Reducing serious injuries

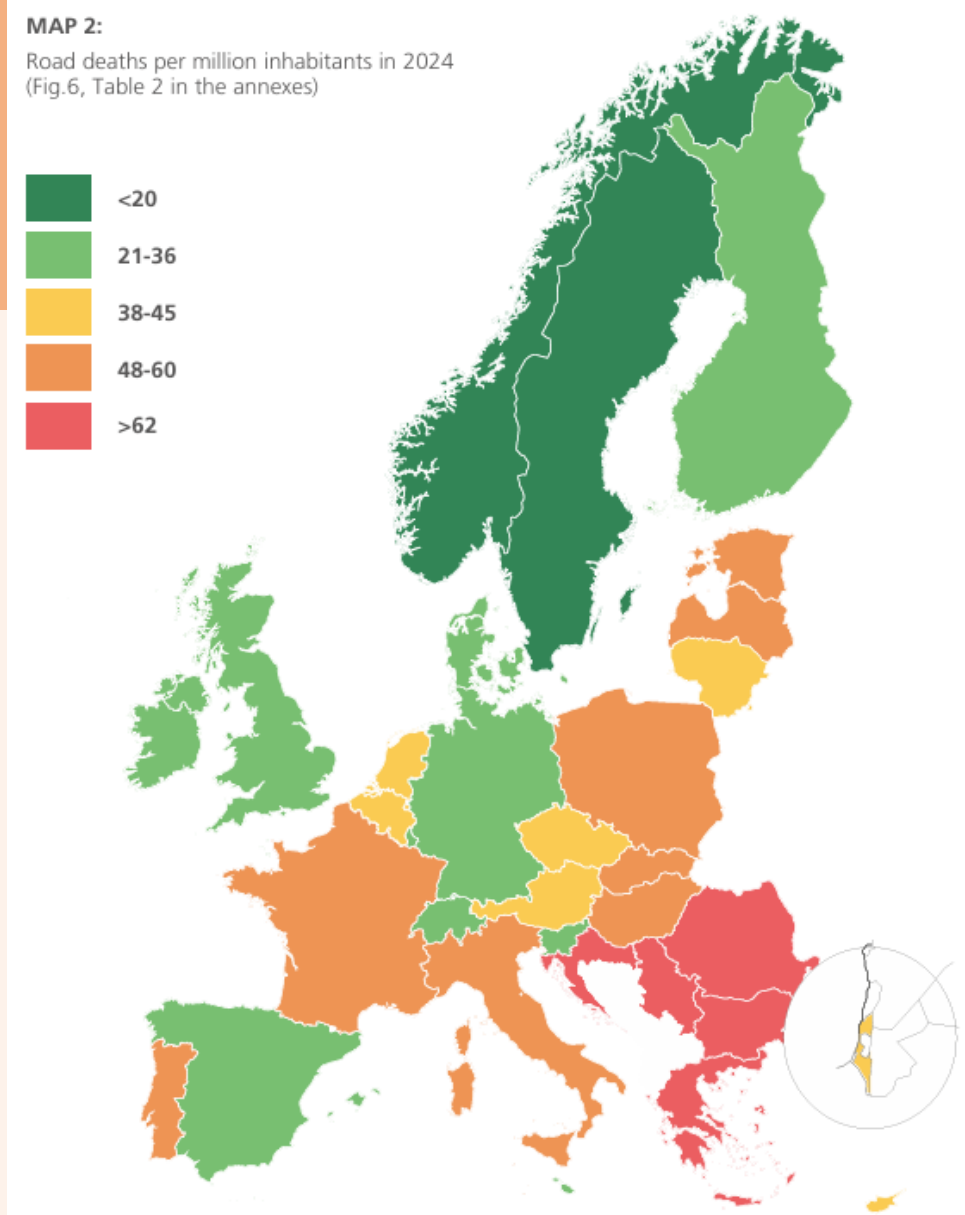
PIN Talk, online | 4 November 2025

European Transport Safety Council

Jenny Carson
Project Manager

PIN Programme

- ✓Experts from the 32 participating countries, including all EU Member States
- ✓Steering group
- ✓Project team in ETSC
- ✓48 PIN Flash reports published
- ✓4 PIN Talks each year



