



European  
Commission



Country Profile  
**Germany**



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.

Contract:	This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2022-55/SI2.888215 with National Technical University of Athens (NTUA), SWOV Institute for Road Safety Research and Kuratorium für Verkehrssicherheit (KFV).
Version:	February 8, 2024
Authors:	Katerina Folla, Konstantinos Kaselouris (NTUA)
Internal Reviewers:	Ingrid van Schagen, Govert Schermers (SWOV)
Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows:  European Commission (2023), Country Profile Germany. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

### **Disclaimer**

Whilst every effort has been made to ensure that the matter presented in this document is relevant, accurate and up to date, the (sub)contractors cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this document are those of the author(s) and do not necessarily reflect the official opinion of the European Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained therein.

© European Commission, 2023. The EU does not own the copyright in relation to the following elements:

- Cover page photos, © [www.shutterstock.com](http://www.shutterstock.com)

## Contents

1. Highlights .....	4
2. Road Safety Outcomes .....	5
2.1 Road Safety Trends .....	5
2.2 Risk Figures.....	6
2.3 Transport Mode.....	7
2.4 Age and Gender .....	9
2.5 Area and Road Type .....	11
2.6 Time Period .....	12
2.7 Lighting and Weather Conditions .....	13
3. Safety Performance Indicators .....	14
3.1 Road User Behaviour .....	14
3.2 Vehicle Safety.....	15
3.3 Enforcement.....	15
4. Road Safety Policy and Measures .....	16
4.1 National Road Safety Strategy.....	16
4.2 Traffic Laws and Regulations.....	16
4.3 Driving Licences .....	17
4.4 Road Infrastructure .....	18
5. Structure and Culture .....	19
5.1 Country Characteristics .....	19
5.2 Structure of Road Safety Management .....	20
5.3 Self-declared behaviour & Attitudes .....	21
6. Notes .....	22
6.1 Data Sources.....	22
6.2 Definitions.....	24

# 1. Highlights

## Road Safety Outcomes

- In 2021, 2,562 people were killed 55,137 people were seriously injured in road crashes in Germany.
- Germany is 6<sup>th</sup> out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Germany shows a relatively high proportion of cyclists, especially inside urban areas, and fatalities aged more than 65 years old.
- Over the period 2012-2021, Germany recorded a somehow higher decrease in road fatalities compared to the EU on average.
- A higher decrease compared to the EU average was also recorded for people aged 18-24 years old.

## Road Safety Performance Indicators

- Germany performs better than the EU average in relation to seat belt use and driver distraction.
- The average age of the passenger car fleet in Germany is lower than the EU average.

## Road Safety Policy Measures & Country Characteristics

- Germany is the only EU country with no general speed limit on motorways.
- Germany is among the few EU countries with zero alcohol limit for novice and professional drivers.
- Unlike most other countries there is no age restriction to transport children on motorcycles in Germany.
- The German motorway network shows relatively high road density in comparison with the EU average.

