

Reducing serious injuries

PIN Talk, Madrid | 3 June 2025



European Transport Safety Council

A science based approach to road safety

Secretariat in Brussels

59 member organisations from across Europe

More than **200 experts** contribute to ETSC's work

The European Commission, the European Parliament,
Member Organisations, Member States and corporate
sponsors are fund our work

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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

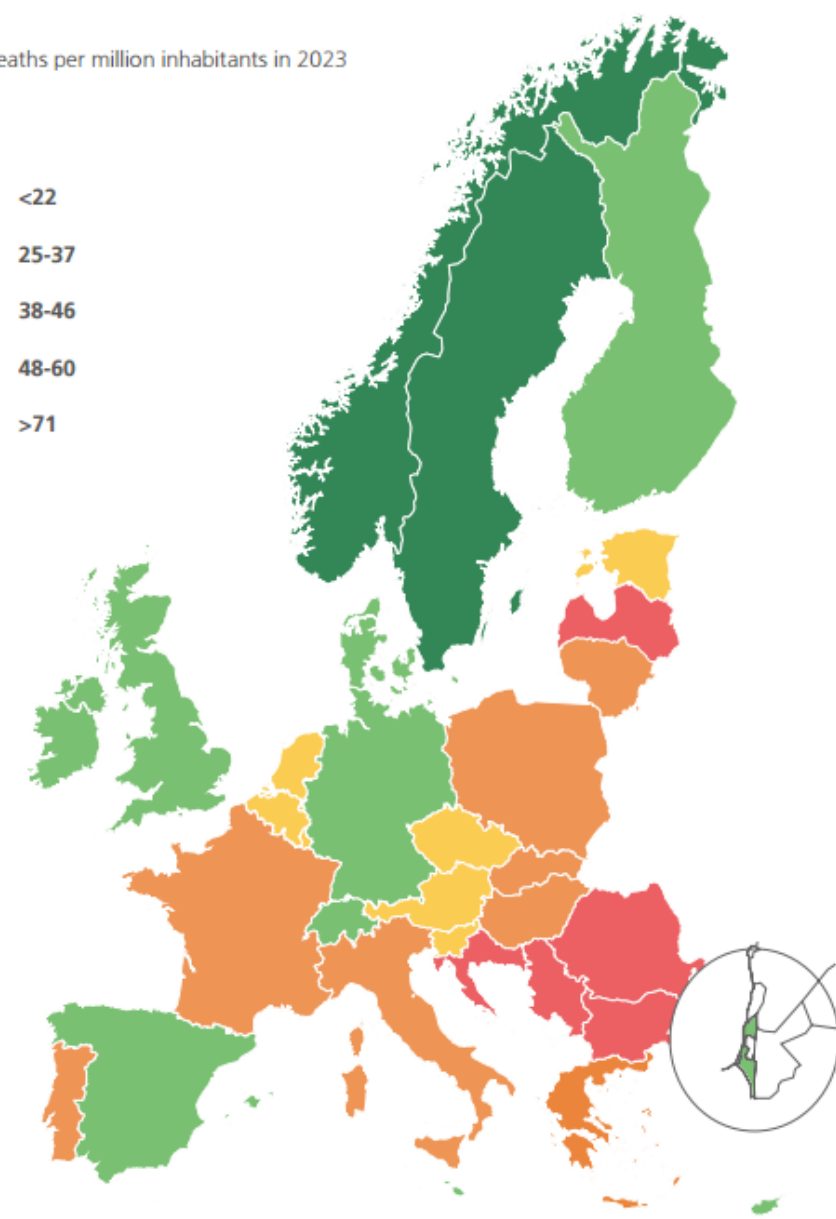
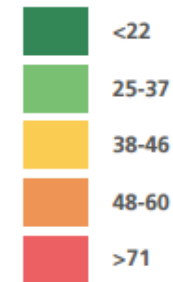


TOYOTA



**Fundación
MAPFRE**

Road deaths per million inhabitants in 2023



The cover of the report features a collage of three images: a bus on a city street, a car accident with firefighters, and an ambulance. The text is positioned in the lower right quadrant of the cover.

