

SUSTAINABLE & SMART
MOBILITY STRATEGY

ROAD SAFETY

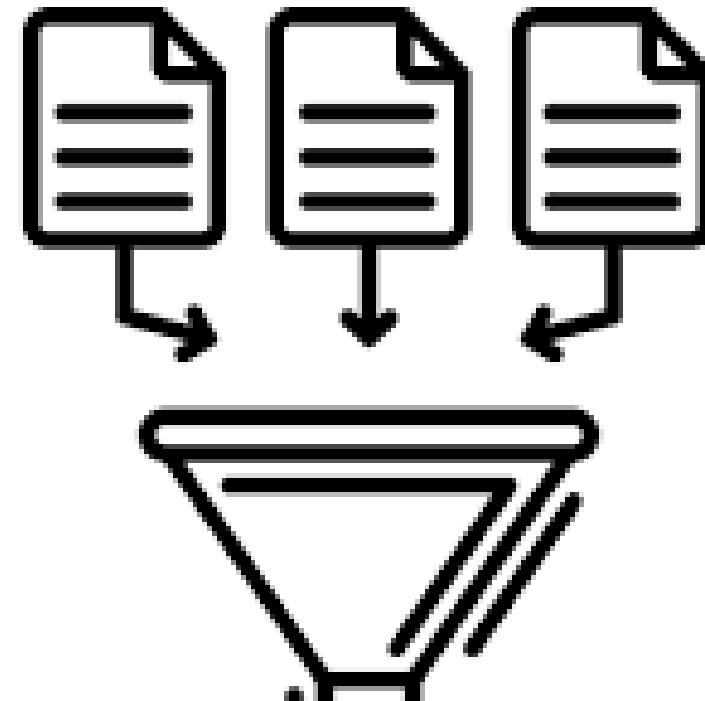
**Serious injury data: the view
from the EU**

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CARE and MAIS3+ in Serious Injury Reporting

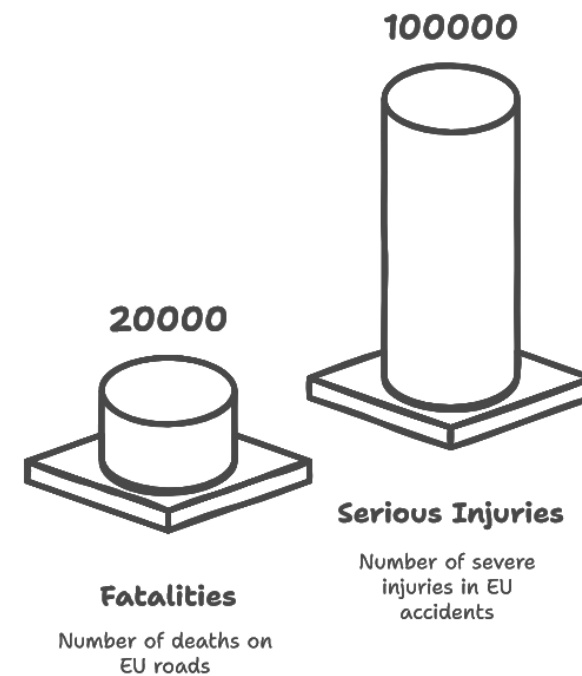
- 2030 reduction target of 50% includes serious injuries for the first time
- Two sources: Police data in CARE and health-based MAIS3+ (Maximum Abbreviated Injury Scale 3 or higher) data
- EU Transport Ministers committed to collecting MAIS3 data via the 2017 Valletta Declaration while the Commission has worked with Member States on this since 2014.
- MAIS3+ provides the most accurate data while CARE provides breakdowns including location.
- 24 of 27 Member States report seriously injured in CARE while over half of MS report MAIS3+ data annually.



