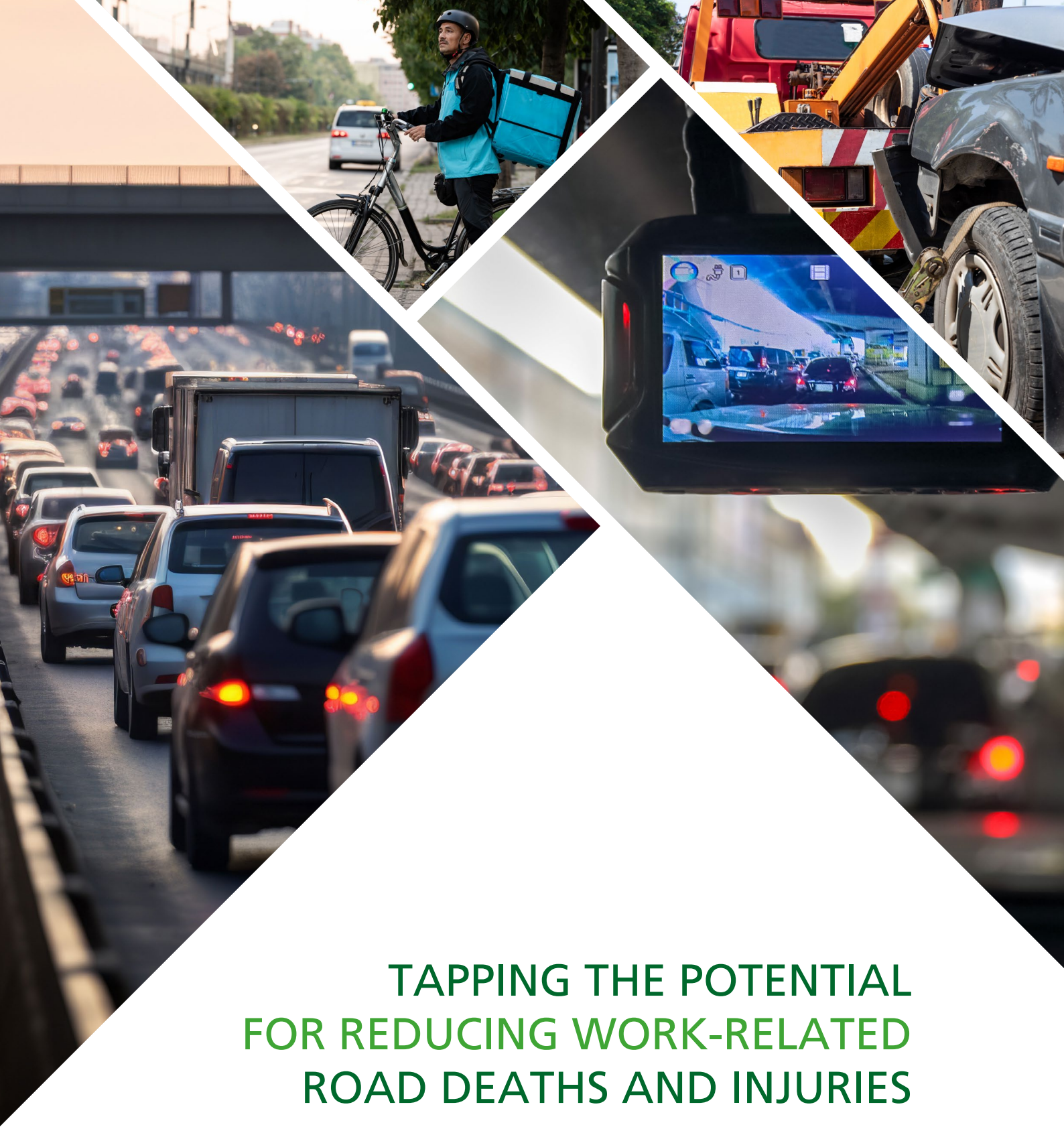


TAPPING THE POTENTIAL FOR REDUCING WORK-RELATED ROAD DEATHS AND INJURIES

PIN Flash 49

December 2025

ETSC
European Transport Safety Council

PIN Panel

Austria (AT)	Klaus Machata, Road Safety Board (KFV)
Belgium (BE)	Jean-François Gaillet, VIAS institute
Bulgaria (BG)	Stefan Stoimenov, State Agency Road Safety
Croatia (HR)	Zoran Brezak, Ministry of Interior
Cyprus (CY)	George Morfakis, Road Safety Expert, Alexis Avgoustis, Ministry of Transport
Czechia (CZ)	Veronika Valentová, Jindřich Frič, Transport Research Centre (CDV)
Denmark (DK)	Pernille Ehlers, Danish Road Safety Council
Estonia (EE)	Maria Pashkevich, Road Administration
Finland (FI)	Esa Räty, Finnish Crash Data Institute (OTI)
France (FR)	Manuelle Salathé, French Road Safety Observatory (ONISR)
Germany (DE)	Hannes Strauss, German Road Safety Council (DVR)
Greece (EL)	George Yannis, Technical University of Athens
Hungary (HU)	Gábor Pauer, Institute for Transport Sciences (KTI)
Ireland (IE)	Sinead Bracken, Sharon Heffernan, Velma Burns, Road Safety Authority (RSA)
Israel (IL)	Nachala Henig, Assaf Sharon, Road Safety Authority
Italy (IT)	Valentino Iurato, Ministry of Transport
Latvia (LV)	Juris Kreicbergs, Road Traffic Safety Directorate
Lithuania (LT)	Vidmantas Pumputis, Ministry of Transport and Communications
Luxembourg (LU)	Yanik Scolastici, Ministry for Mobility and Public Works
Malta (MT)	Patrick Cachia Marsh, Transport Malta
Netherlands (NL)	Peter Mak, Sara Lohse, Ministry of Infrastructure and Water Management
Norway (NO)	Artemis Kihle Olavesen, Norwegian Public Roads Administration
Poland (PL)	Dagmara Jankowska-Karpa, Motor Transport Institute (ITS)
Portugal (PT)	Augusto Torbay, Autoridade Nacional Segurança Rodoviária (ANSR)
Romania (RO)	Florin Catană, Romanian Traffic Police
Serbia (RS)	Milica Dragišić, Road Traffic Safety Agency
Slovakia (SK)	Martin Vaško, Ministry of Transport
Slovenia (SI)	Saša Jevšnik Kafol, Traffic Safety Agency
Spain (ES)	Cristina Rodenas, Ministry of Interior
Sweden (SE)	Anna Vadeby, National Road and Transport Research Institute (VTI)
Switzerland (CH)	Yvonne Achermann, Swiss Council for Accident Prevention (BFU)
United Kingdom (UK)	Matthew Tranter, Department for Transport Lynne Smith, Transport Research Laboratory (TRL)

PIN Observers

Stelios Efstathiadis, Road Safety Institute Panos Mylonas, Greece
Antida Aversa, Automobile Club d'Italia (ACI), Italy

PIN Steering Group

Henk Stipdonk, Scientific Advisory Board, Netherlands Institute for Transport Policy Analysis (KiM) (PIN Co-chair)
Heather Ward (PIN Co-chair)
Letty Aarts, Institute for Road Safety Research (SWOV)
João Cardoso, National Laboratory of Civil Engineering (LNEC)
Lars Ekman, Road Safety Expert
Eduard Fernández, CITA
Astrid Linder, National Road and Transport Research Institute (VTI)
Kristina Mattsson, Swedish Transport Administration
Jesús Monclús, MAPFRE Foundation
Guro Ranes, Norwegian Public Roads Administration
Joost Segers, Toyota Motor Europe
Hannes Strauss, German Road Safety Council (DVR)
Peter Whitten, European Commission
George Yannis, Technical University of Athens
Antonio Avenoso, ETSC
Graziella Jost, ETSC
Jenny Carson, ETSC
Maria Meinero, ETSC

For more information

European Transport Safety Council
20 Avenue des Celtes
B-1040 Brussels
Tel: +32 2 230 4106
jenny.carson@etsc.eu
www.etsc.eu/pin

The Road Safety Performance Index (PIN) Programme receives financial support from the German Road Safety Council (DVR), Toyota Motor Europe, the Norwegian Public Roads Administration, the MAPFRE Foundation and CITA, the International Motor Vehicle Inspection Committee.

TAPPING THE POTENTIAL FOR REDUCING WORK-RELATED ROAD DEATHS AND INJURIES

PIN Flash 49

Authors
Jenny Carson
Maria Meinero
Ellen Townsend

PIN co-chairs
Henk Stipdonk
Heather Ward

December 2025

Acknowledgements

The authors are grateful to the PIN Panel and Steering Group members for their assistance in providing data, background information and expertise. Without their contribution, this report would not have been possible. Special thanks go to the co-chairs of the PIN programme, Henk Stipdonk and Heather Ward. Many thanks also to Peter Whitten and Patrick Metens for gathering data from the CARE database. Deirdre Sinnott of the Health and Safety Authority Ireland and Annick Starren of EU-OSHA were also consulted extensively and ETSC is very grateful for their input.

The PIN programme relies on panellists in the participating countries to provide data and to carry out quality assurance on the figures provided. This forms the basis for the PIN Flash reports and other PIN publications. In addition, all PIN panellists are involved in the review process to ensure accuracy and reliability.

ETSC is grateful for the financial support for the PIN programme provided by the German Road Safety Council (DVR), Toyota Motor Europe, the Norwegian Public Roads Administration, the MAPFRE Foundation and CITA, the International Motor Vehicle Inspection Committee.