REDUCING
SERIOUS INJURIES ON
EUROPEAN ROADS

PIN Flash 48

March 2025

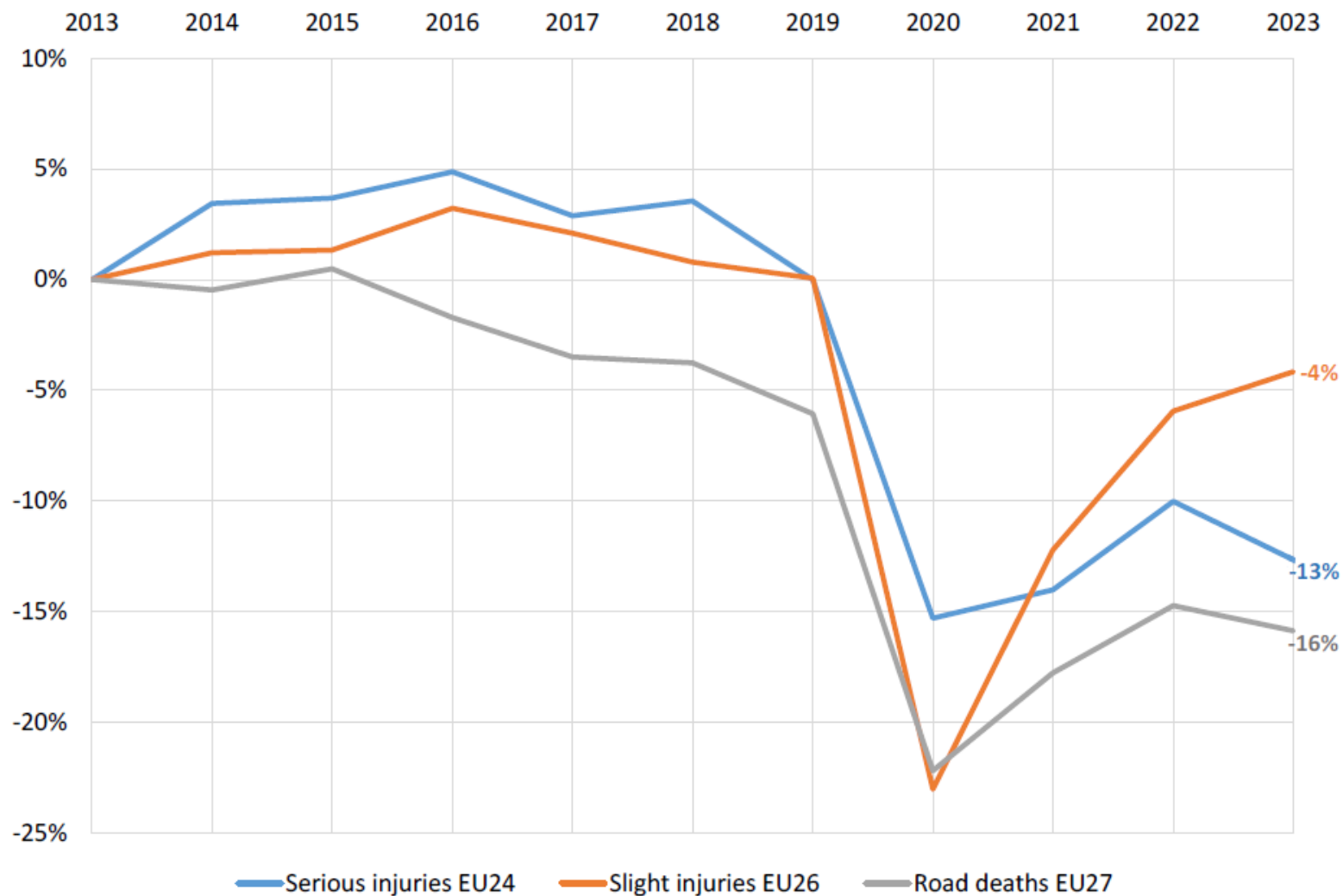
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PIN Flash Report 48