## 2. Road Safety Outcomes

### 2.1 Road Safety Trends

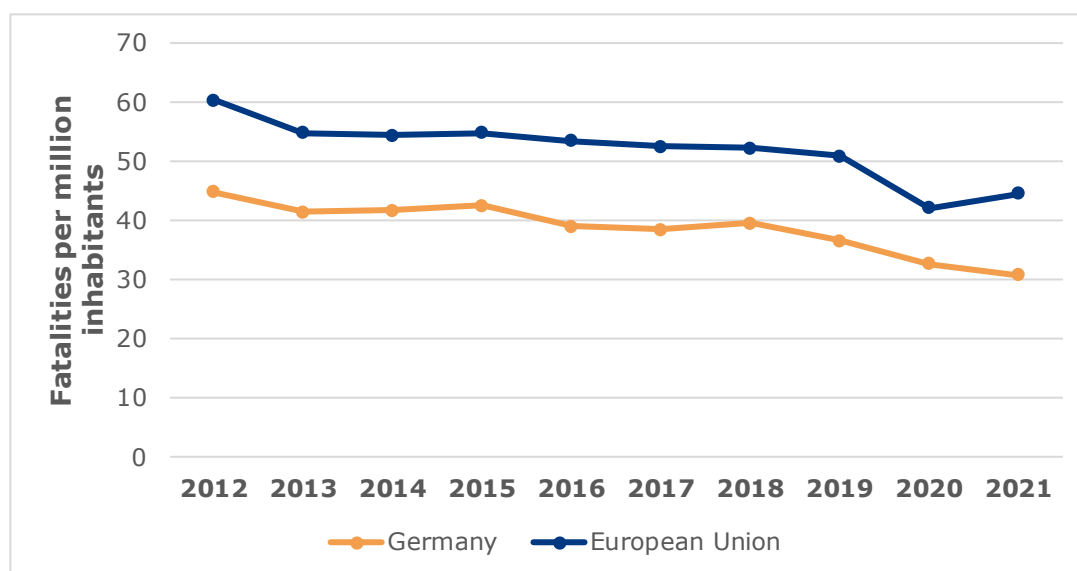
In Germany, 2,562 people were killed and 55,137 people were seriously injured in road crashes in 2021<sup>a</sup>. Over the period 2012-2021, the number of fatalities in Germany decreased by almost 30%, which is higher than the European Union (EU) decrease (25%). The number of serious injuries showed a lower decrease compared to fatalities over the same period (17%).

In terms of mortality rates, 31 road fatalities per million inhabitants were recorded in 2021, which is well below the EU average (45). The overall trend of the mortality rate of Germany is similar to that of the EU, with a sharper decrease in 2020 and 2021.

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

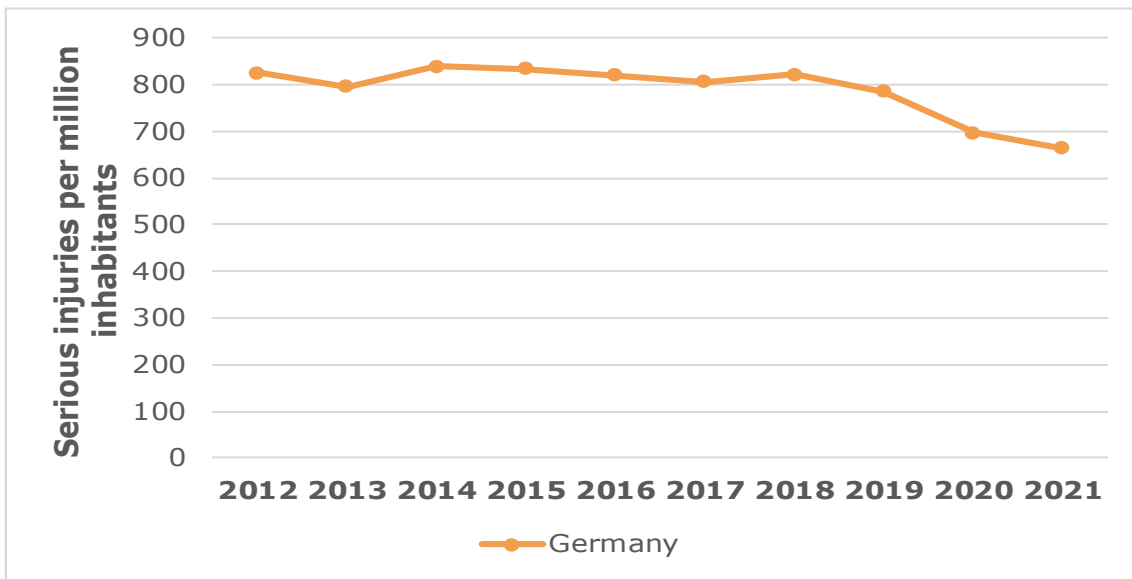
	2012	2021	Trend	EU trend
Fatalities	3,600	2,562	-29%	-25%
Serious Injuries	66,279	55,137	-17%	-