Serious injury estimates in the EU

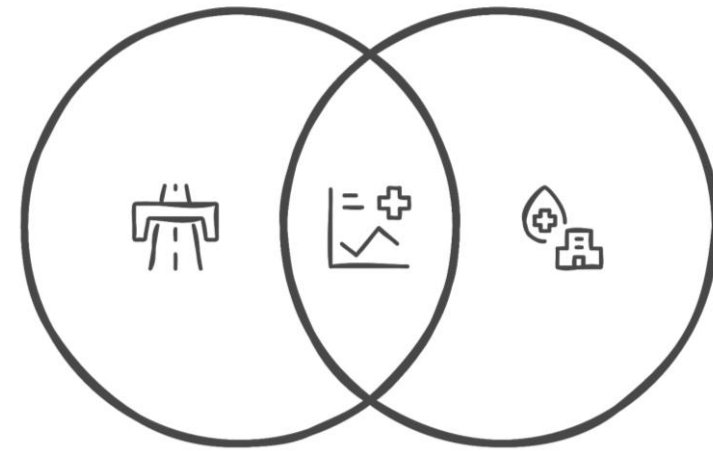
- On average, there are 5 MAIS3+ serious injuries for every road fatality.
- This equates to approximately 100,000 serious injuries per year in the EU.
- Police-reported data in CARE suggest a different ratio (8:1), with some countries (e.g., DE, AT, NL) reporting nearly 20:1.
- Data published as a Facts and Figures report, as part of European Road Safety Observatory

https://road-safety.transport.ec.europa.eu/document/download/2361fa19-39b7-43f2-82b7-5452a35c2e61_en?filename=ff_serious_injuries_241028.pdf



Investment & Cooperation for MAIS3+ Data

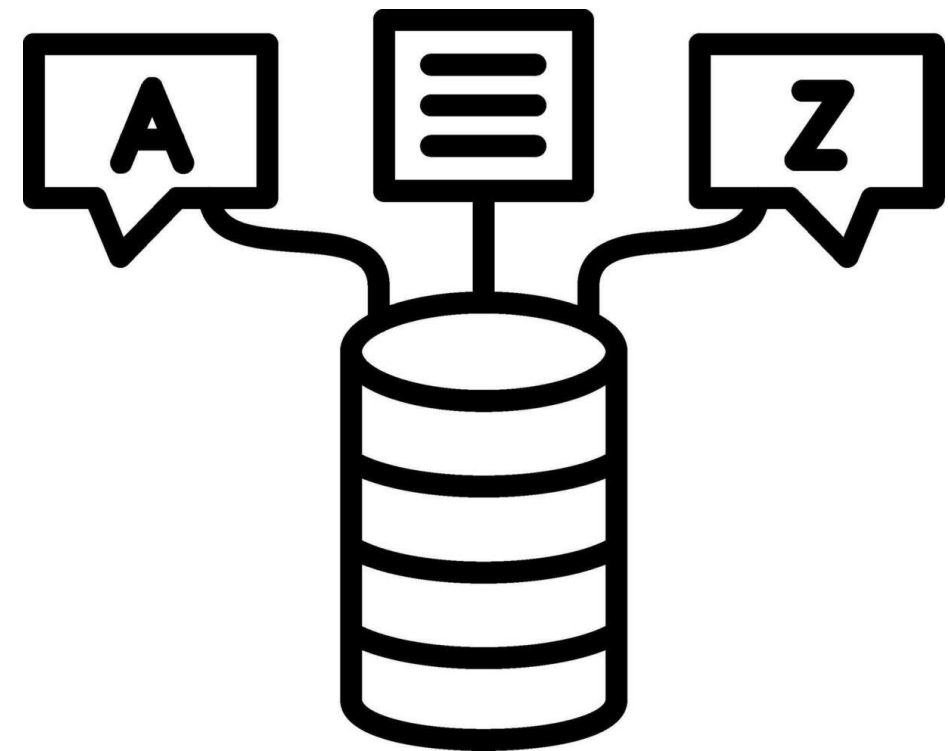
- MAIS3+ data collection requires collaboration between transport/interior and health ministries.
- AAAM (Association for the Advancement of Automotive Medicine) created the AIS to classify and describe the severity of injuries
- The Commission acquired a conversion table from AAAM to map ICD codes to AIS codes. This table is available for all EU and EFTA Member States.
- EU-funded MAIS3+ training materials are publicly accessible on the Commission's website.
https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/serious-injuries_en