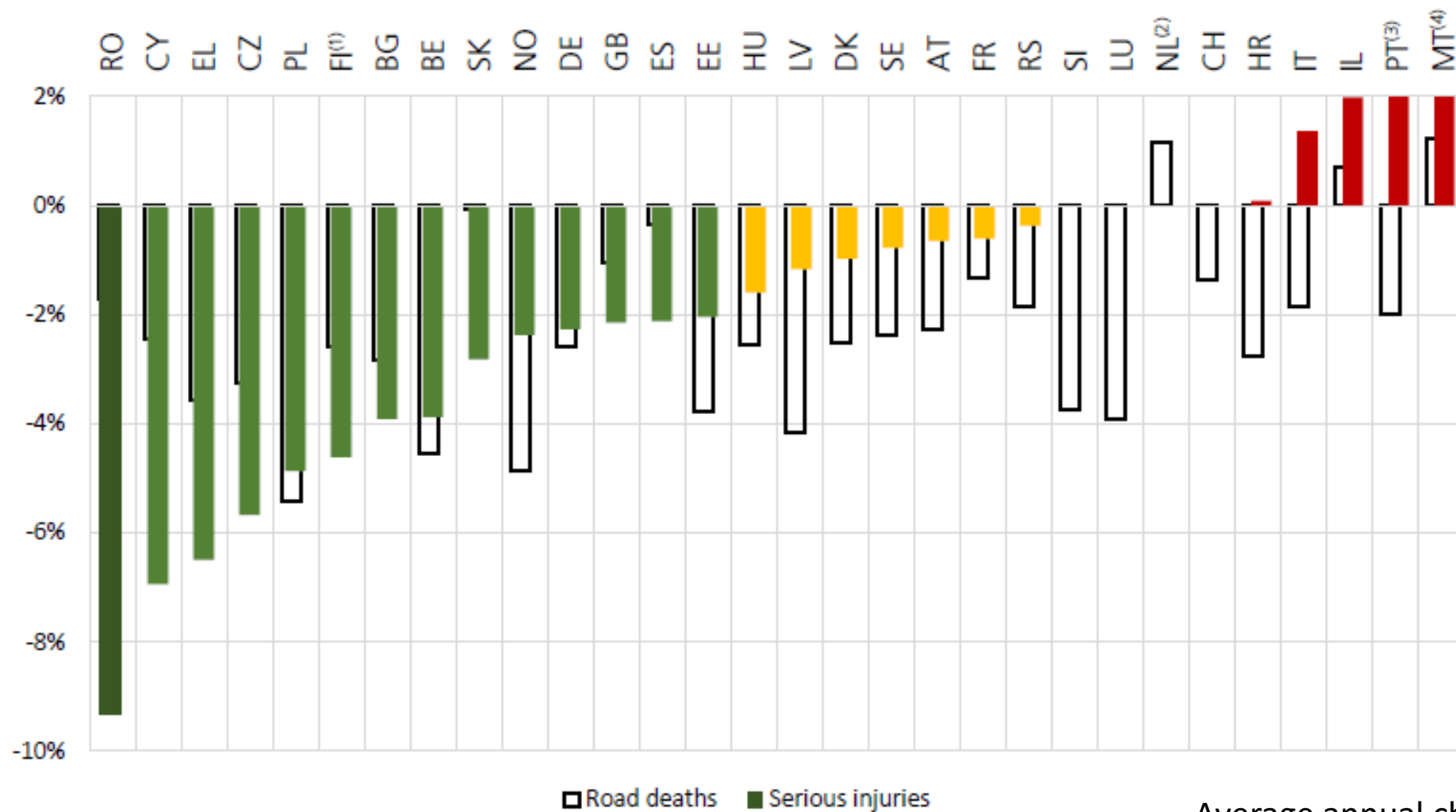
Reducing serious injuries on European roads