**Figure 1.** Mortality rate development, 2012 – 2021



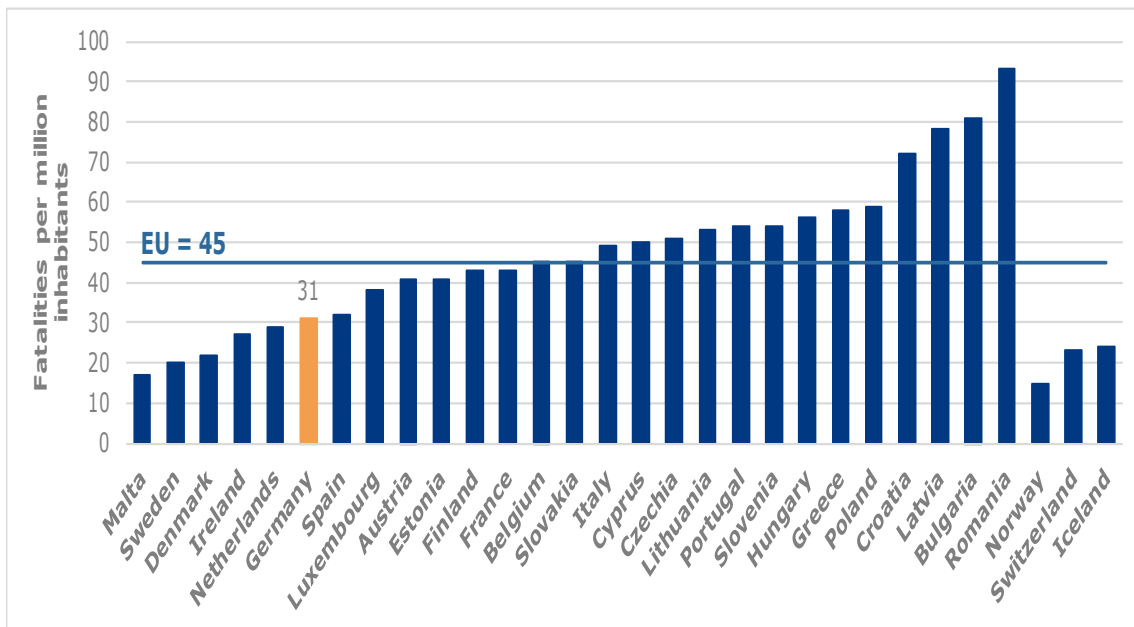
<sup>a</sup> It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

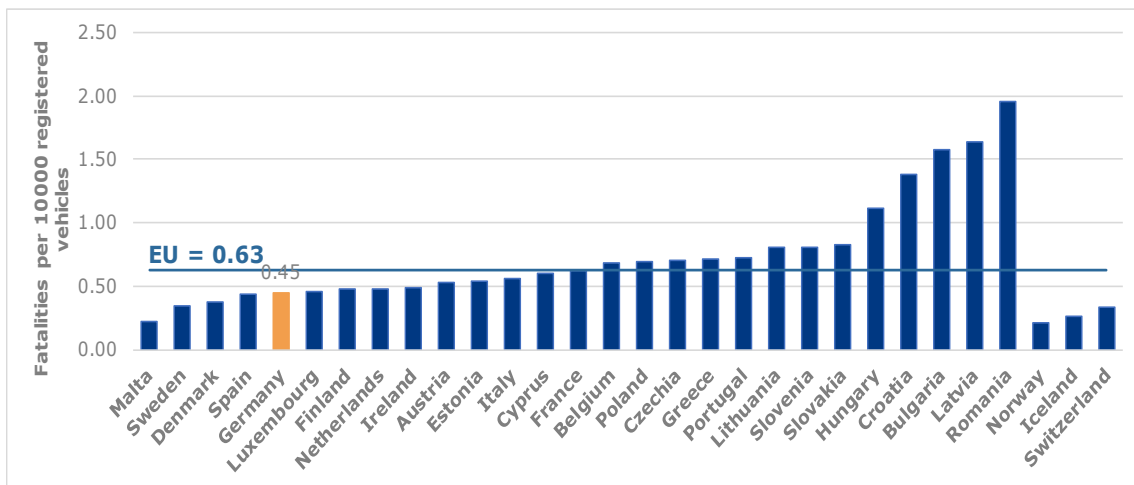


## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2021



Taking into account the number of vehicles, Germany performs better compared to the EU average. The rate of 0.45 fatalities per 10,000 registered vehicles in Germany is well below the EU average (0.63).

