023), WHO (2018), FERSI (2020), National sources

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Belgium	Most common in EU
Novice Drivers		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	3 years	2 years: 7/27, 3 years: 5/27
Renewal Procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10 years	Every 10yrs: 13/27 Every 15yrs: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Belgium	Most common in EU
Audits or star rating required for new road infrastructure	Yes	Yes: 10/27, Partial:17/27
Inspections / star rating of existing roads	Yes	Yes:26/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27
Investments to upgrade high risk locations	Yes	Yes:20/27
Policies & investment in urban public transport	Yes	Yes:23/27
Policies promoting walking and cycling	Subnational	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density in Belgium is much higher than the EU average, with the population being mainly settled in urban areas. Its GDP per capita is above the EU average.

Table 19: Country Characteristics, 2021

	Belgium	EU
Demographics[2]		
Population	11,554,767	447,000,548
Population density (inh./km^2)	378.9	109.0
% children (0-17)	20.1	18.2
% adults (18-64)	60.6	61.6
% elderly (65+)	19.3	20.3
% of urban population	98.4	75.2
Economic Data[2]		
GDP per capita (euro)	43,350	32,560
Infrastructure[1]		
Country Area (km^2)	30,667	4,225,134
Road network length (km)	155,210	4,473,380
Road density (km/km^2)	5.06	1.10
% of motorways	1.14	1.67
% GDP spent to road infrastructure[3]	0.3	0.4
Vehicle Fleet[1]		
Vehicles per population	0.67	0.73
% of passenger cars	76.9	77.3
% of motorcycles	9.9	11.4
% of HGVs	13.0	11.1
% of buses	0.2	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	84.9	85.2
- Bus/coach/Metro/Tram	9.0	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	76.8	74.6
- Rail	9.5	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	22.7	739.8
Share of road transport emissions in total transport emissions (%)	42.3	76.3

Sources: [1]EC (2023b), [2]Eurostat, [3]OECD (2023)

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Federal Ministers responsible for Mobility, Interior Affairs and Justice, and the associated federal public authorities - Federal Commission for Road Safety (advisory body) - Police - Regional Ministers and the associated public authorities and advisory bodies: Conseil supérieur Wallon de Sécurité Routière (CWSR); Bruxelles Mobilité (BM); Vlaams Forum Verkeeersveiligheid; Departement Mobiliteit en Openbare Werken
Monitoring of the road safety development	/
Improvements in road infrastructure	- Department of Mobility and Public Works (Flanders) – AWV (Agentschap Wegen en Verkeer) - Direction générale opérationnelle Routes et Bâtiments (DGO1) (Wallonia) - SPW (Service Public de Wallonie) - Bruxelles Mobilité (Brussels) - Towns and communes
Improvement in vehicles	- UNECE - European Commission, DG Market, Industry, entrepreneurship and SMEs and DG MOVE - Federal Public Service for Mobility and Transport - Vehicle Manufacturers - Group of companies undertaking car inspections
Improvement in road user education	- Group of companies undertaking car inspections and driving license at federal level - Ministers for Education and the associated regional public authorities/departments - Regional Ministers and the associated public authorities - Driving schools
Publicity campaigns	- Regional Authorities: Vlaamse Stichting Verkeerskunde (VSV), Agence Wallonne pour la Sécurité Routière (AWSR), Bruxelles Mobilité (BM) - Vias institute - NGOs, associations, entreprises, etc.
Enforcement of traffic laws	- Federal Police - Local Police - Regional authorities for certain regionalised matters - Federal Ministry of Justice and courts
Other relevant actors	- Vias institute - VSV (Vlaamse Stichting Verkeerskunde), AWSR (Agence Wallone pour la Sécurité Routière) - NGOs

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Belgium	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	24.0	17.0	16/18
- drive faster than the speed limit inside urban areas	55.7	55.7	9/18
- transport children under 150cm without using CRS	19.2	17.2	12/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	18.5	16.8	6/18
- respecting speed limits	43.3	34.4	4/18
- using of hand-held mobile phone while driving	18.0	15.0	6/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	75.7	76.6	13/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	37.1	38.3	9/18
- requiring all cyclists to wear a helmet	55.0	60.1	12/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)
All information in section 1 of the Country Profile is based on the CARE database. The full glossary of definitions of variables used in this Report is available at EC Mobility & Transport - Road Safety webpage.

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2021). In case of missing values, the EU averages and aggregated data were produced by imputing figures based on data from previous years. For values less than 10, the trend is not shown since it may be due to randomness. Also, due to missing data on serious injuries for some EU countries, EU total/average is not calculated. Date of extraction: July 2023

ACEA (2022)
European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.
https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 24 EU countries. Date of extraction: July 2023

Baseline project
Information in section 3 is based on Key Performance Indicators collected within the Baseline project.
https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis_en

Alternative sources were used for countries with no available data in the Baseline project (e.g., ETSC, national sources). The European average is based on the average of 17 EU countries for speeding, 23 EU countries for seat-belt use, 13 EU countries for CRS use, 14 EU countries for helmet use, 14 EU countries for driver distraction and 13 EU countries for vehicle safety. Date of extraction: July 2023

European Commission 2023
Data were retrieved from EC Mobility & Transport - Road Safety website:https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm
Date of extraction: July 2023

European Commission – Statistical Pocketbook 2023 (b)
European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2023*. Publications Office of the European Union, 2023. Date of extraction: November 2023 https://data.europa.eu/doi/10.2832/319371

Eurostat
Data were retrieved from Eurostat: https://ec.europa.eu/eurostat
The European average is based on the average of the 27 EU countries. Date of extraction: July 2023

ESRA project
Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023). https://www.esranet.eu/

The European average is the average of 17 EU countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: November 2023

ETSC
Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022. https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/

FERSI (2020)
Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. https://fersi.org/. Date of extraction: July 2023

IRTAD (International Traffic Safety Data and Analysis Group)

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database: https://stats.oecd.org/. Date of extraction: July 2023

WHO
Data were retrieved from the WHO Global Status Report on Road Safety, 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/. Date of extraction: July 2023

6.2 Definitions

Road Crash
Any crash 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. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

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.

Seriously injured (at 30 days)
Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

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

Heavy Goods Vehicles
Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

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.).

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.

Speeding
The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

Seat belt & CRS use rates
The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

Helmet use rates
The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries, the use of helmets is not obligatory for cyclists (see Table 16).

DUI of Alcohol
The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

Driver Distraction
The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

Explanations of symbols in tables:
/ : not available
- : not applicable (e.g. calculation cannot be performed)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