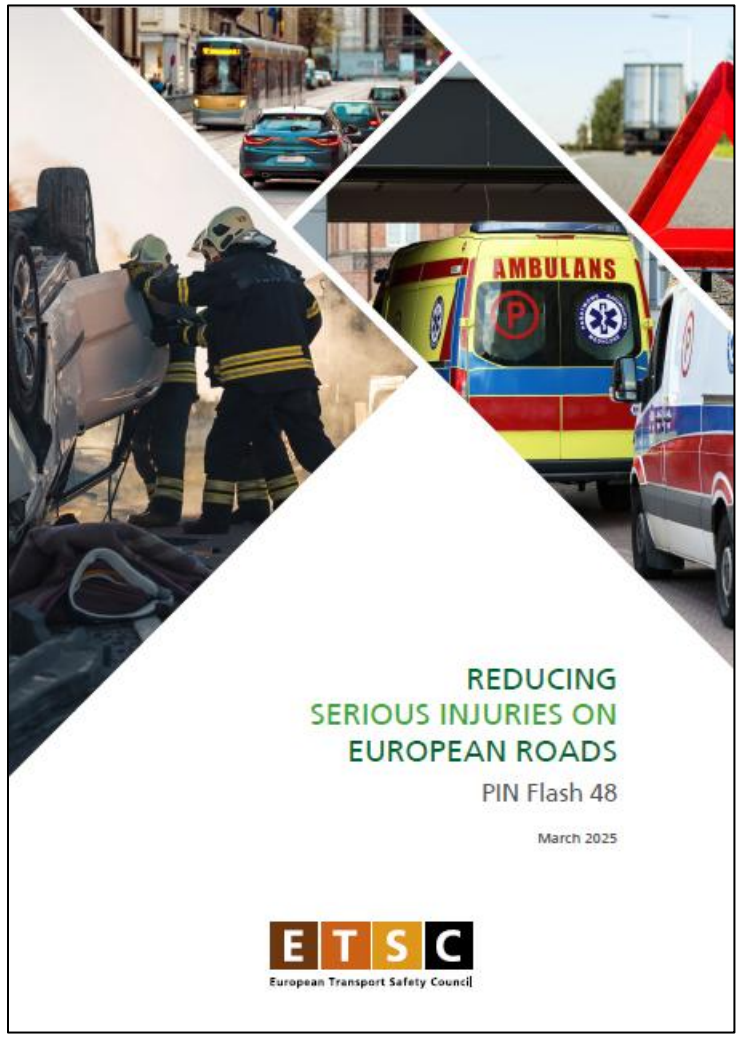
DVR German Road Safety Council

TOYOTA

Statens vegvesen

CITA International Motor Vehicle Inspection Committee