**Figure 4.** Fatalities per thousand registered vehicles, 2021

## 2.3 Transport Mode

In 2021<sup>b</sup>, car occupants accounted for more than 40% of road traffic fatalities in Germany. This percentage is similar to that observed in the EU as a whole (45%). Cyclists on the other hand account for 15% of road fatalities, which is above the EU proportion (9%).

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries in Germany for all transport modes except for seriously injured cyclists. The highest decrease in fatalities was recorded for car occupants and pedestrians (38% and 35% respectively). Concerning serious injuries, the highest decrease was recorded for pedestrians (42%). Serious injuries for cyclists went up by 8%.

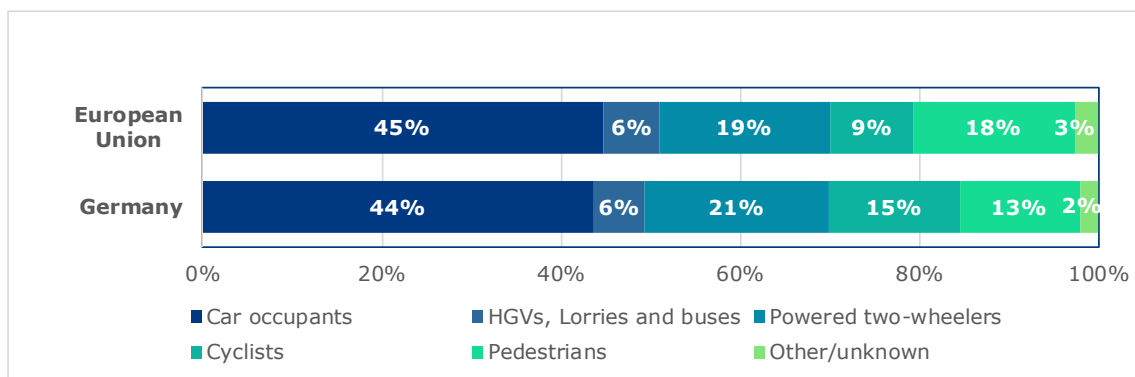
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Germany in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 74% were involved in a crash with a passenger car, and 24% were involved in a crash with a lorry or heavy goods vehicle. Over time Germany showed a somewhat higher decrease of fatalities in these types of crashes than the European Union.

Also, the number of fatalities in single vehicle crashes has decreased for all transport modes except for cyclists.

<sup>b</sup> 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	3	5	-	+26%
Car occupants	1,791	1,118	-38%	-28%
Cyclists	406	372	-8%	-12%
Heavy goods vehicles	/	76	-	-11%
Lorries, under 3.5t	/	64	-	-14%
Other/unknown	40	54	+35%	-13%
Pedestrians	527	344	-35%	-34%
Powered two-wheelers	679	529	-22%	-18%
Total	3,600	2,562	-29%	-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	394	339	-14%
Car occupants	28,851	22,215	-23%
Cyclists	13,854	14,966	+8%
Heavy goods vehicles	/	712	-
Lorries, under 3.5t	/	829	-
Other/unknown	697	1,476	+112%
Pedestrians	8,079	4,717	-42%
Powered two-wheelers	12,524	9,883	-21%
Total	66,279	55,137	-17%



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

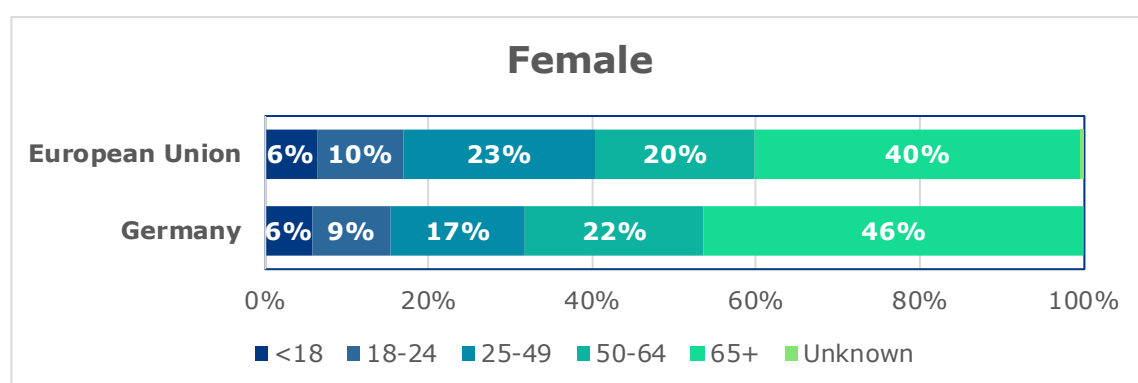
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	26	16	-38%	-47%
Crashes involving cars	934	626	-33%	-29%
Crashes involving lorries or heavy goods vehicles	259	203	-22%	-15%