Methods for Collecting MAIS3+ Data

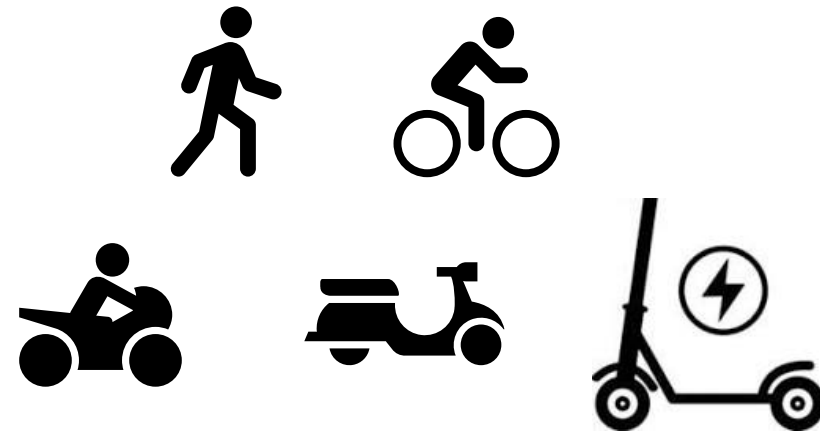
Three main approaches:

- **Linking police and hospital data** (ideal but poses GDPR challenges).
- **Hospital-based reporting** (most common; conversion from ICD to AIS).
- **Police data with correction coefficients** (cost-effective for initial estimates).
- New adopters may consider direct MAIS coding instead of conversion.



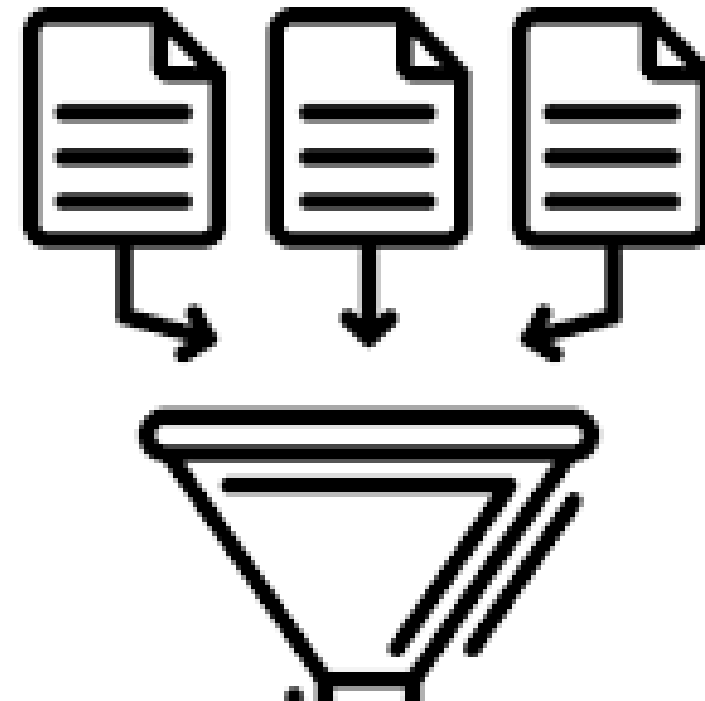
Benefits of comparing MAIS3+ and police data

- Analysis of road user categories shows under-reporting of certain groups in police data.
- Vulnerable road users (VRU) such as cyclists, e-scooters, and powered two-wheelers often under-reported.
- MAIS3+ provides a more accurate and comprehensive picture.
- Commission encourages Member States to provide category-specific MAIS3+ breakdowns, e.g., age, gender, vehicle-type.



EU-funded research projects

- Horizon Europe - New ways of reducing serious injuries and the long-term consequences of road crashes
- INNOVA and ProtAct-Us: EUR 4 million each
- 4 years 2024-2027/28
- Projects dedicated to enhancing road safety by addressing the complexities of long-term consequences (LTC) caused by road traffic crashes.
- They intend to utilise new accident data collection, virtual testing, and human body models to address issue of LTC for all road users.



Conclusion

- Monitoring progress towards the 50% target currently requires use of both sources
- CARE police-based data provides important information on seriously injured such as location
- However, MAIS3+ is essential for an accurate understanding of serious injuries in road crashes.
- The Commission has provided training on MAIS3+ and funding to look more closely at serious injuries.
- Cooperation with health ministries is key to improving data quality and completeness.
- The Commission encourages further adoption and refinement of MAIS3+ reporting across the EU.