About the PIN Programme

The ETSC Road Safety Performance Index (PIN) is a policy tool to help national governments and the European Union improve road safety. By comparing performance between countries, it serves to identify and promote best practices in Europe and bring about the kind of political leadership that is needed to create a road transport system that maximises safety.

Launched in June 2006, the index covers all relevant areas of road safety including road user behaviour, infrastructure and vehicles, as well as road safety policymaking more generally. The programme covers 32 countries: the 27 Member States of the European Union, together with Israel, Norway, the Republic of Serbia, Switzerland and the United Kingdom.

National research organisations and independent researchers participate in the programme and ensure that any assessment carried out within the programme is based on scientific evidence.

About The European Transport Safety Council (ETSC)

The European Transport Safety Council is the independent voice for road safety in Europe.

We are a non-profit international organisation, with members from across Europe, dedicated to reducing deaths and injuries in transport. Founded in 1993 in Brussels, we provide an impartial source of expert advice on transport safety matters to the European Commission, the European Parliament, international organisations, and national governments.

CONTENTS

CONTENTS

TAPPING THE POTENTIAL FOR REDUCING WORK-RELATED ROAD DEATHS AND INJURIES

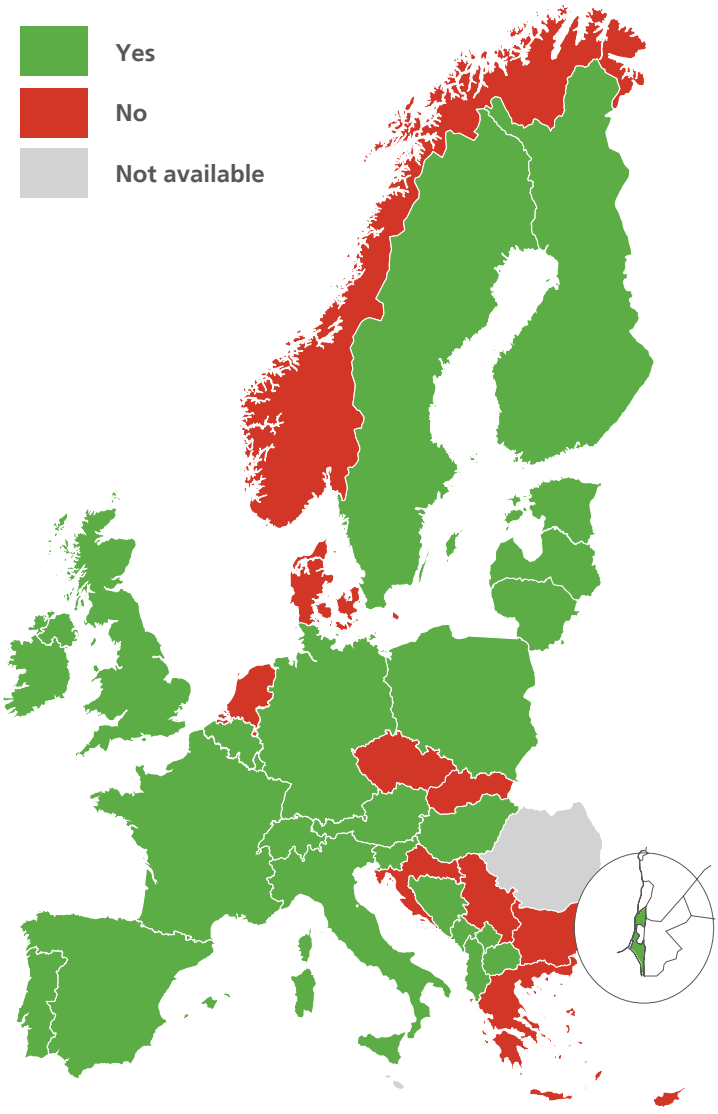
European Transport Safety Council

AROUND 40% OF WORK-RELATED DEATHS HAPPEN IN TRANSPORT

MAP 1:

Countries with and without an official definition of a work-related road collision.

Information not available for MT and RO.



RECOMMENDATIONS COUNTRIES / EU

- Adopt a definition of a work-related road (WRR) collision
- Procure safe fleet vehicles
- Mandate employers to adopt the Safe System principles
- Address risks posed by the gig economy

RECOMMENDATIONS EMPLOYERS

- Integrate road risk into occupational risk assessments
- Use ISO 39001 Road Traffic Safety Management standard

DEFINING WORK-RELATED COLLISIONS

There is no common EU definition of a victim of a work-related road (WRR) collision in the road safety field. Depending on different interpretations and national definitions, victims of WRR collisions can include all or some of these categories:

- Professional driver – a driver, employee or self-employed person, whose profession involves routinely driving or being a passenger in commercial or passenger vehicles;
- Professional traveller – an employee or self-employed person who drives/rides a vehicle or is a passenger who travels for work purposes, driving/riding is not their primary profession;

These first two categories of road users – professional driver and professional traveller – will be referred to as professional road users in this report;

- People who work on or near the road – any person working on the road exposed to moving road traffic. From road maintenance to litter collection, many different work activities are carried out on or near a road, and each is associated with a unique set of risk factors. However, one risk factor dominates: interaction with road traffic;
- Commuter – any person walking, riding or driving from home to their regular place of work (or vice-versa);
- Third party – people involved in collisions with professional road users and commuters.

These last two categories - commuter and third party - will be referred to as non-professional road users in the rest of this report.

Figure 1. Different categories of victims of a work-related road collision

CADAS

The glossary of the European Commission's Common Accident Data Set (CaDaS) recommends EU Member States indicate the purpose of the journey of drivers and riders involved in road collisions when reporting road collisions. The European Commission's CARE database[1] includes a field for 'driving as part of work' and 'route to or from work' but only for motor vehicle drivers and riders involved in a road collision.[2] ETSC recommends that this field be applicable to all road user groups, including cyclists and pedestrians. Third party road deaths and injuries should also be captured.

[1] Community database on road accidents https://tinyurl.com/3p8f9jan
[2] European Commission (2015), CARE database Common Accident Data Set (CaDaS), https://tinyurl.com/3yw3tae3

EXECUTIVE SUMMARY

Work-related road safety (WRRS) remains one of the most significant and under-recognised road safety and occupational health challenges in Europe. Every year, thousands of people lose their lives in collisions that occur in the course of work or while commuting. Despite this, there is still no common EU definition of a work-related road (WRR) collision in the field of road safety, and data collection remains fragmented and inconsistent.

This 49th ETSC PIN Flash report builds on previous analysis published in 2017 (PIN Flash 33), providing an updated assessment of WRR deaths across 32 countries participating in the Road Safety Performance Index (PIN) programme. It aims to identify progress, highlight data gaps, and promote stronger alignment between road safety and occupational safety and health (OSH) systems.

THE SCALE OF THE PROBLEM

According to Eurostat data, around 2,922 work-related deaths occurred annually in the EU over 2020–2022, with about 43% of these in the transport sector, including road, rail, water and aviation. However, the true number of work-related road deaths is likely higher due to incomplete and inconsistent reporting and lack of a common definition.

Among 17 PIN countries able to provide national data, WRR deaths account for between 2% and 42% of all road deaths, depending on the country and definition used. In France, they represent 42% of all road deaths, in Ireland 29%, in Italy 16%, and in Germany around 10%. These values are based on a mix of data sources and likely underestimate the real share of WRR collisions.

The persistence of incomplete datasets reflects inconsistencies between reporting systems in the OSH and road safety fields. Only 20 PIN countries have a national definition of a WRR collision, while 10 do not. Fewer than half of PIN countries include a field on the purpose of journey in police reports. In most countries, data collected by police, employers and OSH authorities are not linked, making the overall picture of WRR deaths fragmented.

WHO IS AT RISK?

Work-related road deaths encompass a wide range of road users:

- Professional drivers (employees or self-employed persons whose job involves driving)
- Workers on or near the road (e.g. road maintenance, refuse collection)
- Professional travellers (employees who drive or travel for work but are not professional drivers)
- Commuters (travelling between home and workplace)
- Third parties (road users involved in collisions with the above)

Professional drivers face elevated risks due to long working hours, fatigue, and time pressures. Commuting is often the most dangerous part of the workday. In many PIN countries, employers have no legal responsibility for commuting-related risks, though some voluntarily provide safe commuting plans or flexible hours.

While WRRS is addressed under EU Occupational Safety and Health legislation, employer obligations are not always clearly applied to driving for work.

DATA COLLECTION AND THE LEGAL FRAMEWORK

A lack of harmonised data remains one of the main obstacles to improving WRRS. Only 13 PIN countries provide guidance to employers on implementing the OSH Directive in relation to driving for work, while six do not and four only partially do.

There is little consistency in employer reporting requirements. Nineteen PIN countries oblige

employers to report WRR collisions to a responsible authority, but practices vary widely and often exclude self-employed workers or third parties. Similarly, 21 countries legally require employees to inform their employer if they are involved in a work-related collision, though enforcement varies.

At the European level, responsibility for WRRS is divided among several legal instruments, including the OSH Framework Directive, the Driving Licence Directive, the General Safety Regulation for vehicles, which contributes to providing professional drivers with safer working environments since their vehicle is their main workplace, and the directive on professional driver training.

ECONOMIC AND ORGANISATIONAL IMPACTS

Work-related road collisions impose a significant human and financial cost. Loss of productivity, healthcare costs, and insurance claims all affect employers and public budgets. Several countries have developed innovative approaches to understanding and reducing the costs of work-related road collisions, demonstrating how prevention can deliver both safety and economic benefits.