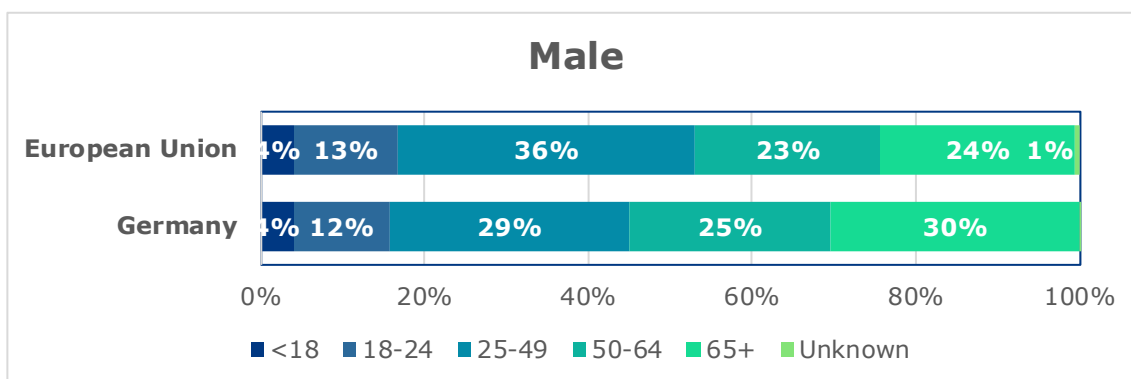
**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	2	2	-	+47%
Car occupants	753	444	-41%	-28%
Cyclists	86	111	+29%	+37%
Heavy goods vehicles	/	14	-72%	-44%
Lorries, under 3.5t	/	15	-	-12%
Other/unknown	30	31	+3%	-20%
Powered two-wheelers	181	172	-5%	-16%
Total	1,102	789	-28%	-23%

## 2.4 Age and Gender

The distribution of road fatalities across age groups in Germany is similar to that of the EU, but with a higher share of killed people aged above 65 years old and a lower share of killed people aged 25 to 49 years. Over the period 2012-2021, the number of fatalities dropped for all age groups, with the higher decrease being recorded for persons aged between 18-24 years old. The number of seriously injured persons decreased for all age groups except for those aged between 50-64 years old and males aged above 65 years old.

**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
<b>Female</b>				
<18	67	34	-49%	-44%
18-24	134	54	-60%	-40%
25-49	217	95	-56%	-37%
50-64	149	125	-16%	-23%
65+	383	267	-30%	-25%
Unknown	0	0	-	-22%
Total	950	575	-39%	-31%
<b>Male</b>				
<18	119	79	-34%	-27%
18-24	477	233	-51%	-37%
25-49	927	581	-37%	-30%
50-64	516	489	-5%	-13%
65+	611	601	-2%	-8%
Unknown	0	1	-	-9%
Total	2,650	1,984	-25%	-23%

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

	2012	2021	Trend
<b>Female</b>			
<18	2,987	1,995	-33%
18-24	4,164	2,645	-36%
25-49	7,789	5,563	-29%
50-64	4,917	5,070	+3%
65+	5,493	4,942	-10%
Unknown	12	1	-
Total	25,362	20,216	-20%

**Male**

<18	4,801	3,757	-22%
18-24	7,129	5,020	-30%
25-49	15,001	11,267	-25%
50-64	8,093	8,585	+6%
65+	5,881	6,226	+6%
Unknown	8	6	-
Total	40,913	34,861	-15%