Published in March 2025

Reducing serious injuries



Reducing serious injuries

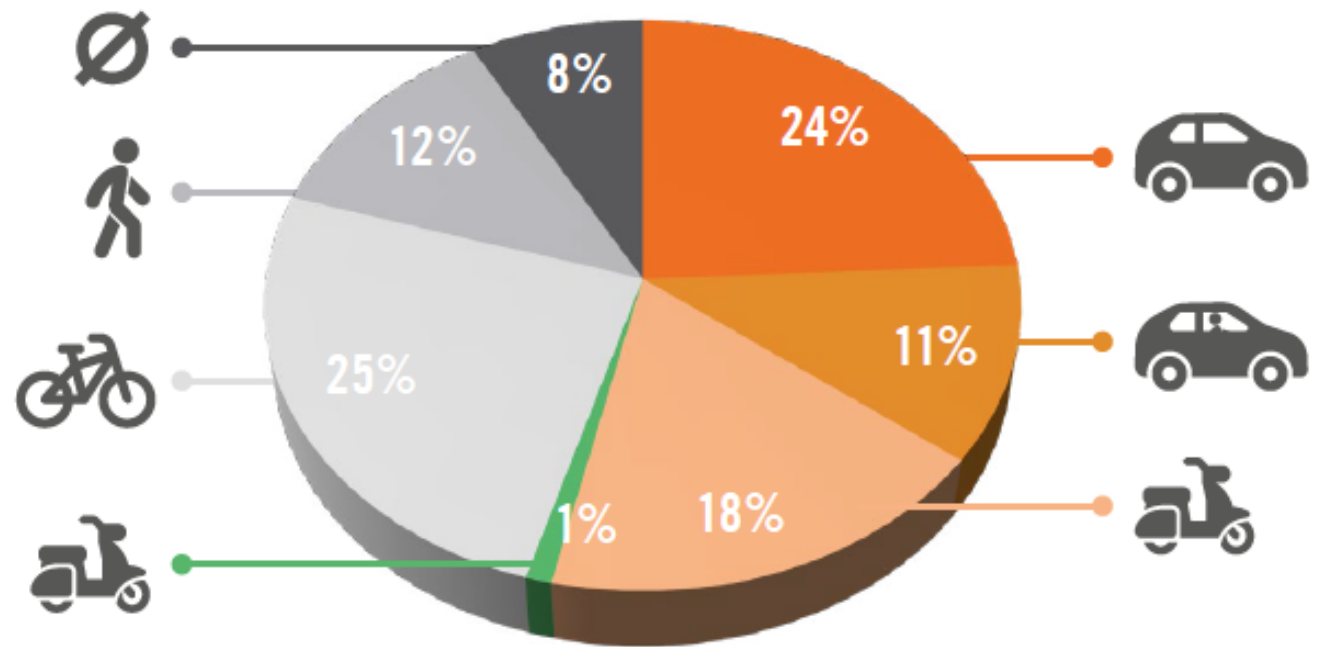


Data – road users

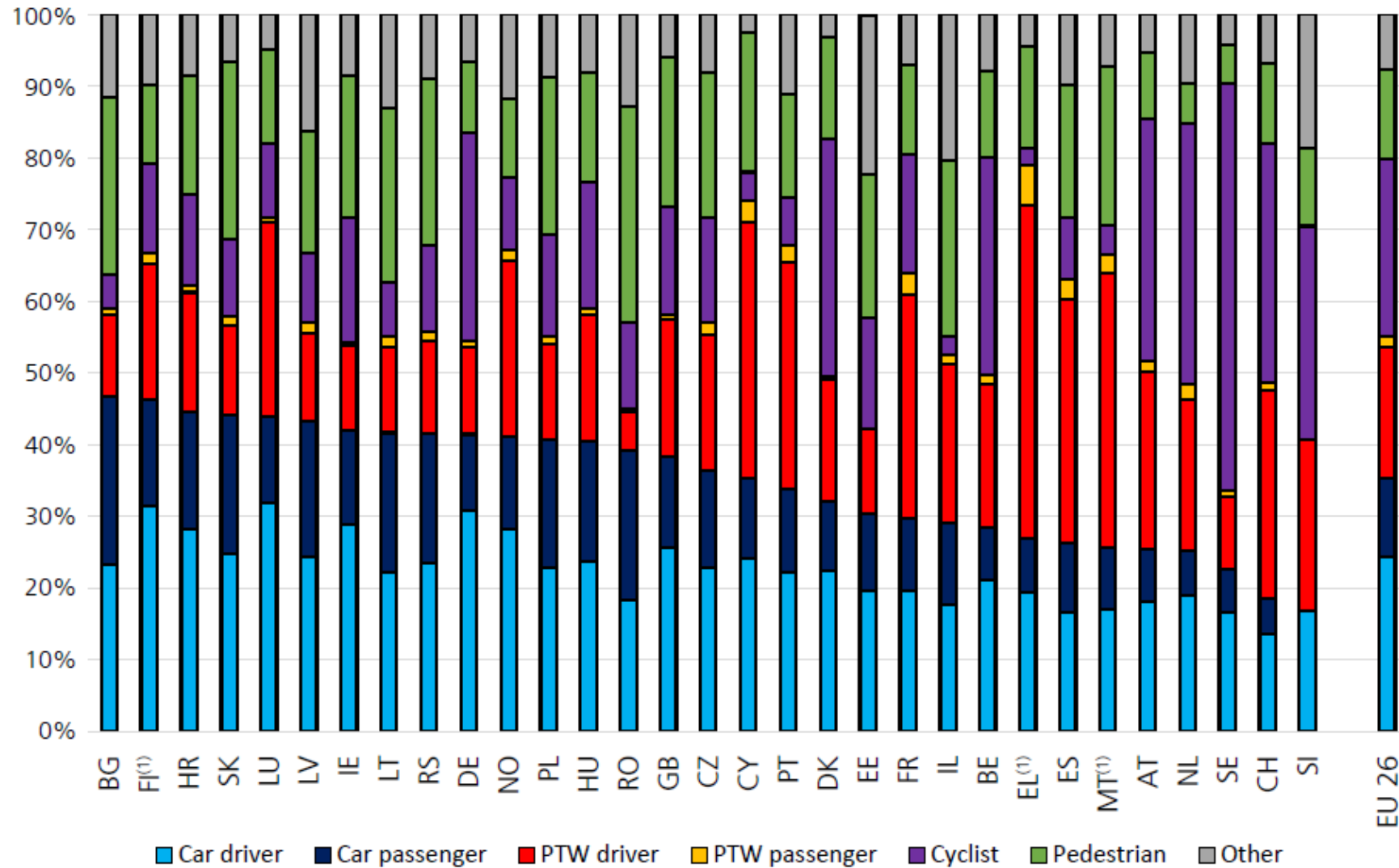
APPROX. 1,291,000