In Italy, the INAIL Co&Si software helps employers calculate the financial benefits of investing in prevention, reframing safety as an investment rather than a cost. In Germany, data from the German Social Accident Insurance (DGUV) are used to monitor trends and inform prevention strategies. In Ireland, analysis of coronial data revealed that 23% of road deaths between 2008 and 2011 were work-related, shaping the inclusion of a "safe work-related road use" pillar in the 2020 Road Safety Strategy.

PREVENTION AND LEADERSHIP

Effective prevention measures depend on robust data and employer responsibility. The report highlights good practice examples from several countries:

- Inclusion of a purpose of journey field in police reports;
- Integration of road risk into occupational risk assessments;
- Use of the ISO 39001 Road Traffic Safety Management standard;
- Safe vehicle procurement policies requiring Euro NCAP 5-star ratings for public fleets;
- Employer adoption of Safe System principles in fleet management and risk assessments;
- Measures to address distraction, fatigue and the risks posed by the gig economy.

Public authorities have an important leadership role, both as employers and procurers. The report calls for all public authorities to manage road risk within their operations and procurement frameworks. Examples from Sweden, Spain and the UK demonstrate how fleet safety, staff training and corporate responsibility initiatives can reduce risk across supply chains.

CONCLUSION

Work-related road safety is both a workplace issue and a public road safety priority. Many of these deaths could be prevented through stronger data collection, better coordination between OSH and road safety authorities, and clear employer accountability.

Recognising WRR collisions as a distinct category within European and national road safety frameworks is an essential first step toward saving lives, supporting fair working conditions and moving towards the EU's Vision Zero goal of eliminating road deaths and serious injuries by 2050.

MAIN RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- Adopt a national definition of a work-related road (WRR) collision within the road safety field that covers road deaths and serious injuries among professional road users and workers on the road, commuters, third parties and cover all road user groups; allow for a breakdown of deaths and serious injuries involving professional road users and workers on the road, commuters and third parties.
- Collect and analyse comprehensive data on the number of WRR deaths and serious injuries on an annual basis to establish a profile on work-related road collisions, their victims and causes. Use the data from WRR collision investigations to target and shape risk prevention interventions at national and EU level.
- Create a data linkage system for coroner reports, Occupational Health and Safety (OSH) reports and road safety authorities to capture the real scope of work-related road deaths.
- Mandate employers to adopt the Safe System approach to their work-related road safety activities.
- Support and stimulate employers in fulfilling the requirements needed to undertake a work-related road risk assessment.
- For the national government as an employer, lead by example and adopt work-related road safety (WRRS) management programmes for government and public authority fleets and include vehicle safety in public procurement requirements. Require all government bodies to only buy, lease or rent cars awarded 5-stars by Euro NCAP.
- Establish a centralised certification service for suppliers who are in compliance with work-related road risk management legal requirements and have safe work policies.
- Implement new road safety-related requirements of the Driving Licence Directive, which will also benefit work-related road safety, including as a priority, zero tolerance for alcohol or drugs during a probationary period, testing drivers on the advantages, limitations and risks associated with advanced driver assistance systems and automated driving systems and eliminating distraction.
- Do not lower the minimum age for solo driving for any driver or rider.

MAIN RECOMMENDATIONS TO THE EU

- Adopt a standardised EU definition of a work-related road (WRR) collision within the road safety field that covers road deaths and serious injuries among professional road users and workers on the road, commuters, third parties and cover all road user groups; allow for a breakdown of deaths and serious injuries involving professional road users and workers on the road, commuters and third parties.
- For the EU as an employer, lead by example and adopt work-related road safety management programmes for the EU institutions and their vehicle fleets and include vehicle safety in public procurement. Require all EU institutions to only buy, lease or rent cars awarded 5-stars by Euro NCAP. Extend this liability responsibility, appropriate risk management and preventative measures throughout the EU's own procurement supply chain.

INTRODUCTION

Travelling for work is an essential part of Europe's economy and daily life. Millions of people drive, ride, walk or work on the road as part of their job, whether delivering goods, visiting clients, building and maintaining infrastructure, or commuting to and from their workplace. During these trips, they may be killed or injured, and they may kill or injure another road user. Yet, despite its scale, the risks associated with work-related road use remain insufficiently recognised within both road safety and occupational safety frameworks.

The boundaries between these two domains - road safety and occupational safety and health (OSH) - are often blurred. While the EU's OSH Framework Directive requires employers to manage all risks arising from work activities, its application to travelling for work is uneven. At the same time, national road safety policies do not always address travelling for work as a distinct risk factor, even though professional drivers and commuters represent a substantial share of overall road deaths and serious injuries. The absence of a common EU definition of a work-related road collision, combined with fragmented data collection, means that the true scale of the problem remains largely hidden.

Where data do exist, they suggest that work-related road deaths represent a significant portion of all road deaths in Europe. Collisions involving professional drivers, those working on the road, employees who travel for work, and commuters account for a considerable burden not only on public health, but also on businesses and public administrations. The human cost is compounded by the economic losses associated with vehicle damage, lost productivity, and compensation. Yet these costs are also where the opportunity for prevention lies. Managing road risk systematically within organisations - just like any other occupational risk - can save lives and resources alike.

This report, the 49th in the ETSC Road Safety Performance Index (PIN) flash series, updates and expands our 2017 analysis of work-related road safety (PIN Flash 33). Drawing on new data from 32 PIN countries, it examines how governments, authorities, and employers are addressing the issue, identifies examples of good practice, and highlights remaining gaps. The findings underscore the need for closer alignment between road safety and OSH systems, stronger data integration, and clearer accountability for road risk management at every level.

Work-related road safety is not a niche concern - it is central to moving towards the EU's Vision Zero goal of eliminating road deaths and serious injuries by 2050. Recognising driving for work as a shared responsibility between public authorities, employers and individuals is essential to build a culture of prevention on and off the road.

DATA

The data were retrieved from EUROSTAT and completed or corrected by PIN Panellists. The full dataset is available in the Annexes.

NOTE ON THE METHODOLOGY

The goal of this PIN flash report is to gather information on work-related road deaths in different PIN countries and to find out whether the situation has improved or not since the publication of our previous report on this topic (ETSC PIN Flash 33) in 2017. The aim is to provide information and exchange good practice on how to improve work-related road death data collection and how to include work-related road deaths in the legislation frameworks at EU and country level. The national experts, the PIN panellists from 32 participating countries, were asked to answer a set of qualitative questions which constitute a checklist of the main elements in work-related road deaths. The list of questions is not exhaustive. The questionnaire was circulated at the beginning of 2025. Many items in the list are open questions which do not have simple yes/no answers. Answers to such questions are based on the expertise and knowledge of the panellists and their professional sources.

Although ideally this PIN flash report would also have collected information on WRR serious injuries, given the difficulties that already exist with regard to gathering WRR death data and the known uncertainties around serious injury data in general (see PIN Flash 48[3]), it was agreed not to gather WRR serious injury data for this report.

This PIN flash does not cover the safety of goods vehicles which was the topic of PIN Flash 39. (www.etsc.eu/pinflash39)