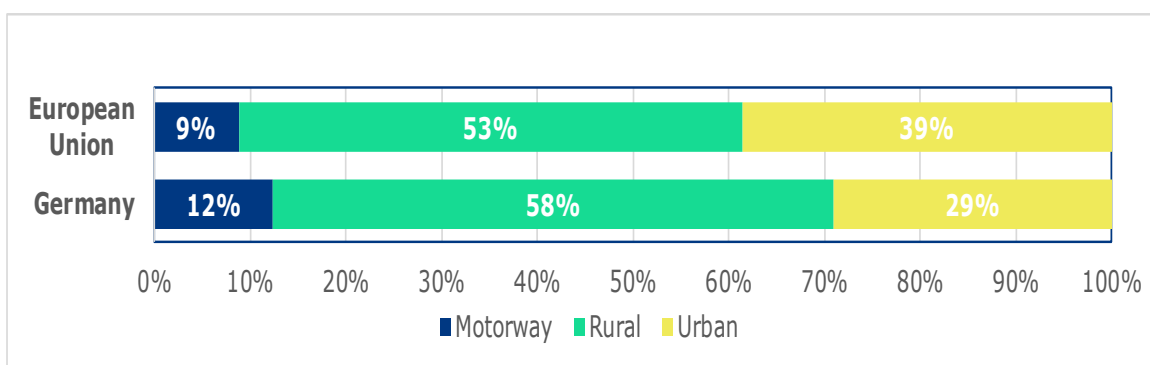
## 2.5 Area and Road Type

The majority of road fatalities in Germany occurred on rural roads (58%). The percentage of fatalities that occurred on urban roads in Germany (29%) is much lower than the EU average (39%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Germany. Furthermore, a higher share of fatalities with cyclists was observed in urban areas.

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

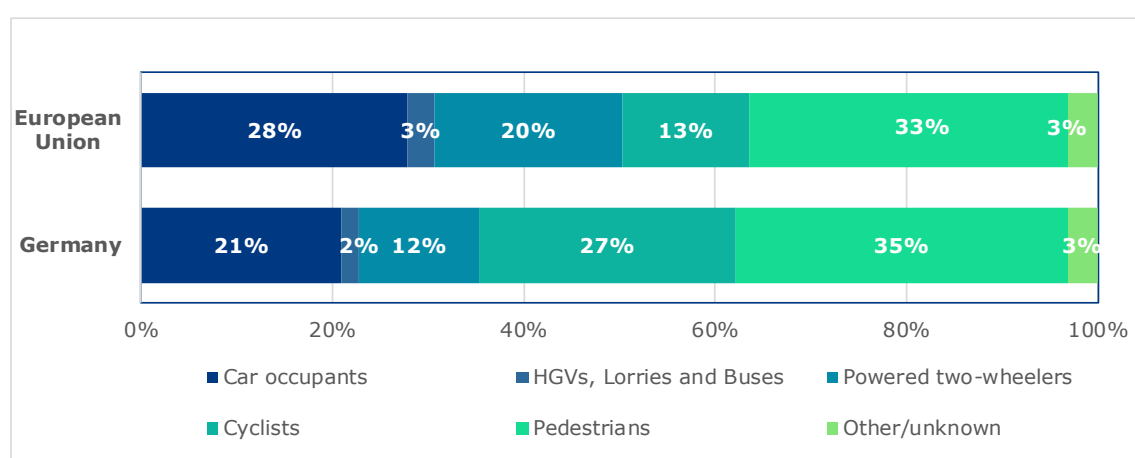
	2012	2021	Trend	EU trend
Motorway	387	318	-18%	-6%
Rural	2,151	1,498	-30%	-28%
Urban	1,062	746	-30%	-24%
Unknown	0	0	-	-48%
Total	3,600	2,562	-29%	-25%

**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	5,163	4,682	-9%
Rural	25,766	21,778	-16%
Urban	35,350	28,677	-19%
Unknown	0	0	-
Total	66,279	55,137	-17%