PEOPLE **RECORDED**
AS INJURED
EACH YEAR



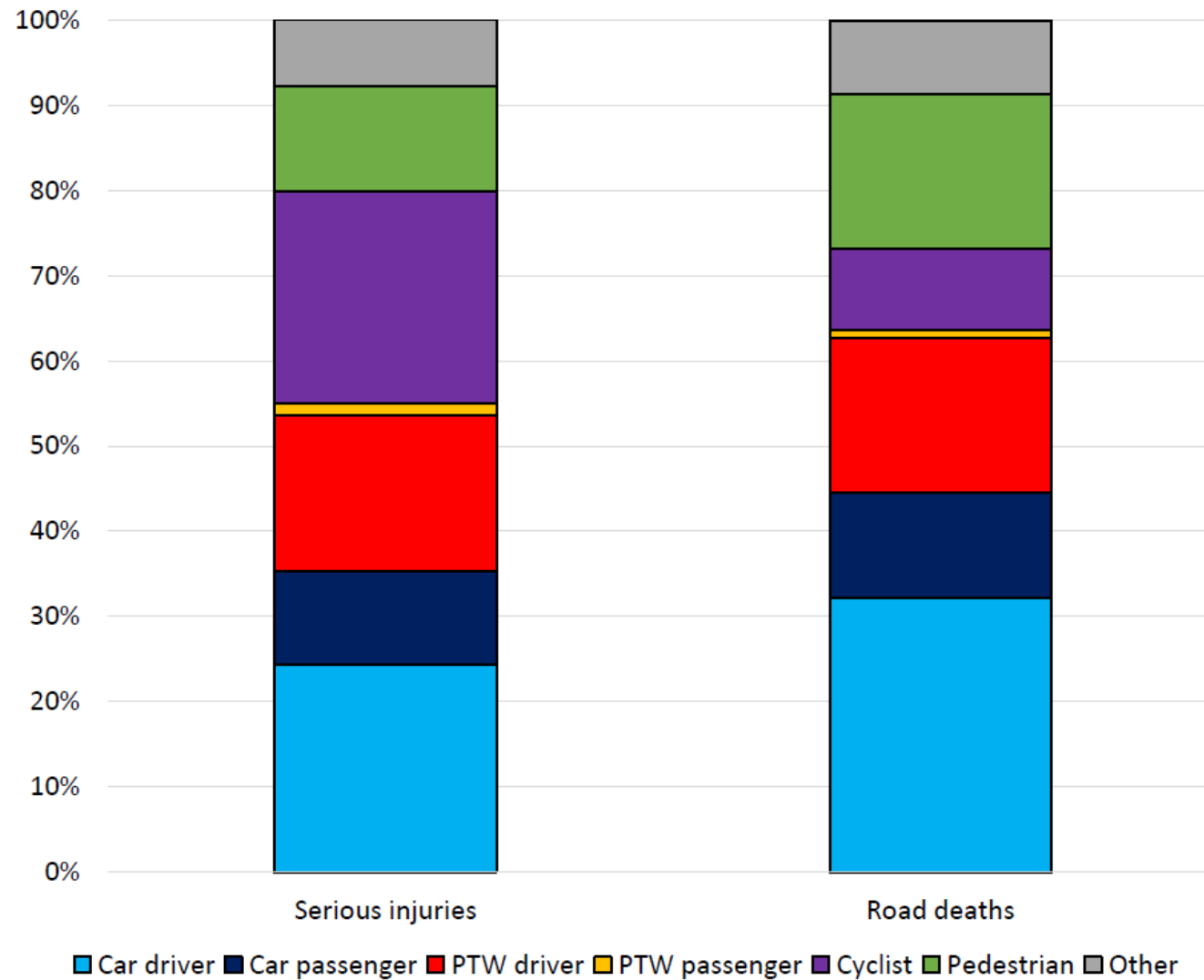
57% OF THOSE SERIOUSLY INJURED ARE VULNERABLE ROAD USERS CYCLISTS REPRESENT THE HIGHEST PROPORTION OF ALL THOSE SERIOUSLY INJURED