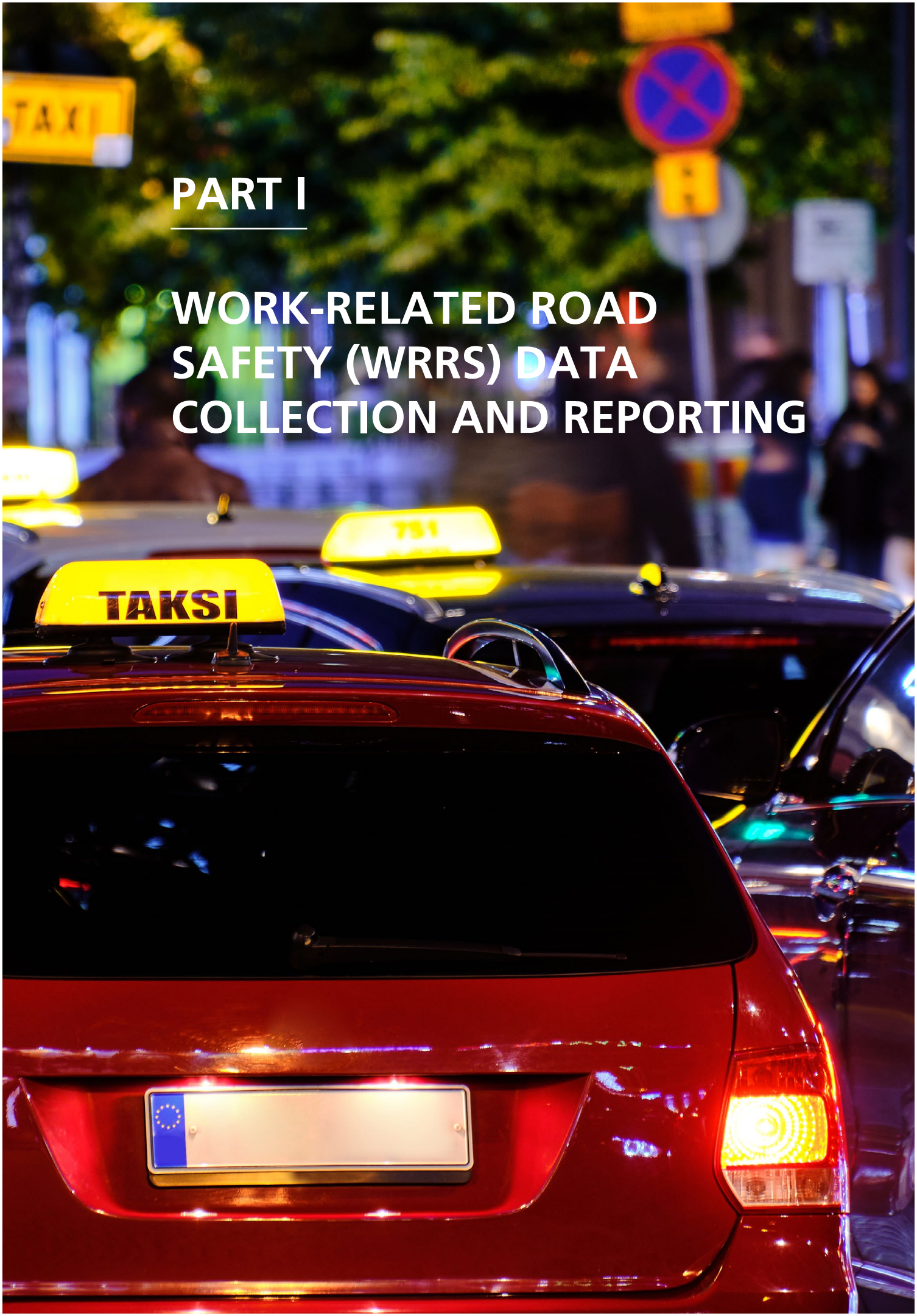
COVID-19 PANDEMIC

In this report we cover the period 2014-2024. In 2020 the COVID-19 pandemic hit the world. The initial response to the pandemic was to severely restrict people's travel. This resulted in unprecedented reductions in traffic volumes in most PIN countries during 2020. In many countries traffic volumes did not reach pre-pandemic levels in 2021 either, so data in both 2020 and 2021 should be considered with this in mind. Due to the many possible short and long-term effects of the pandemic, in our analyses of the trends and data we have not tried to correct for the influence of COVID-19.

GENDER

In this report, the term 'gender' is used as it appears in the primary data source, the European Union's CARE database. It is important to note that road collision data are typically collected by police, who may determine gender or sex classification based on identification documents or their own assumptions. Different institutions may refer to gender or biological sex. Additionally, the data usually categorise individuals as male or female (and sometimes 'unknown'). We recognise that this binary classification does not fully capture the complexity of gender identities.

[3] www.etsc.eu/pinflash48



PART I

WORK-RELATED ROAD SAFETY (WRRS) DATA COLLECTION AND REPORTING

01

1.1 DEFINITION OF A WORK-RELATED ROAD (WRR) DEATH: OCCUPATIONAL SAFETY AND HEALTH AND ROAD SAFETY FIELDS

Work-related road safety (WRRS) is both a road safety and an occupational safety and health (OSH) matter and, therefore, should be addressed in both fields. From a road safety perspective road users are held accountable for their behaviour while, from an OSH perspective, it is a shared responsibility between the employer and the employee.[4] The employer is responsible for providing the safety management framework for mitigating the multitudes of risks to which professional drivers and road workers are exposed.

While the EU definition of a work-related road (WRR) death is present in the OSH field, there is no common EU definition of a WRR death in the field of road safety.

A WRR death is defined in the European Statistics of Accidents at Work (ESAW) as the death of a victim that occurred within one year of a collision. It covers all accidents that happen in the course of work, including road traffic collisions, but excluding commuting. Data reporting on the deaths of self-employed people is voluntary.[5]

The ESAW definition of a work-related death[6] differs in a number of ways to a road death as defined in the road safety field. A road death in the road safety field is described as a fatal injury, resulting in death within 30 days of a road collision, whereas people who died as a result of road traffic injuries within one year are included in the ESAW definition.[7]

All road deaths are supposed to be recorded in the road safety field as opposed to the ESAW recording which only takes into account professional road user deaths. This means that the ESAW recording does not capture all groups of WRR deaths as described in this report. The ESAW methodology has specific exclusions[8] in respect of road related deaths. ESAW does not require the reporting of the number of road deaths associated with commuting, deliberate self-inflicting injuries, non-workers or strictly natural causes.

The introduction of a common EU definition of a WRR death in the road safety field would contribute to recognising WRR deaths as a road safety issue and would help Member States to collect standardised and comparable WRR death data.

Map 1 shows that 20 PIN countries have a national definition of a WRR death while 10 countries do not. The number of countries that have a national definition for WRR deaths has changed very little since 2017 (when data were collected by ETSC for the PIN Flash 33) when 18 countries had a definition. Each country's definition can be found in the annexes at the end of this report.

To ETSC's knowledge, in the majority of PIN countries, the definition of a WRR collision originates from the OSH field, including from national insurance organisations, work accident funds and other sources.

The existence of a definition of a WRR collision brings clarity to what is perceived as a WRR death. Different definitions of a WRR death exist in OSH and road safety fields. However, a definition alone would not ensure that data on WRR deaths are being systematically collected, analysed or made available.

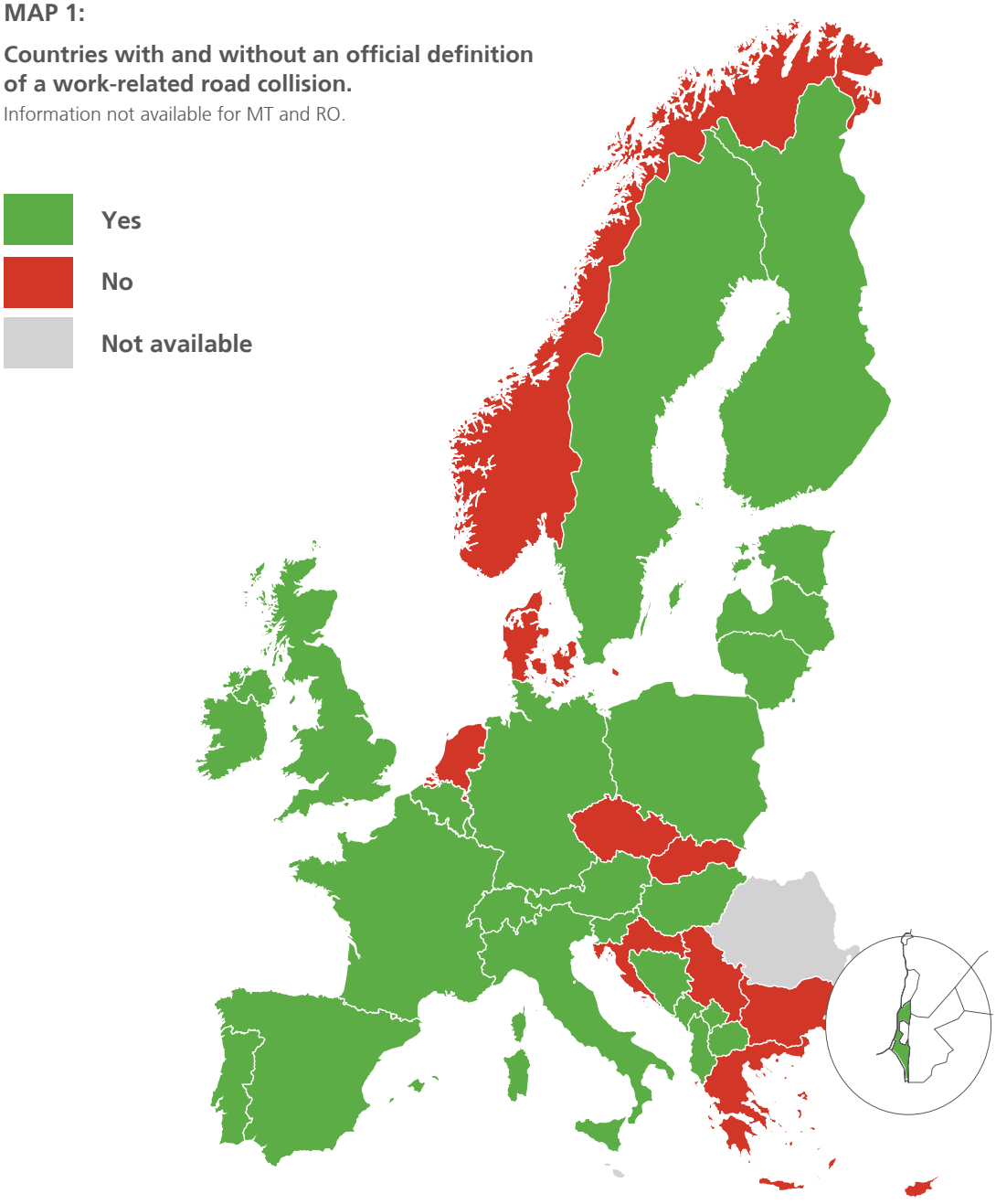
---

4 Drummond, A., Codd, M. & McQuillian, N, (2016) Fatal CRASH! Fatal collisions on the road and safety and health: Using narrative data from coroners, University College Dublin: IOSH, https://tinyurl.com/2w9hy9t6
5 Eurostat, Accidents at Work (ESAW, 2008 onwards), https://tinyurl.com/rwhryudr
6 European Statistics on Accidents at Work. Section 3. Definition of an accident at work, https://tinyurl.com/mrw9r32y
7 European Statistics on Accidents at Work. Section 4.1. Fatal accident at work, https://tinyurl.com/mrw9r32y
8 Ibid.

MAP 1:

Countries with and without an official definition of a work-related road collision.

Information not available for MT and RO.