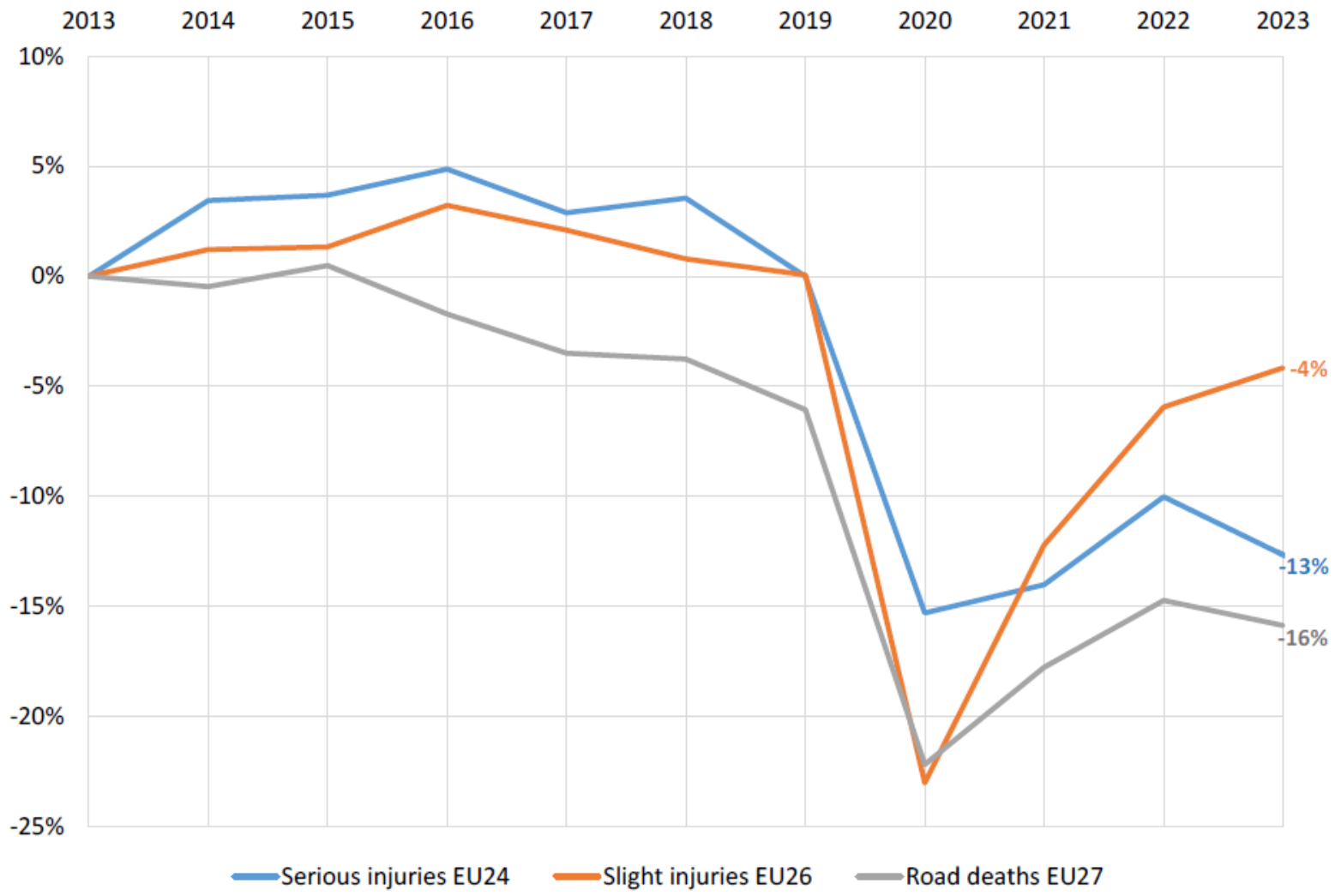
Fundación MAPFRE



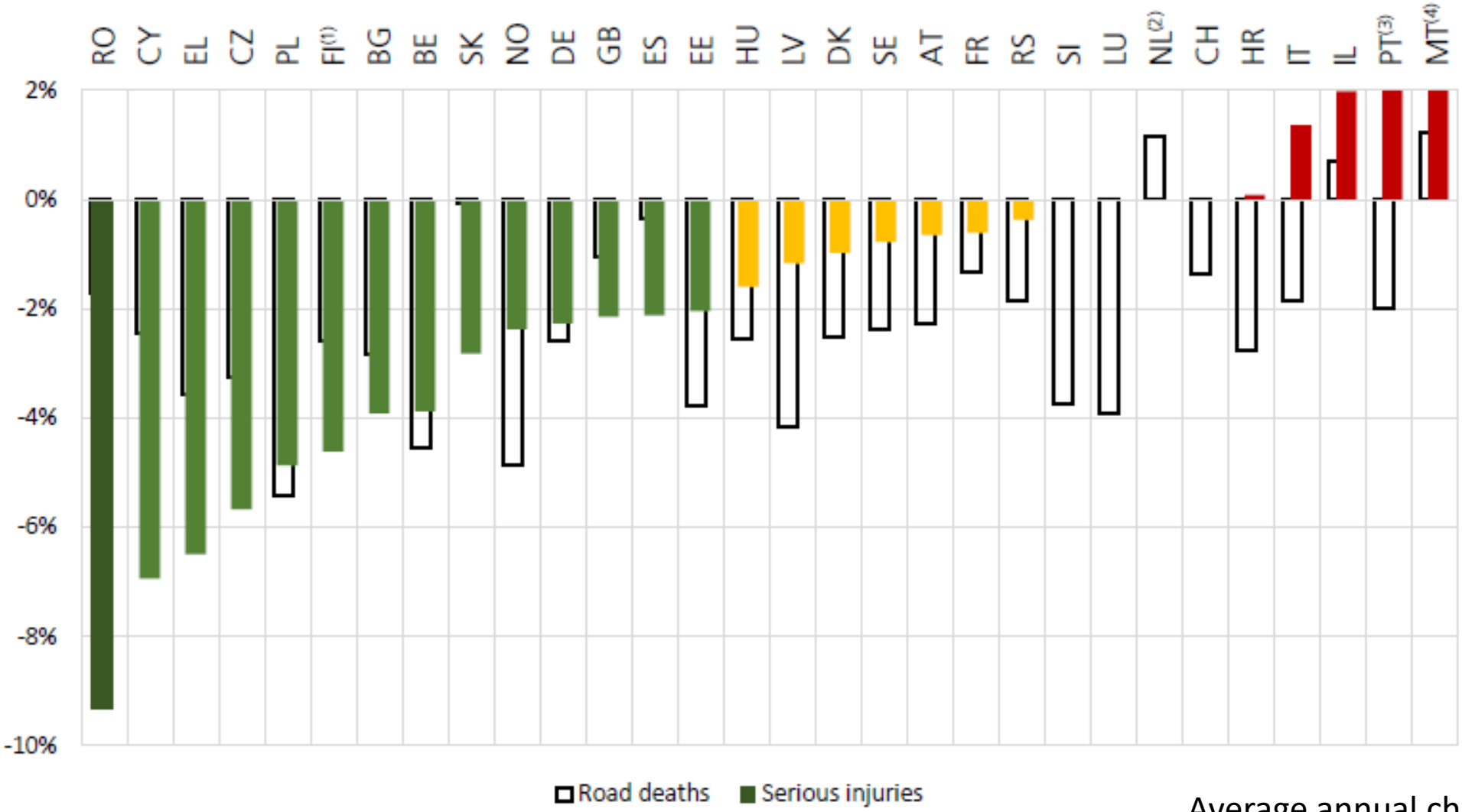
PIN Flash Report 48
Reducing serious injuries on European roads