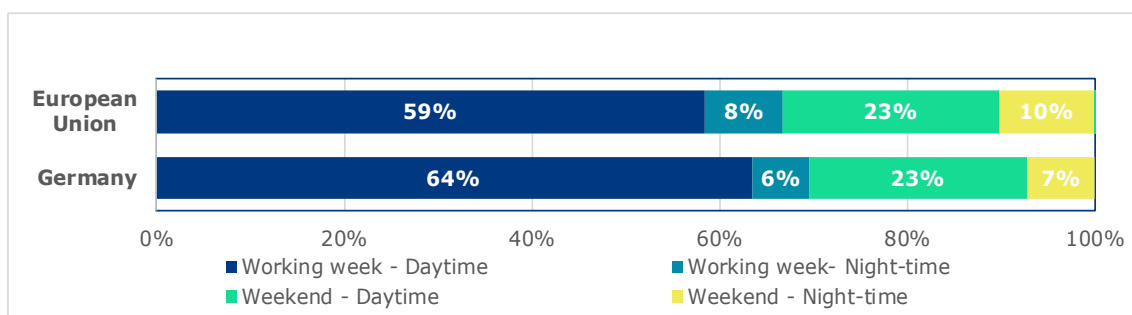
**Figure 8.** Distribution of road fatalities inside urban areas by type of transport mode, 2021

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that for the European Union. Most fatalities occurred during working weekdays. Over the period 2012-2021, Germany showed the largest downward trend for night-time fatalities (both during the working week and at weekends), 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	2,154	1,625	-25%	-21%
Working week- Night-time	282	158	-44%	-30%
Weekend - Daytime	783	593	-24%	-25%
Weekend - Night-time	381	186	-51%	-39%
Unknown	0	0	-	-75%
Total	3,600	2,562	-29%	-25%

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

## 2.7 Lighting and Weather Conditions

The majority of fatalities in Germany occurred during daylight. During darkness road crash fatalities decreased more than in the EU on average. Data on fatalities by weather conditions are not available for Germany.

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

	2012	2021	Trend	EU trend
<b>Lighting Conditions</b>				
Daylight	2,254	1,810	-20%	-17%
Twilight	179	139	-22%	-25%
Darkness	1,167	613	-47%	-33%
<b>Weather Conditions</b>				
Dry	/	/	-	-24%
Rain	/	/	-	-28%
Other/Unknown	/	/	-	-25%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

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

	Germany	EU
<b>Speeding<sup>c</sup></b>		
% of passenger cars travelling within speed limits <sup>1</sup>		
Motorways	/	-
Rural Roads	/	-
Urban Roads	/	-
<b>Seat belt &amp; CRS use rates (%)<sup>1,2</sup></b>		
Front	98.0	93.3
Rear	99.0	75.5
Child restraint systems	/	67.0
<b>Helmet use rates (%)<sup>1</sup></b>		
PTW driver	99.5	97.0
PTW passenger	/	94.4
Cyclist	31.7	37.8
<b>DUI of Alcohol<sup>3</sup></b> (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
<b>Driver Distraction<sup>1</sup></b>		
% of drivers not using hand-held mobile device/phone while driving	97.1	94.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ETSC (2022), <sup>3</sup>ESRA3 project (2024), <sup>4</sup>national sources

<sup>c</sup> 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

	Germany	EU
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>1</sup>	/	83.6
Average age of passenger car fleet (years) <sup>2</sup>	9.8	11.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ACEA (2022)

## 3.3 Enforcement

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

Tickets per 1,000 population	Germany	EU
Speeding	33.6	139.7
Non-use of seat-belt	/	5.7
Illegal use of mobile phone	5.0	3.2
Driving above legal alcohol limits	/	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

Germany	
Timeframe	2021-2030
Lead Authority	Ministry for Digital and Transport with assistance from BAST
<b>Targets</b>	
Fatalities	-40%
Serious injuries	Significant reduction
Baseline Year	2021
SPIs	No targets on SPIs
<b>Link</b>	<a href="https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/broschuere-verkehrssicherheitsprogramm-2021-bis-2030.pdf?__blob=publicationFile">https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/broschuere-verkehrssicherheitsprogramm-2021-bis-2030.pdf?__blob=publicationFile</a>

Source: national sources

### 4.2 Traffic Laws and Regulations

National road safety legislation in Germany is different in several aspects from that in most EU countries. The maximum speed limit on rural roads (100km/h) is higher than in most EU countries, while Germany is the only country with no general speed limit on motorways. Germany is also among the few EU countries with zero alcohol limit for novice and professional drivers. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Germany.