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)

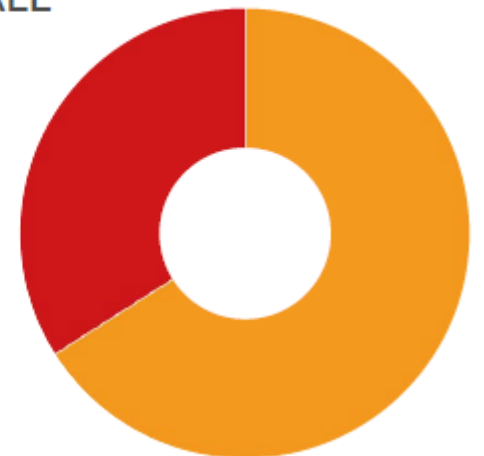
66% OF SERIOUSLY INJURED ARE MALE
AND 34% ARE FEMALE



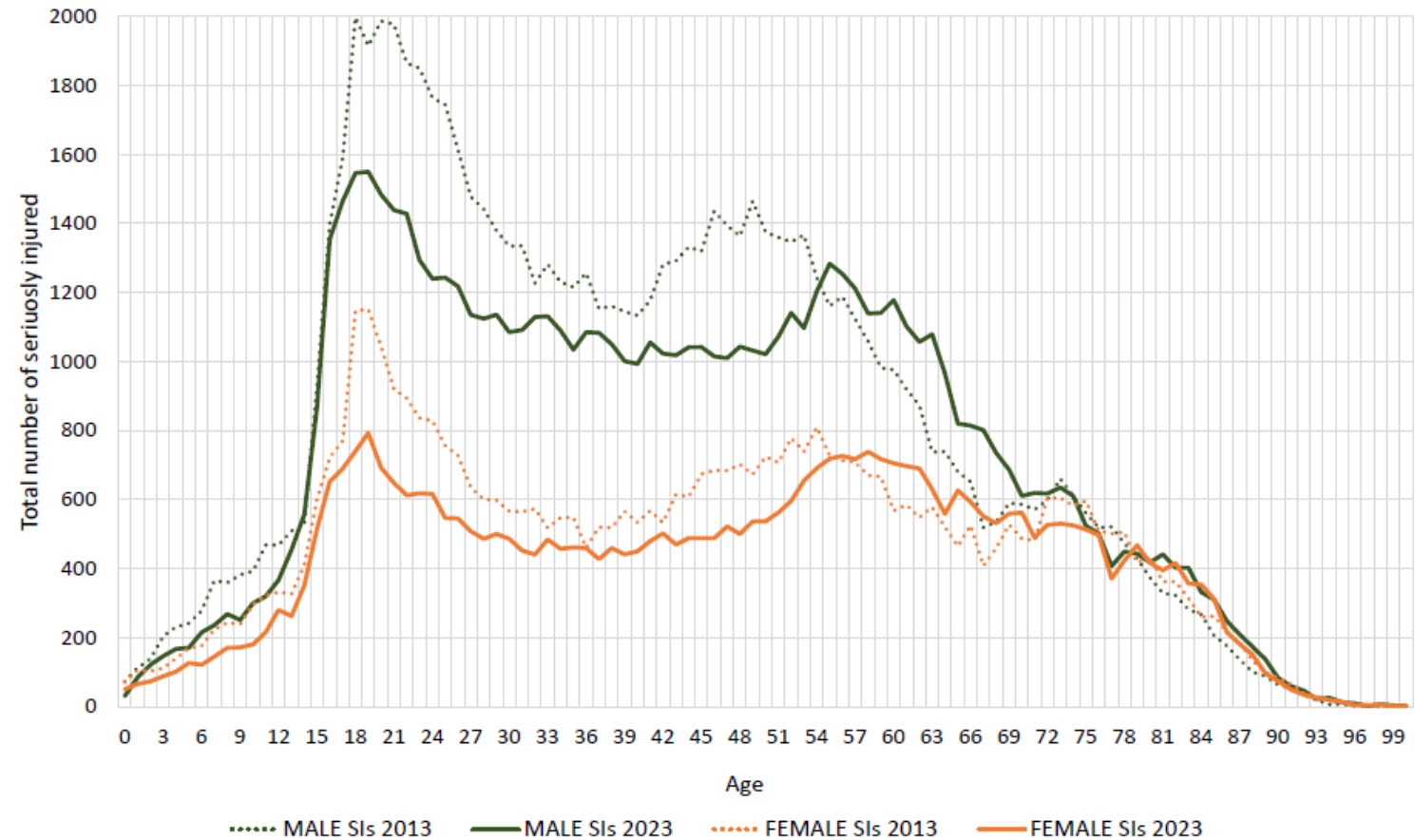
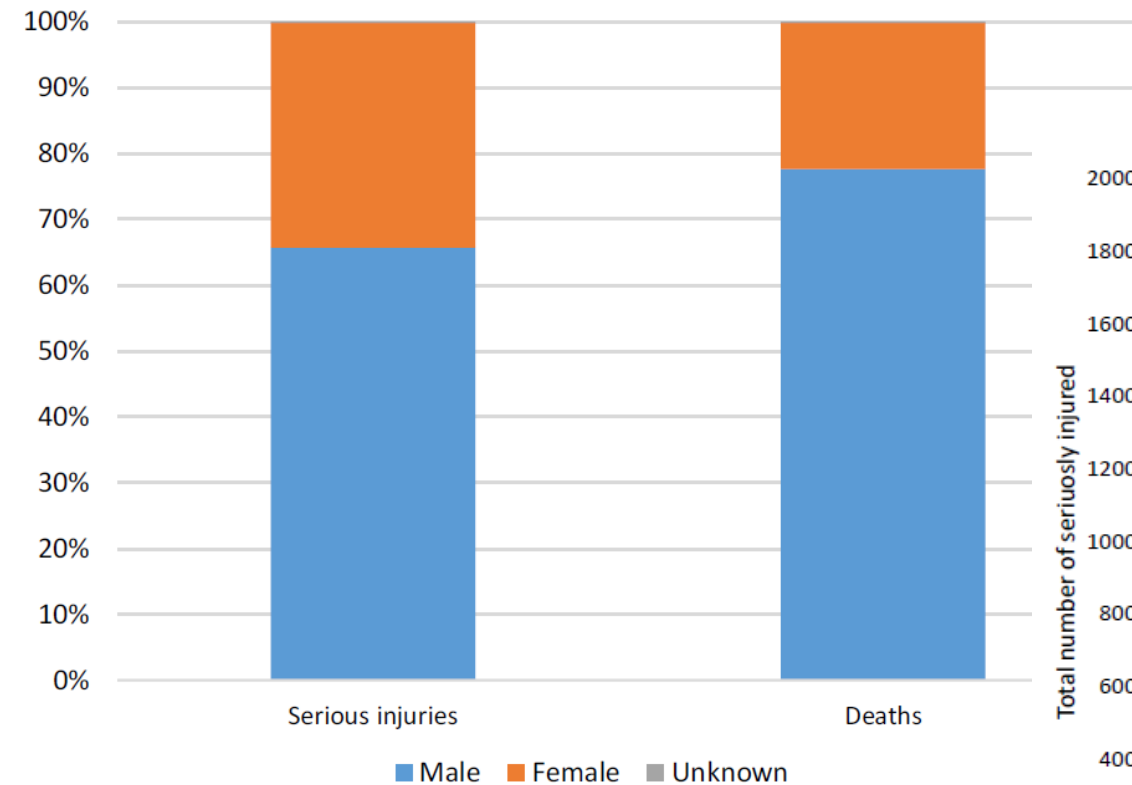
66
Male