BE – No definition in the framework of traffic collision registration. Work accidents occurring in traffic are, however, registered as such by the Work Accident Fund (since 2008).
EE – There is no official definition of a work-related road collision, but the definition of a work-related accident covers work-related road collisions as well as accidents which aren't considered as road collisions.
FI – It is possible to determine whether a collision is work-related from statutory accident insurance records.
HU – There is only the definition of a work-related collision, in which work-related road collisions are included.
LV – There is no official definition of a work-related road collision, but the definition of a work-related accident covers work-related road collisions as well as accidents which aren't considered as road collisions.
PL – There is no official definition of a work-related road collision, but the definition of a work-related accident covers work-related road collisions as well as accidents which aren't considered as road collisions.
CH – There is no official definition of a work-related road collision in Switzerland, however there are definitions for insurance or statistical purposes. Work-related travel in road traffic includes two main categories: **Business trips:** journeys undertaken during working hours to carry out professional tasks. This can mean transporting goods or people (e.g., a taxi driver or delivery service) or travelling to the place where a service is provided (e.g., an electrician driving to a private household to repair a washing machine). **Commuting:** Regular travel between home and the workplace, usually at the start and end of the working day. For insurance purposes (in relation to occupational accidents under the Accident Insurance Act), only business trips are covered. Commuting is included in insurance coverage only if the person works fewer than eight hours per week.
CZ – Only work-related injury.

1.1.1 Professional road users and commuter trips

There are key differences between professional road user and commuter trips. While almost everyone commutes to their place of work, not everyone has to use the roads to carry out a work-related task.

For professional road users, undertaking a work-related task is the reason they find themselves using the roads. Professional road users use the roads during their working hours. Many professional road users do not have a choice but to be present on the road when traffic volumes are heaviest, during poor weather conditions and early in the morning or in the hours of darkness, when the risk of a collision is higher. Professional road users often do not have a choice of which mode of transport they use. They may also be pressured to travel faster, for longer periods, which can lead to distraction, speeding, driver fatigue and engagement in unsafe driving practices. Professional road users may be encouraged to use in-vehicle technologies to perform work-related tasks, which may result in additional driver distraction, for example data loggers and satellite navigation and route planning devices.

The potential for prevention of professional road user risks rests with employers, who have the legal responsibility to protect the safety, health and welfare of workers while they are at work.

Commuting refers to a trip from home to a workplace or from a workplace back home. This trip might be direct, or it could have detours. During commuting, road users are not working - they are outside working hours. For most people the journey to the workplace is the most dangerous part of the workday. In many PIN countries, employers do not have a legal responsibility to manage commuting-related risks. But employers can voluntarily contribute to reducing commuting risks by, for example, providing safe commuting plans or introducing flexible working hours.

A common characteristic of professional road users and commuters is that by using the road, they face and create risk. However, different countermeasures should be applied to addressing professional road user and commuter risks as these are different kinds of activities. Employer responsibility within the scope of these activities differs.

There is no consensus across the EU on whether commuting collisions should be considered as work-related collisions. While commuting collisions are excluded from the definition of accidents at work used by Eurostat (ESAW), in some PIN countries, workers' compensation systems cover commuting collisions.

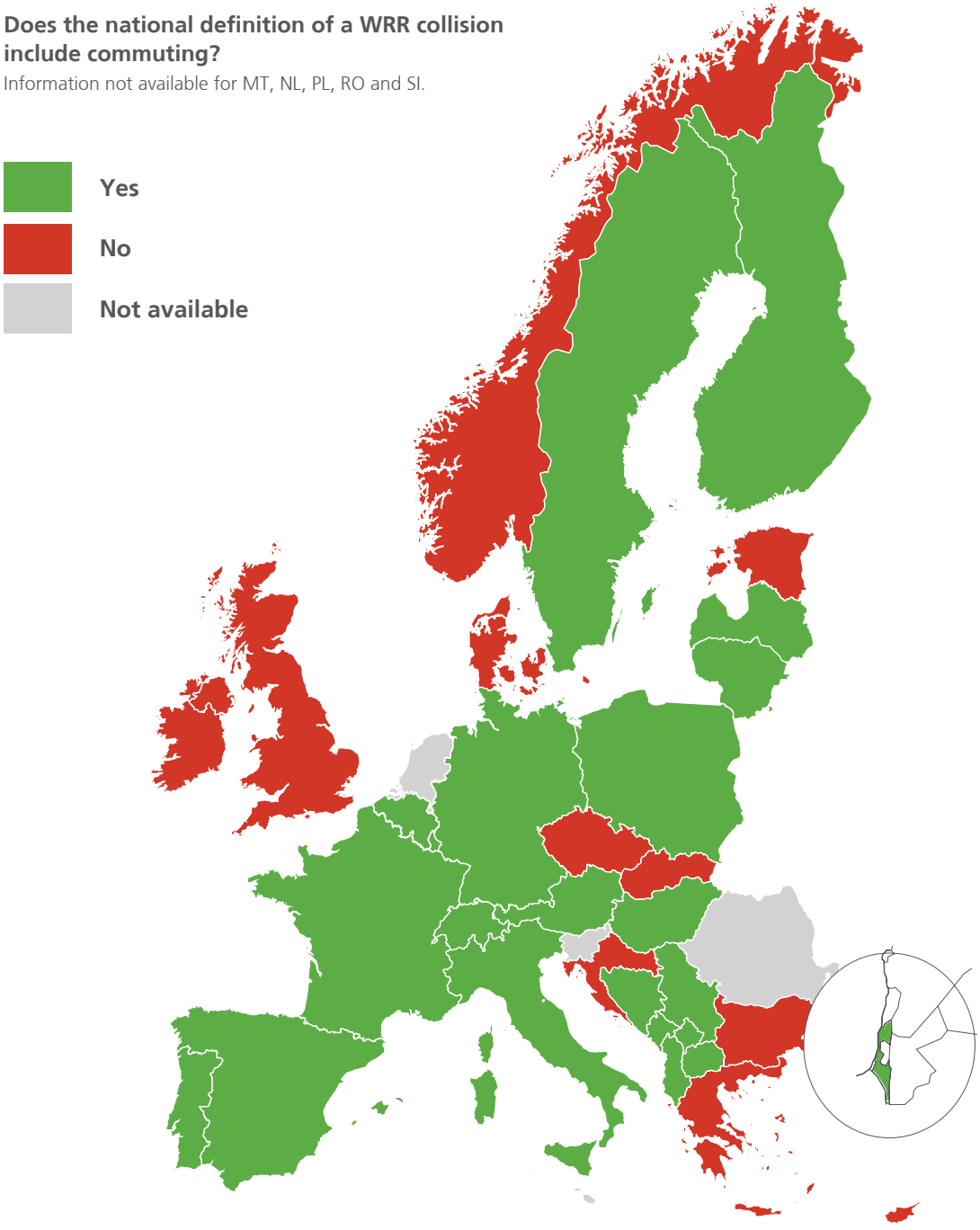
Map 2 shows that commuting is included in the national definition of a WRR collision in 17 PIN countries - although in some countries not all modes of transport are covered. In Hungary and Latvia, for instance, a collision is only considered work-related if the person involved was travelling in a company vehicle.

Work-related road collisions in the road safety field should include four categories - professional road user, worker on the road, commuter and third party - to capture the real scope of work-related road deaths and serious injuries. Data on deaths and injuries among professional road users and commuters should be analysed separately, as should data on third parties and those working on or near the road.

MAP 2:

Does the national definition of a WRR collision include commuting?

Information not available for MT, NL, PL, RO and SI.



HU – Only if the collision happens with a company vehicle.
LV – Only if the collision happens with a company vehicle.
PL – There are two different definitions: an accident on the way to/from work and an accident at work, and both of them undergo different regulations.
RS – Only covers walking, cycling and public transport.
SE – Collected by the Swedish Transport Administration but it is not official statistics and not regularly reported.
CH – Commuting is included in insurance coverage only if the person works fewer than eight hours per week.

1.2 WORK-RELATED ROAD (WRR) DEATH AND INJURY DATA REPORTING

Two main data sources can be used to collect information about WRR deaths and injuries: police records and employer notifications to Occupational Safety and Health (OSH) authorities. Yet, in most of the PIN countries police and employer reports are not linked. As a result, the overall picture of WRR deaths and injuries is fragmented and the real extent of the WRR risk problem is difficult to estimate, both at the national and EU level.[9]

1.2.1 Purpose of the journey in police reports

Police reports are the key data source for road collisions. A proportion of work-related road deaths can be identified in police reports when a fatal collision involves a heavy goods vehicle and bus/coach as it is uncommon to drive these vehicles for non-work-related purposes. However, in many countries the purpose of the journey of van and car occupants and vulnerable road users is not recorded by the police.

In 13 PIN countries (Czechia, Denmark, France, Greece, Ireland, Italy, Luxembourg, Norway, Portugal, Spain, Switzerland, Serbia and the UK), police collision registration reports include a field indicating the purpose of the journey to capture details of WRR collisions (Table 1). Fewer than half of the EU Member States include the purpose of travel associated with the collision in police collisions reports.

In the other 16 PIN countries covered in this report, police reports do not include a field to indicate the purpose of the journey, leaving those countries with no information on the characteristics of WRR collisions. All countries should include a field in police reports to record the purpose of the journey, with an added option of choosing the purpose of travel as 'part of work' or 'commuting'.[10]

The glossary of the European Commission's Common Accident Data Set (CaDaS) recommends EU Member States indicate the purpose of the journey of drivers and riders involved in road collisions when reporting road collisions. The European Commission's CARE database[11] includes a field for 'driving as part of work' and 'route to or from work' but only for motor vehicle drivers and riders involved in a road collision.[12] ETSC recommends that this field be applicable to all road user groups, including cyclists and pedestrians. Third party road deaths and injuries should also be captured.

In some of the countries where the purpose of the journey is included in police reports, completion rates and evaluation of the accuracy of the information indicated by the police could be improved.