**Table 16:** National road safety legislation

	Germany	Most common in EU
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	100	90: 17/27
Motorways	No limit (130 km/h recommended)	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.5	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27



	Germany	Most common in EU
Rear Passenger	Yes	Yes: 27/27
<b>Child restraint systems</b>		
CRS required	Up to 12 years / 150 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
Children on motorcycles	Not restricted	Prohibited under certain age/height: 18/27
<b>Helmet requirement</b>		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	No	Yes: 25/27
Cyclists	No	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	Allowed from 14 years	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	20 km/h	25 km/h: 18/27
Helmet required	No	Not required: 12/27
Allowed on road lanes	Yes (if there is no bicycle path)	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

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

Source: National sources

## 4.4 Road Infrastructure

**Table 18:** Policies and regulations related to road infrastructure

	Germany	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	No	Yes:23/27
Policies promoting walking and cycling	No	Yes: 21/27

Source: WHO (2018)

## 5. Structure and Culture

### 5.1 Country Characteristics

Population density in Germany is above the EU average. The road density is smaller than the EU average, but Germany has a relatively high share of motorways.

**Table 19:** Country Characteristics, 2021

	Germany	EU
<b>Demographics<sup>2</sup></b>		
Population (inhabitants)	83,155,031	447,000,548
Population density (inh./km <sup>2</sup> )	235.4	109.0
% children (0-17)	16.5	18.2
% adults (18-64)	61.5	61.6
% elderly (65+)	22.0	20.3
% of urban population	77.6	75.2
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	43,290	32,560
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	357,569	4,225,134
Road network length (km)	229,601	4,473,380
Road density (km/km <sup>2</sup> )	0.60	1.1
% of motorways	5.73	1.67
% GDP spent to road infrastructure <sup>3</sup>	0.5	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.69	0.73
% of passenger cars	84.9	77.3
% of motorcycles	8.4	11.4
% of HGVs	6.6	11.1
% of buses	0.1	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	88.5	85.2
- Bus/coach/Metro/Tram	5.1	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	71.9	74.6
- Rail	18.6	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	142.1	739.8
Share of road transport emissions in total transport emissions (%)	84.7	76.3

Sources: EC (2022), Eurostat, OECD (2023)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	- Ministry of Transport and Digital Infrastructure (BMVI)
<b>Monitoring of the road safety development</b>	- Ministry of Transport and Digital Infrastructure (BMVI) - Federal Highway Research Institute (BAST) - Federal Statistical Office (StBA)
<b>Improvements in road infrastructure</b>	- Ministry of Transport and Digital Infrastructure (BMVI) - Federal Motorway Ltd. (Autobahn GmbH des Bundes) - Road Authorities of the 16 federal states - Highway Research Institute (BAST)
<b>Improvement in vehicles</b>	- Ministry of Transport and Digital Infrastructure (BMVI) - Federal Motor Transport Authority (KBA) - Technical Vehicle Inspection Organisations
<b>Improvement in road user education</b>	- Ministry of Transport and Digital Infrastructure (BMVI) - The Ministries of Education of the 16 federal states - The Ministries of Interior of the 16 federal states (police) - German Road Safety Council (DVR) - German Tra-c Watch / regional Tra-c Watches (DVW, LVWs)
<b>Publicity campaigns</b>	- Ministry of Transport and Digital Infrastructure (BMVI) - The Ministries of Transport of the 16 federal states - The Ministries of Interior of the 16 federal states (police) - German Road Safety Council (DVR) - German Tra-c Watch / regional Tra-c Watches (DVW, LVWs)
<b>Enforcement of traffic laws</b>	- Highway Patrol (Autobahnpolizei) - Federal Police
<b>Other relevant actors</b>	- German Insurance Association (GDV) - Municipalities - Municipal umbrella organisations - Automobile Clubs - Road user associations - Professional trade associations - Vehicle manufacturers - Police trade union - Various OEMs and private initiatives

Source: National sources

### **5.3 Self-declared behaviour & Attitudes**

At the time of development of the current Country Profile, there are no published data on self-declared behaviour and attitudes in ESRA 3 project for Germany.

## 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](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](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](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 European 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/](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 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)



Publications Office