Published in March 2025

Reducing serious injuries



Reducing serious injuries

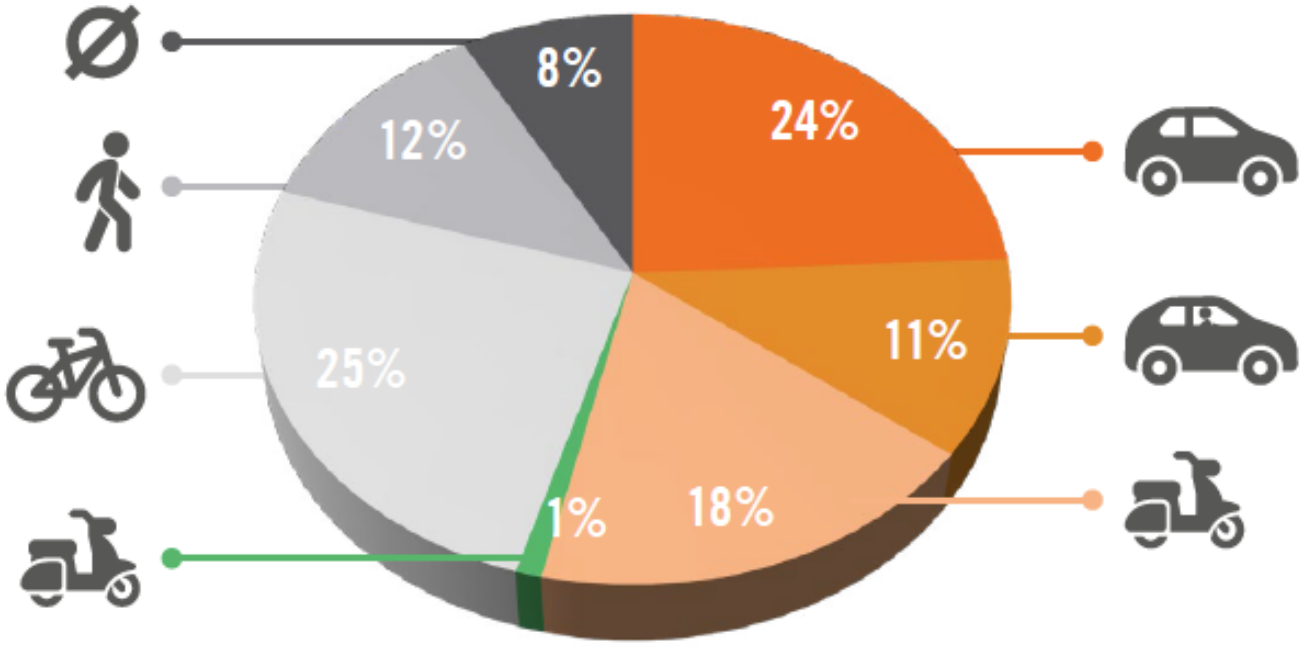


Average annual change 2013-2023

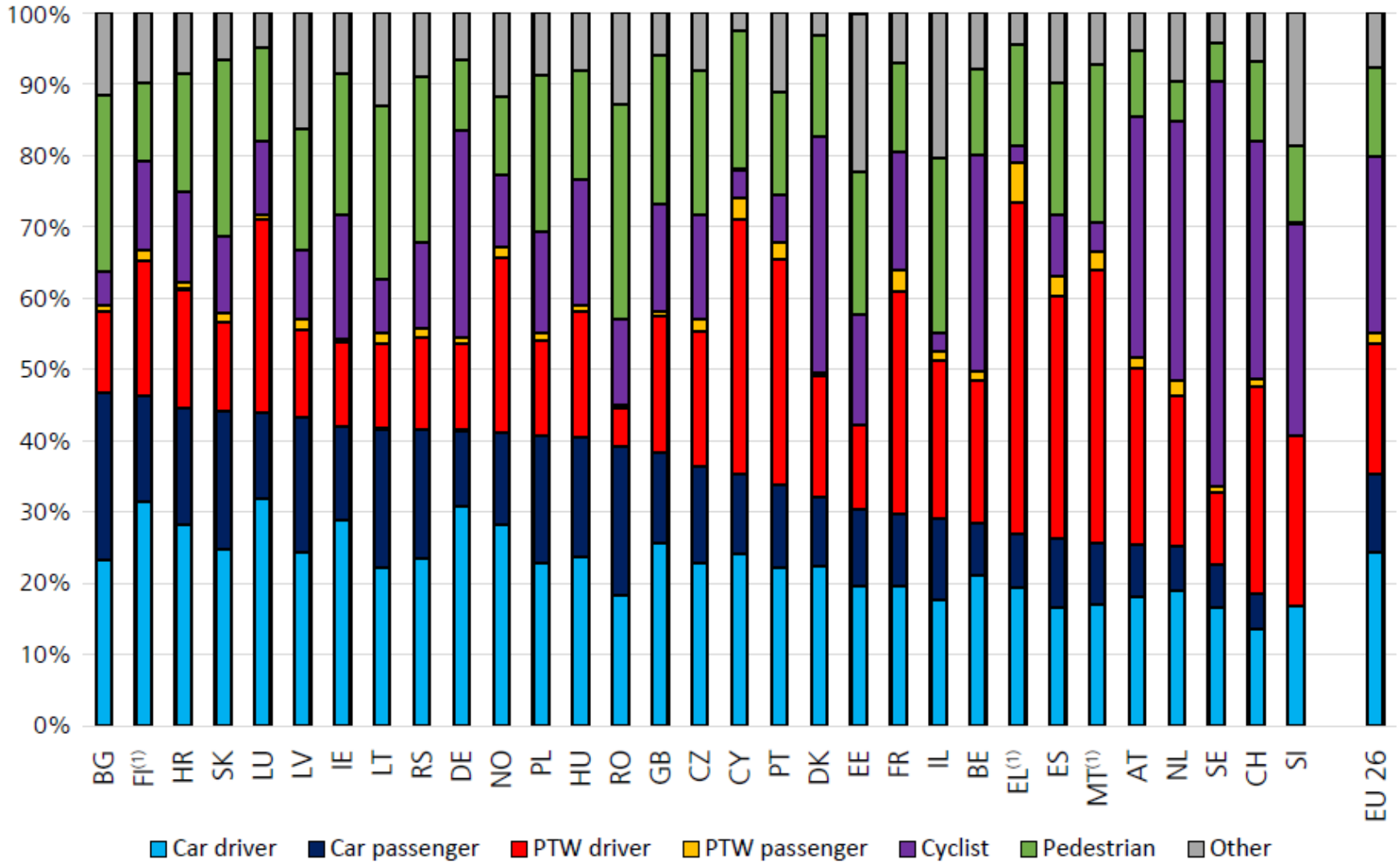
Data – road users