[9] Drummond, A., Codd, M. & McQuillian, N. (2016) Fatal CRASH! Fatal collisions on the road and safety and health: Using narrative data from coroners, University College Dublin: IOSH, https://tinyurl.com/2w9hy9t6
[10] Ibid.
[11] Community database on road accidents https://tinyurl.com/3p8f9jan
[12] European Commission (2015), CARE database Common Accident Data Set (CaDaS), https://tinyurl.com/3yw3tae3

Table 1. Is the purpose of the journey included in police reports?

Is there a field in the police report indicating the purpose of the journey?	
YES	NO
Czechia[a]	Austria[c]
Denmark[b]	Belgium
France	Croatia
Greece	Cyprus
Ireland	Estonia
Italy	Finland[d]
Luxembourg	Germany
Norway	Hungary
Portugal	Israel
Serbia	Latvia
Spain	Lithuania
Switzerland	Netherlands
United Kingdom	Poland
	Slovakia
	Slovenia
	Sweden[e]

Information not available for BG, MT and RO.
[a]CZ – Partially, as it is recorded indirectly. There is an indication by owner of the vehicle (private, public transportation, international freight transport).
[b]DK – Only for fatal collisions.
[c]AT – An accident notification from the police (which features details of the road collision) is sent to the insurance upon request.
[d]FI – The employer is required by law to make detailed notifications to the Occupational Safety and Health Division of the Regional State Administrative Agency, the police and the insurance company.
[e]SE – Work-related accidents are reported by the employer to the Swedish Social Insurance Agency (Försäkringskassan) and all severe work-related accidents are reported by the police to the Swedish Work Environment Authority. The collision can be described in words in the police report. This can sometimes include information about the circumstances, such as road worker involvement.

In some PIN countries there are alternative or complementary data sources for work-related road deaths, in addition to those recorded by the police.

In Cyprus, Denmark, Estonia, Italy, Poland and Slovakia the Labour Inspectorate is responsible for recording work-related road deaths, according to national legislation. In Italy, employers are also required to report all injuries due to a work-related accident to the National Institute for Insurance against Accidents at Work (INAIL).

In Germany, all work-related accidents are reported by the company itself, an occupational doctor or a hospital to the relevant employers' institution for statutory accident insurance and prevention (Berufsgenossenschaften, BG) or the public sector accident insurers (Unfallkassen, UK). All work accidents, whether or not they are road-related, are recorded and categorised into those at work, those on work trips, and those while travelling to and from work.

In Lithuania, work-related road deaths are recorded by the State Labour Inspectorate and the State Social Insurance Fund Board.

In Portugal, the Autoridade para as Condições do Trabalho (ACT - Working Conditions Authority) collects data on all work-related accidents reported to them, including details of the circumstances, contributing factors, and preventative measures taken.

In Sweden, all work-related accidents must be reported to the Swedish Work Environment Authority, but retrieving data on work-related road collisions is not straightforward. Some studies have used the in-depth accident investigation database and STRADA (Swedish Traffic Accident Data Acquisition), but, again, identifying work-related collisions from these two sources is not straightforward.

In Switzerland, the Statistical Service for the Swiss National Accident Insurances, managed by the Swiss Accident Insurance Fund (Suva) gathers data on all work-related accidents (including work-related collisions) from all the insurers operating under Swiss Accident Insurance Law.

1.2.2 Reporting by employers

In 19 PIN countries, legislation obliges employers to report WRR collisions to a responsible authority (Table 2). Employer reporting helps to identify where and how risks arise, enables investigations to take place when appropriate and to show trends in WRR deaths and injuries.[13]

Employer reporting requirements differ between PIN countries. In Ireland, for example, legislation[14] exists that requires employers to report all accidents, including driving for work collisions and dangerous occurrences, to the Health and Safety Authority. In Germany, employers must report deaths and accidents, both related and not related to road traffic, that result in incapacity to work for more than three working days. This applies to all employees, including professional drivers and commuters, but there is no obligation to report third party deaths and injuries. In the UK, the employer does not have to report the majority of work-related road deaths and injuries if they occurred on a public road as this is considered the role of the police.

While employer reporting is an important source of information about WRR deaths and injuries, it has its limitations:

- Outside of easily identifiable WRR collisions, such as collisions involving buses, taxis and lorries, employers might be unaware of the reporting requirement;[15]
- When employers are aware of the reporting obligation but the definition of a WRR collision is absent or unknown to the employers, they might not identify some relevant road traffic collisions as work-related;[16]
- In cases where a collision is reported by the employer, the report will focus on the employee but might not capture information about third party deaths or injuries.[17]

Data on WRR deaths that rely only on employer reporting may substantially underestimate the true level of WRR deaths. Data reported by employers could be complemented if linked and cross-checked with other data sources, such as police reports indicating the purpose of journey. Road safety and OSH authorities should collaborate to improve WRR death data collection.

One Swedish study using data from the Swedish Transport Administration's (STA) in-depth database of fatal crashes showed that only 40% of work-related road deaths were reported by the Swedish Work Environment Authority. Moreover, this figure might be an overestimation as it was not possible to classify some of the cases appropriately in the database. The study demonstrated the challenge of collecting and reporting work-related road deaths.[18]

[13] Health and Safety Executive (2001), Reducing at-work road traffic incidents, https://tinyurl.com/svnwdu85
[14] The Safety, Health and Welfare at Work (Reporting of Accident and Dangerous Occurrences at Work) SI 370 of 2016, https://tinyurl.com/2y9e5cdd
[15] Drummond, A., Codd, M. & McQuillian, N. (2016) Fatal CRASH! Fatal collisions on the road and safety and health: Using narrative data from coroners, University College Dublin: IOSH, https://tinyurl.com/2w9hy9t6
[16] Ibid.
[17] Ibid.
[18] Kullgren et Al (2023), Fatalities in value chains – an attempt to classify road traffic crashes in accordance with the United Nations General Assembly resolution74/299 https://tinyurl.com/mr2vsfas

Table 2. Countries with or without a legal requirement for employers and the self-employed to report work-related road collisions to a relevant government body (accident reporting requirements).

Is there a legal requirement for employers and the self-employed to report to a relevant government body on work-related road collisions (accident reporting requirements)?	
YES	NO
Austria	Czechia
Belgium[a]	Hungary
Croatia	Norway
Cyprus	Poland
Estonia	Switzerland[d]
Finland[b]	United Kingdom
France	
Germany	
Greece	
Ireland	
Israel	
Italy	
Latvia[c]	
Lithuania	
Portugal	
Serbia	
Slovakia	
Spain	
Sweden	

Information not available for BG, DK, LU, MT, NL, RO and SI.
[a]BE – Employers are required by law to report work-related road collisions to the relevant government agency. However, this is not the case for self-employed workers.
[b]FI – The employer must immediately report severe occupational accidents to both the police and to the Occupational Safety and Health Division of the Regional State Administrative Agency. The notification duty is based on the Act on Occupational Safety and Health Enforcement and Cooperation on Occupational Safety and Health at Workplaces. Serious injuries must also be reported to the police, who must conduct a police investigation at the scene of the accident. The occupational accident is severe if the employee dies or if he or she suffers a permanent or severe injury.
[c]LV – Only in case of serious accidents (fatalities or serious health consequences).
[d]CH – The information will reach the relevant government bodies automatically if the police have recorded the road collision.

1.2.3 Reporting by employees

In 21 out of 27 PIN countries, employees have a legal obligation to inform their employer if they are involved in a collision while driving for work (Table 3).

Table 3. Are employees legally obliged to inform their employer if they are involved in a collision while driving for work?

Is an employee legally obliged to inform their employer if they are involved in a collision while driving for work?	
YES	NO
Austria	Cyprus
Belgium	Hungary[d]
Croatia	Netherlands
Czechia[a]	Norway
Estonia[b]	Portugal
Finland	United Kingdom
France	
Germany	
Greece	
Ireland	
Israel	
Italy	
Latvia	
Lithuania	
Luxembourg	
Poland	
Serbia	
Slovakia	
Slovenia	
Sweden	
Switzerland[c]	

Information not available for BG, DK, ES, MT and RO.
[a]CZ – Partially. When it is a work-related injury, the employee must report it (if their conditions allow them to do so).
[b]EE – It can vary depending on the company's rules. If the employee is injured in a work-related road collision, the collision is reported to the Labour Inspectorate. If it is a work-related collision but nobody is injured, the collision is not reported.
[c]CH – Partially. Employees must report the collision to their employer if they are injured (if their condition allows them to do so). They must also report the collision if it causes them to be late for work or to be unfit for work (duty of loyalty and information), or if a company vehicle is involved and insurance is affected (even if they are not injured).
[d]HU – Only if it is a company vehicle.

1.2.4 Alternative data sources

Additional data sources of WRR deaths and injuries can include workers' insurance compensation data and labour force surveys as well as coroners' files and hospital in-patient treatment admission records which are additional sources to police reports for all road deaths. On the whole, information from different data sources is fragmented, data linkages between them are largely limited or absent and some of the data are not collected in a centralised way.[19] Moreover, much of the WRR death and injury data recorded by the information sources mentioned above are used for insurance compensation, hospital administration and other purposes, but not for WRRS improvements.[20]

Under the framework of Regulation 1338/2008/EC on public health and safety at work, EU Member States have an obligation to report national labour force survey (LFS) results to Eurostat.[21] The LFS provides information on the proportion of employees involved in road traffic collisions which resulted in fewer than

[19] Murray W. et. al. (2008), Sources of data on occupational road safety: an international review, https://tinyurl.com/5euraxu4
[20] Ibid.
[21] More information on the Labour force survey: https://tinyurl.com/wuwxxhsu

four days of absence from work. The results of the LFS can provide some information on the number of workdays lost due to WRR collisions. From a road safety perspective, the LFS has one major limitation, that it does not capture information on serious WRR injuries that resulted in four or more days of absence from work.