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+

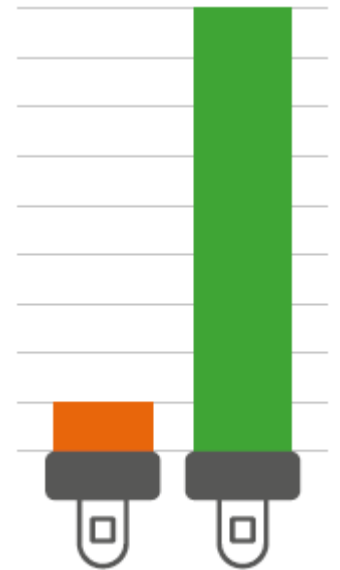
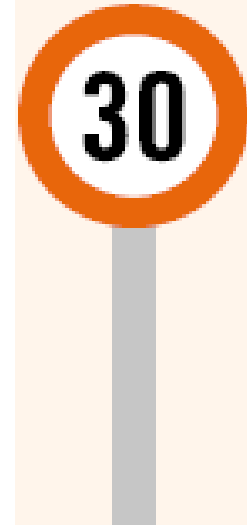
- MAIS3+ (High Level Group on Road Safety):
 1. continue to use police data but apply a correction coefficient based on samples;
 2. report the number of injured based on data from hospitals;
 3. create a link between police and hospital data.

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)



Set national targets for reducing
serious injuries



Reduce the speed for motorised vehicles in
residential and core urban zones to 30 km/h

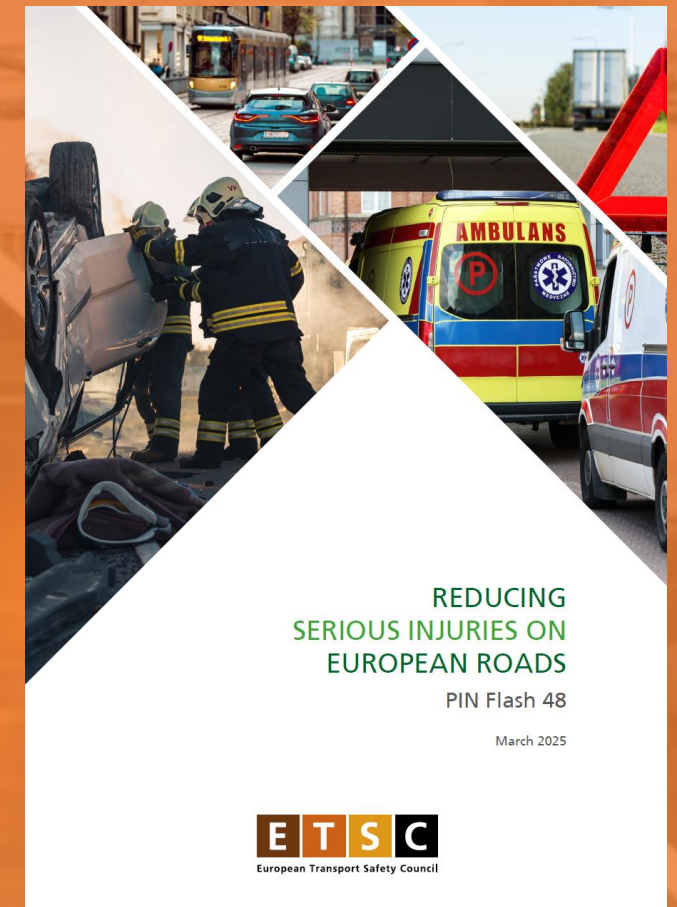


Develop safer infrastructure in general, paying special
attention to the needs of vulnerable road users

Thank you!

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