APPROX. 1,291,000 PEOPLE RECORDED AS INJURED EACH YEAR

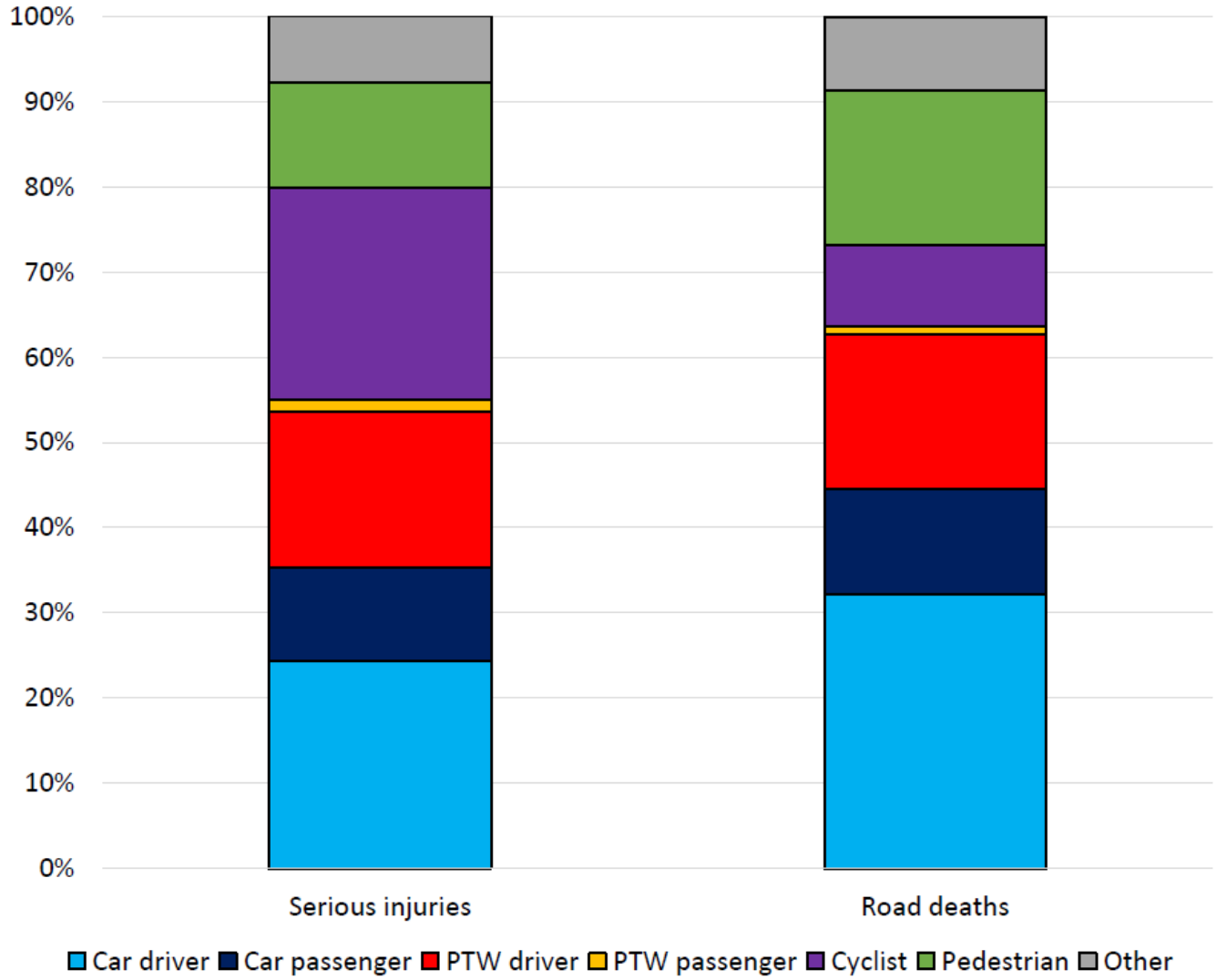
57% OF THOSE SERIOUSLY INJURED ARE VULNERABLE ROAD USERS CYCLISTS REPRESENT THE HIGHEST PROPORTION OF ALL THOSE SERIOUSLY INJURED