1.3 BUILDING A CLEAR PICTURE OF THE LEVEL OF WORK-RELATED ROAD (WRR) DEATHS

Regular and complete data collection is essential to help decision makers identify areas for priority actions and to evaluate the results of policy interventions. However, basic data collected on the total number of people killed in WRR collisions in the majority of the PIN countries are scarce, limited, incomplete or unavailable.

According to Eurostat data, based on the European Statistics of Accidents at Work (ESAW) definition, around 2,922 work-related deaths occurred in the EU on average each year over the period 2020-2022. Around 43% of these work-related deaths happened in transport, including road, rail, water and aviation. It is important to take into account that the number of work-related road deaths that happened in transport might have been affected by the travel restriction in place during the COVID-19 pandemic. One of the limitations of the Eurostat data is that there is no number of work-related transport deaths that occurred only on the road.

In a 2019 study using data from the Swedish Transport Administration's (STA) in-depth database of fatal collisions, it was found that almost half of the road deaths in the road transport system were somehow related to work (the road user killed or the other party was either working or commuting). However, it was also found that the police did not investigate any of the road deaths as work-related deaths.[22]

Of all the PIN countries asked to provide data for this report 17 were able to provide data on the total number of WRR deaths (Austria, Belgium, Cyprus, Czechia, Germany, Estonia, Greece, Finland, France, Hungary, Ireland, Italy, Poland, Sweden, Slovakia, Serbia and Switzerland) (Table 4). However, any comparison between countries is not possible due to varying definitions, data sources, data collection methods, completion and accuracy rates. Uniform standards to facilitate data sharing within a country and between countries are lacking.

Data on the number of WRR deaths and data on the number of all road deaths used in Table 4 come from different sources. While overall road death data are collected by the police, the WRR death data in almost all countries are supplied by OSH authorities. Switzerland provided the numbers of work-related road deaths based on police records, but a varying level of under-reporting and accuracy of the purpose of the journey exist in these records. Therefore, the number of work-related road deaths as a proportion of all road deaths is a rough estimate for all countries listed in Table 4.

The number of WRR deaths as a proportion of all road deaths hasn't changed significantly since 2017 when these data were last collected by the PIN programme. There has been a small decrease in Germany and Estonia (from 12% to 10% and from 5% to 4% respectively), a small increase in Ireland and Italy (from 23% to 29% and from 11% to 16% respectively) and a stagnation in Greece. These numbers are unlikely to be statistically significant, also due to the probable underestimation of the proportion of WRR deaths.

[22] Kullgren et Al (2023), Fatalities in value chains – an attempt to classify road traffic crashes in accordance with the United Nations General Assembly resolution 74/299 https://tinyurl.com/mr2vsfas

Table 4. Recorded work-related road (WRR) deaths as a proportion of all road deaths, average years 2022-2024 or last three years available.

	Average number of recorded WRR deaths in 2022-2024 or the last three years available	Average number of road deaths in 2022-2024 or the last three years available	WRR deaths as a proportion (%) of all road deaths in 2022-2024 or the last three years available
AT[a]	55	374	15%
BE[b]	41	519	8%
CY	3	37	8%
CZ	57	508	11%
DE[b]	283	2,723	10%
EE	3	59	4%
EL[b]	34	639	5%
FI[c]	16	186	9%
FR[d]	1,360	3,209	42%
HU[e]	9	502	2%
IE[f]	48	168	29%
IT[b]	472	3,024	16%
PL[g]	67	1,895	4%
SE[b][c]	87	222	39%
SK	11	258	4%
CH	25	242	10%
RS	39	523	8%

[a]AT – The numbers of WRR deaths are related to the year of recognition, which is not necessarily identical to the year of the crash.
[b]2021-2023
[c]FI and SE – Data based on in-depth studies.
[d]FR – In France, work-related road collisions account for 36% of all road collisions when the motive for mobility is known. This percentage is estimated at 42% when unknown motives for mobility are taken into account.
[e]HU – Data for Hungary include only professional drivers who died while working. Commuters and third parties are not included.
[f]IE – Deaths in a collision where at least one driver involved was 'driving for work'.
[g]PL – Assuming all LGV, HGV and bus drivers are at work while driving those vehicles.

1.4 WRR DEATHS BY ROAD USER GROUP

Austria, Czechia, Finland, Ireland, Italy, Serbia and Switzerland were able to provide data on the number of WRR deaths by road user group. Data from Czechia, Italy and Serbia are excluded from Figure 2 and data from Ireland and Italy are excluded from Figure 3 because the data series are incomplete. It needs to be borne in mind that, on the whole, numbers are small and the proportions may vary substantially. It is also important to note that data on the distance travelled by mode of transport were not available.

1.4.1 Work-related road (WRR) deaths in collisions involving professional drivers[23] by road user group

Figure 2 shows the proportion, by road user group, of professional driver deaths in work-related collisions involving professional drivers in Austria, Finland, Ireland and Switzerland. Data for France represent road deaths where a person on a professional mission was involved. Third-party deaths are included for Finland, Ireland and France.

It can be assumed that the largest proportion of professional drivers are Heavy Goods Vehicle (HGV), bus and van (<3.5 tonnes) drivers. In Austria, HGV, bus and van occupants represent 64% of road deaths involving a professional driver. In Ireland, HGV, bus and van (<2 tonnes[24])

[23] A driver, employee or self-employed person, whose profession involves routinely driving commercial or passenger vehicles.
[24] The definition of LGV in Ireland differs from the CARE definition.

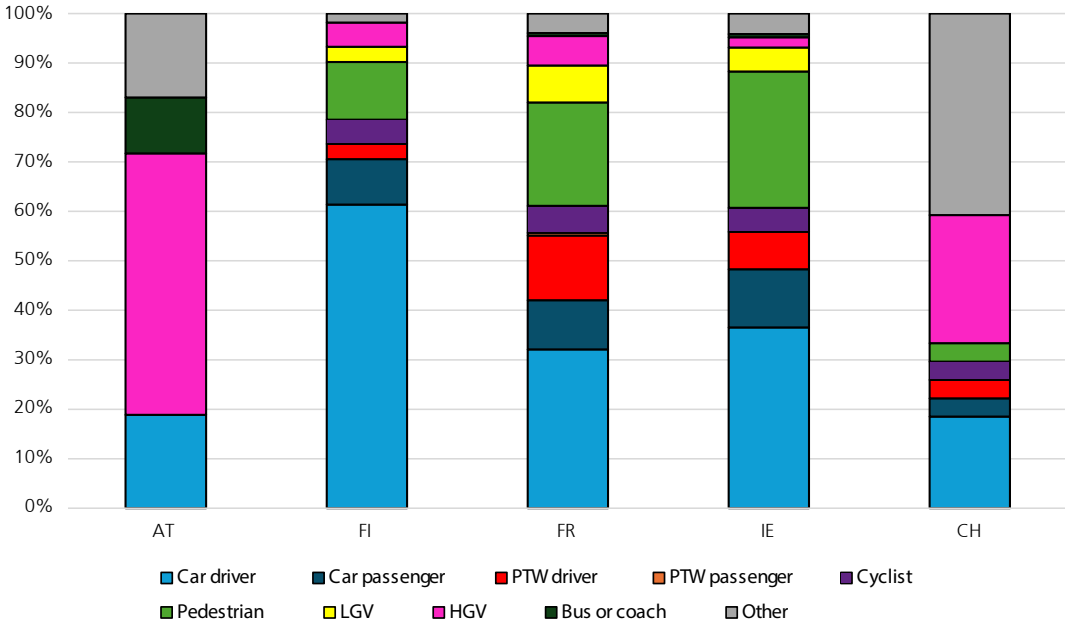
occupants represent a relatively small proportion of road deaths in collisions involving professional drivers, representing 8% of road deaths. In Finland, HGV, bus and van occupants represent 8% of work-related collisions involving a professional driver. In Switzerland the proportion is 26%. In France, HGV, bus and van occupants represent 14% of work-related collisions where a person on a professional mission was involved (Fig.1). Given that in Ireland only a small proportion of those killed in such collisions are HGVs and LGVs drivers and a far larger proportion are pedestrians, it can be presumed that the majority of those killed in such collisions are the third party.

In Ireland[25] and Finland the largest proportion of those killed in work-related collisions involving professional drivers are car occupants (48% and 71% respectively). In Switzerland, the proportion of car occupant deaths is 22% and in Austria it is 19%. In France the proportion of car occupant deaths in work-related collisions where a person on a professional mission was involved is 42%.

Pedestrians account for 28% of all road deaths in work-related collisions involving professional drivers in Ireland compared to 12% in Finland and 4% in Switzerland. In France, the proportion of pedestrians killed is 21%. Cyclists represent 5% of all road deaths in work-related collisions involving professional drivers in Ireland, 5% in Finland and 4% in Switzerland. The proportion of cyclists killed in France in a collision where a person on a professional mission was involved is 5%.

In Ireland 8% of those killed in work-related collisions involving professional drivers are powered two-wheeler (PTW) riders. In Switzerland the proportion of PTW deaths is 4% and in Finland it is 3%. The proportion in France is 14%.

Figure 2. Proportion (%) by road user group of professional driver deaths in collisions involving professional drivers



[25] Ireland does not include commuting in its definition of a work-related road death.