Data – road users



Data – road users (serious injuries and deaths)



EU26: EU27 minus IT due to lack of updated data.

Data - Age and sex

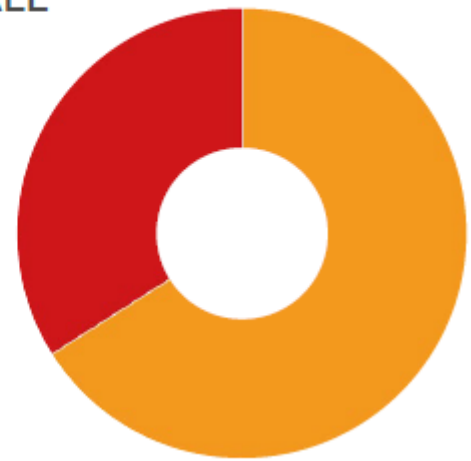
10-19 YEAR OLDS REPRESENTS **12%** OF ALL **MALE** SERIOUS INJURIES AND **11%** OF ALL **FEMALE** SERIOUS INJURIES

(ALMOST DOUBLE THE PROPORTION OF ALL ROAD DEATHS FOR THE SAME AGE GROUP)

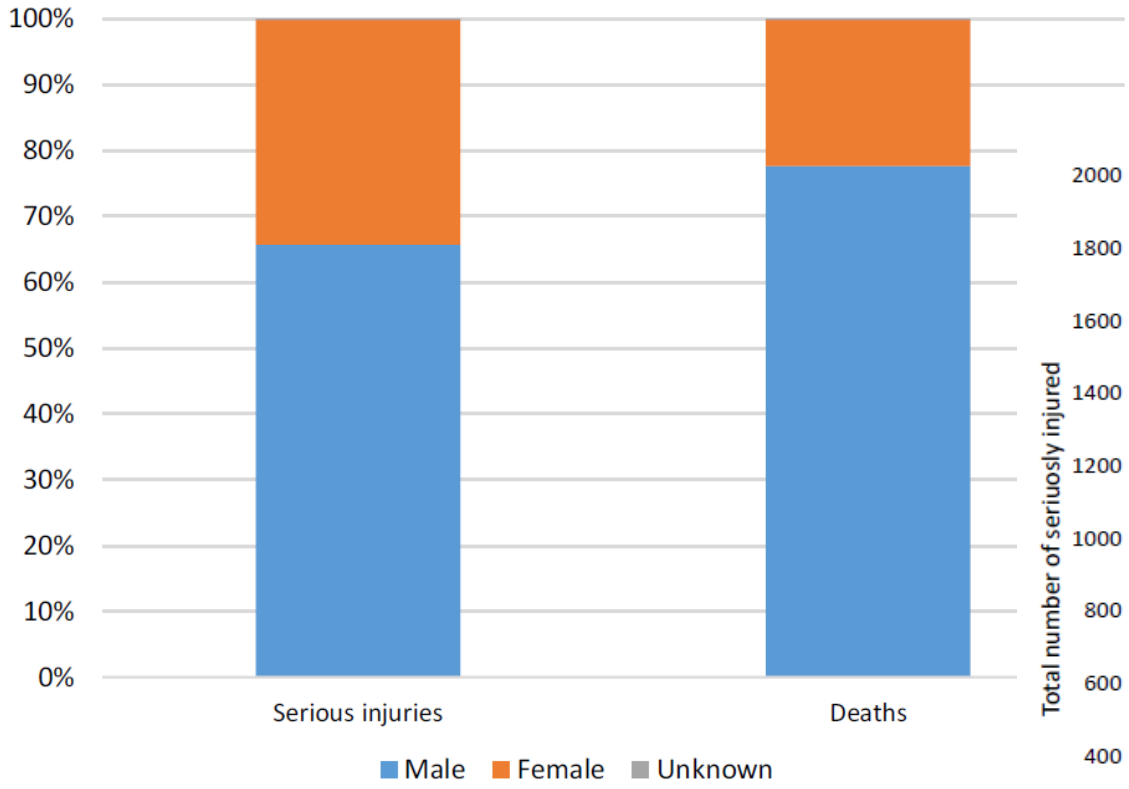
66% OF SERIOUSLY INJURED ARE MALE AND 34% ARE FEMALE

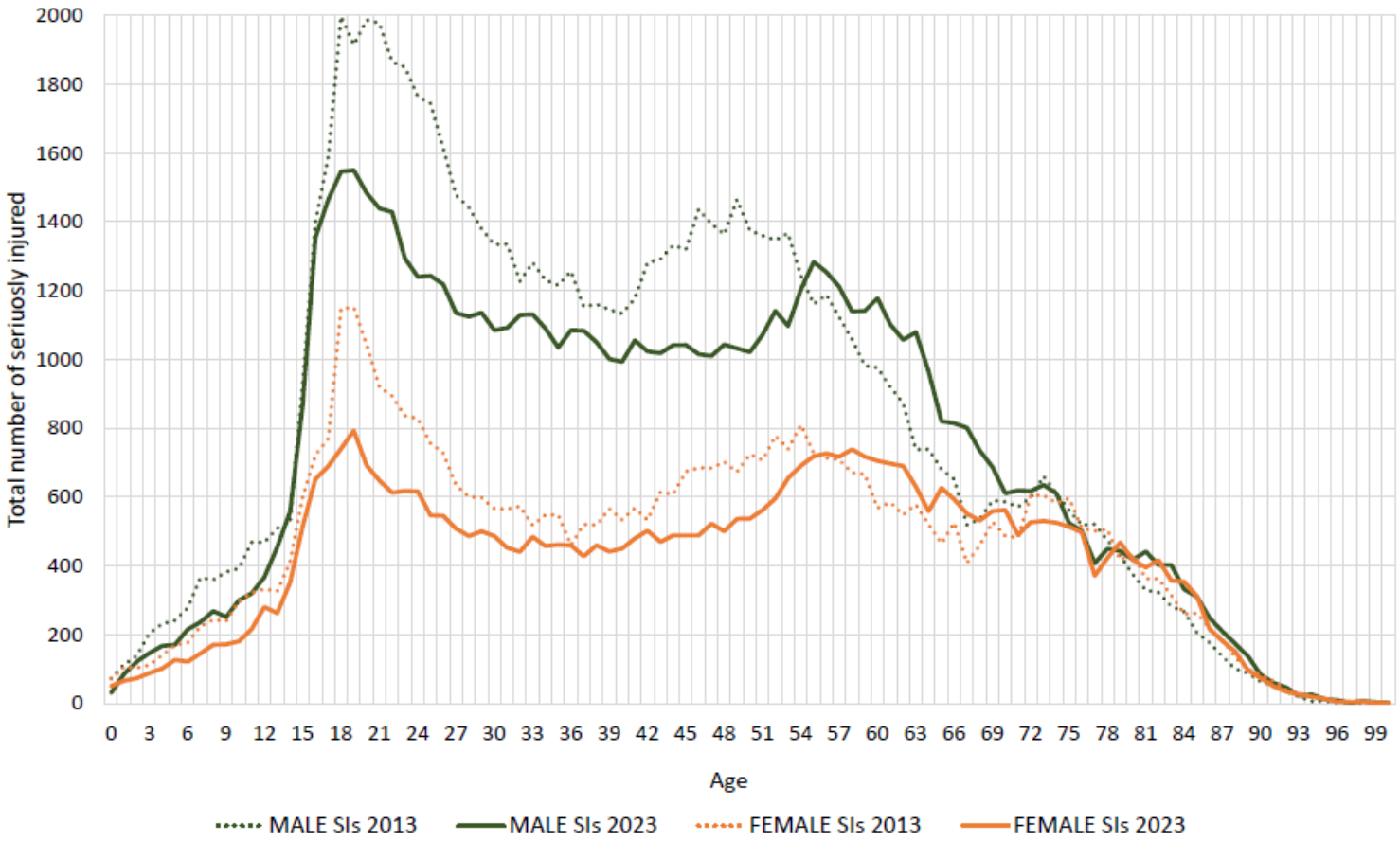
66
Male

34
Female



Data - Age and sex





Serious injuries – definition (national)

- Fourteen PIN countries (BE, CY, DE, EE, ES, FR, EL, IE, LV, LU, PT, UK, CH, IL) similar definitions; *spending at least one night in hospital as an in-patient (or close variant)*.
- Categorisation 'serious' is often made by the police.

Is it mandatory for hospitals to report/share serious injury data	
YES	AT, BE, CY, DK, HR, HU, IL, IT, LV, RO, SE*, SK
NO	BG, CZ, DE, EE, FI, FR, EL, IE, NL, PL, PT, SI, UK, CH, NO

Serious injuries – definition – MAIS3+

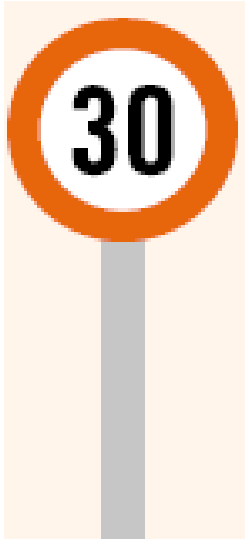
- MAIS3+ (High Level Group on Road Safety):
  1. continue to use police data but apply a correction coefficient based on samples;
  2. report the number of injured based on data from hospitals;
  3. create a link between police and hospital data.

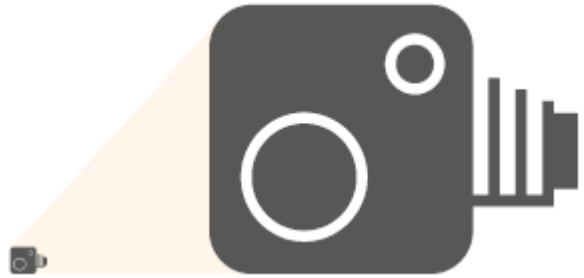
Serious injuries data – underreporting

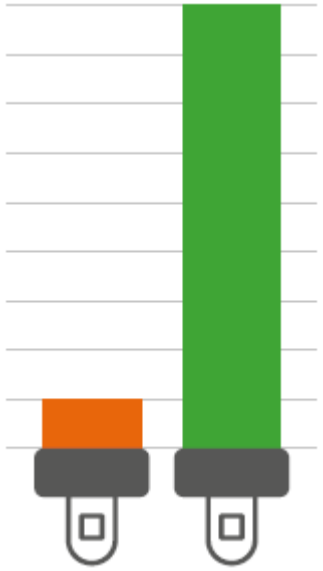
- Reporting levels vary between countries
- Underreporting higher for pedestrians, cyclists and motorcyclists than for vehicle occupants (also single vehicle collisions).
- National legislation can improve reporting: eg.
  - In Germany police have to attend all collisions with personal injury
  - Insurance compensation can only be claimed if there is a report by the police.

Countermeasures

- Reducing speed
- Building safe infrastructure
- Protecting vulnerable road users
  - Pedestrian falls
  - Single bicycle crashes
  - Powered two-wheeler riders
  - E-scooter riders
- Protective equipment
- Enforcement
- Post-crash response



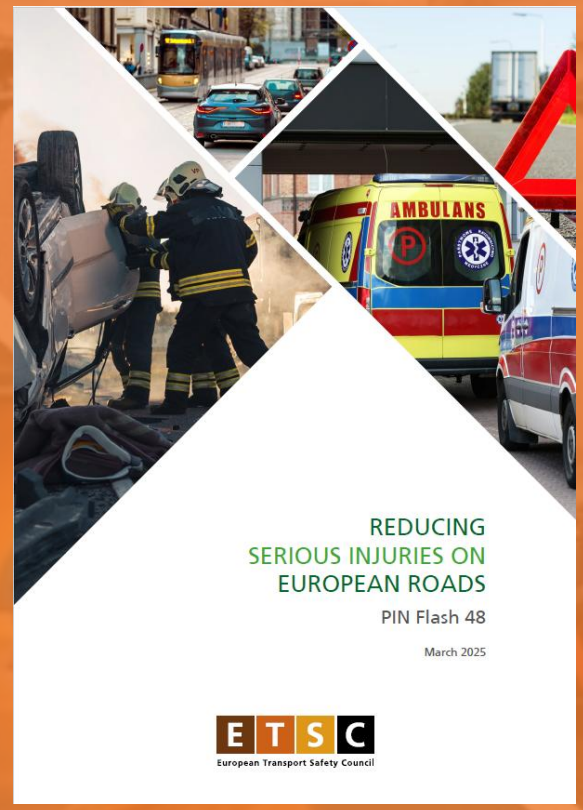




ETSC's Recommendations

- Collect serious injury data (MAIS3+ and national definition)
- Reduce the speed for motorised vehicles in residential and core urban zones to 30 km/h
- Set national targets for reducing serious injuries
- Develop safer infrastructure in general, paying special attention to the needs of vulnerable road users

Thank you!



Jenny Carson

Jenny.carson@etsc.eu

www.etsc.eu/pin

@etsc.eu

ETSC
European Transport Safety Council