1.4.2 WRR deaths in collisions involving professional travellers[26] by road user group

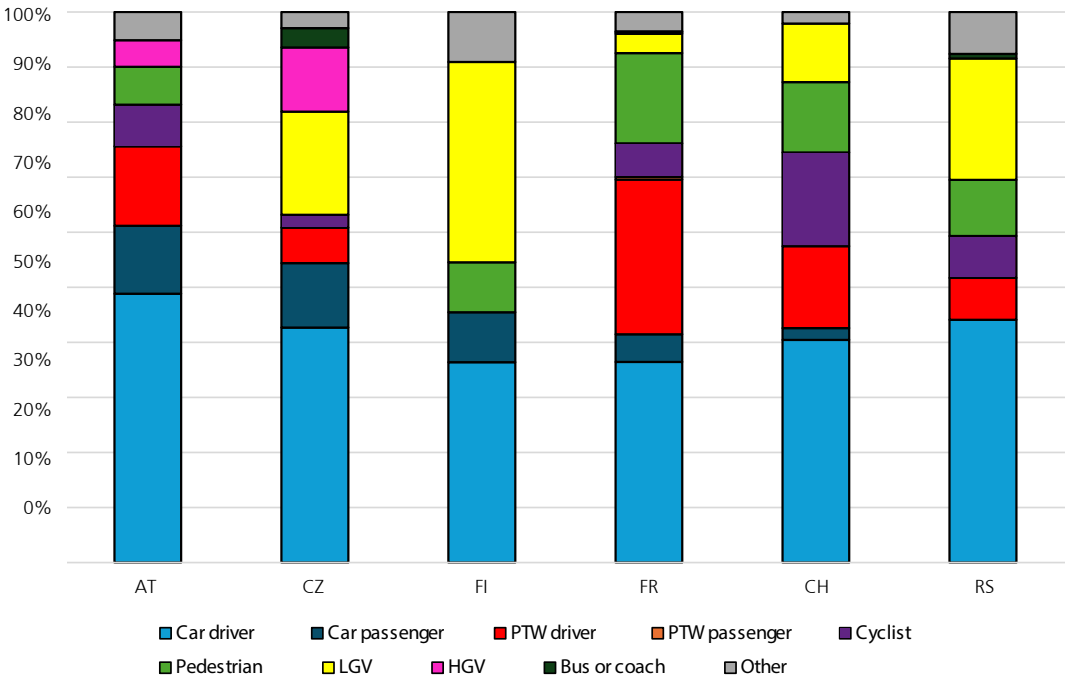
Figure 3 shows the proportion, by road user group, of professional traveller deaths in work-related collisions involving professional travellers. Data for France represent road deaths where a person commuting was involved. Third-party deaths are included for Finland and France.

In Austria, 61% of all road users killed in work-related collisions involving professional travellers are car occupants. This proportion is 54% in Czechia, 52% in Finland, 43% in Switzerland and 44% in Serbia. In France, 41% of all road deaths where a person commuting was involved are car occupants.

In Switzerland, 45% of road users killed in work-related collisions involving professional travellers are vulnerable road users. This proportion is 29% in Austria, 25% in Serbia and 9% in Czechia and Finland. In France, 51% of all road deaths where a person commuting was involved are vulnerable road users.

The proportion of HGV, van (<3.5 tonnes) and bus occupants killed in work-related collisions involving professional travellers is 36% in Finland, 34% in Czechia, 11% in Switzerland, 23% in Serbia and 5% in Austria. In France, the proportion of HGV, van and bus occupants killed in collisions where a person commuting was involved is 4%.

Figure 3. Proportion (%) by road user group of professional traveller deaths in work-related collisions involving professional travellers.



[26] Persons whose profession does not rely on having any other licence than a B licence (car).

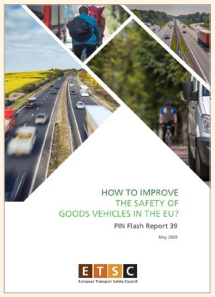
VANS AND LIGHT AND HEAVY GOODS VEHICLES

The safety of vans[27] and light and heavy goods vehicles is not addressed specifically in this report. A PIN Flash on the safety of goods vehicles published in 2020 examined the safety of these vehicles in detail.

With the rise in e-commerce and role that vans play in delivering parcels, the safety of these vehicles must be considered in discussions around work-related road safety. According to research carried out in 2020 by PACTS in the UK, per mile travelled, vans and light goods vehicles are involved in more deaths of other road users than any other vehicle type.[28]

Vans are not subject to the same regulations on driver and working hours as Heavy Goods Vehicles (HGV), although those over 2.5t that are involved in international transport are now subject to driving hours and rest periods as well as tachograph legislation.

EU HGV regulations require operators to be licensed and drivers are required to obtain Certificates of Professional Competence (CPC), which must be regularly updated. Light goods vehicle (LGV) fleets are able to operate with lower standards. More can and should be done to improve the safety of LGV fleets to bring them into line with the rest of the freight and passenger transport sector.



www.etsc.eu/pinflash39

1.5 ESTIMATED VALUE OF PREVENTION OF WRR COLLISIONS

Putting a monetary value on the prevention of loss of human life and limb can be debated on ethical grounds. However, doing so makes it possible to assess objectively the economic costs and the benefits of road safety measures and helps to make the most effective use of generally limited resources.[29]

There are convincing economic arguments for improving work-related road safety. A number of ways to estimate the costs of WRR collisions exist, including healthcare costs, disability benefits, net production loss, willingness-to-pay indicators, material damage caused to organisations and others.

ITALY
INAIL'S CO&SI SOFTWARE: QUANTIFYING SAFETY AS AN INVESTMENT[30]

The Co&Si (Costs and Safety) software, developed by INAIL (Italy's national institute for insurance against accidents at work), aims to demonstrate that workplace accident prevention is an investment rather than just a cost. It helps businesses, particularly small and medium-sized enterprises (SMEs), quantify the economic returns of investing in health and safety.

The Co&Si software helps employers determine both the costs incurred from workplace accidents and the expenses associated with implementing prevention and protection measures. It uses customised parameters from the INAIL database, combined with specific data provided by the company, to generate a comprehensive economic estimate.

[27] Light Goods Vehicle weighing less than 3.5t.
[28] PACTS (2020), What kills most on the roads? New analysis for the new transport agenda https://tinyurl.com/2nsrjh58
[29] 19th PIN Report, Ranking EU progress on road safety (2025), www.etsc.eu/pin19
[30] INAIL, Co&Si: costi e sicurezza https://tinyurl.com/4338sw7c

GERMANY
WORKPLACE ACCIDENT STATISTICS

Every year the German Social Accident Insurance (DGUV) publishes a report on occupational accidents, commuting accidents, occupational diseases, rehabilitation, and new pensions paid out following occupational accidents. The data are used for monitoring trends, prevention, and informing the public and expert stakeholders. They are also an important element of the national road safety work of the German Road Safety Council in the area of 'the road as a workplace', supporting prevention projects, public communication and policy dialogue at different levels. The report also examines in more detail certain topics and accident scenarios such as falls, incidents involving tools and machinery, accidents in logistics, accidents involving hazardous substances and chemical exposure, and accidents related to violence.

The 2023 report[31] showed a slight decline in workplace accidents and deaths and a rise in commuting accidents but fewer commuting deaths. Occupational categories with the highest risk include construction, transport/ logistics, and mechanical trades.

1.6 PREVENTION MEASURES DERIVED FROM DATA ANALYSIS

GERMANY
PREVENTIVE APPROACHES BY INSPECTORS

A report[32] by the German Social Accident Insurance (DGUV) analysed severe workplace accidents in retail and logistics, particularly those leading to long-term disability.

The report found that in 2021, out of approximately 1,700 claims registered with insurers, approximately 1,300 were for work-related accidents and almost 400 were related to commuting accidents. A further investigation into 1,053 work-related accidents which resulted in insurance claims, and which occurred between July 2017 and July 2018, found that around 6% of these accidents were typical road traffic collisions involving motor vehicles and bicycles or pedestrians and other vehicles.

That having been said, a study of fatal work accidents using data from 2012-2019, found that over 40% of these fatal work accidents were road traffic collisions.

Based on the findings of the report, the authors recommend improving road safety through the use of driver assistance systems in vehicles, through improved organisational frameworks for reduced distraction while driving, and through creating an organisational awareness of road safety.

IRELAND
DATA ANALYSIS TO SHAPE ROAD SAFETY STRATEGIES

In 2016, University College Dublin submitted a report to the IOSH research committee on 'fatal collisions on the road and health and safety'.[33] The report, which was based on data from coronial road traffic fatality files in the Republic of Ireland between 2008 and 2011, found that 23% of road deaths were work-related road deaths. The findings of the report have helped shape Ireland's approach to work-related road safety since 2016, in particular, through the inclusion of a 'safe work-related road use' pillar in the 2020 Road Safety Strategy.

On the other hand, an analysis of fatal work-related incidents in Ireland between 2010 and 2019 found that 44% of all reported work-related fatal incidents involved vehicles. Of these 217 deaths, 183 (84 %) were workers and 34 were non-workers (e.g. pedestrians or bystanders).[34]

[31] DGUV (2023), Statistics: Work-related accidents (in German) https://tinyurl.com/yeyu27k9
[32] DGUV (2022), Serious accidents at work in retail and goods logistics (in German) https://tinyurl.com/2a2vftt3
[33] IOSH (2016), Fatal collisions on the road and safety and health https://tinyurl.com/32273k7b
[34] HSA (2021), A review of work-related deaths involving vehicles in Ireland https://tinyurl.com/5n86edwv

FRANCE
ROAD SAFETY IS A PRIORITY FOR FRANCE'S 4TH HEALTH AT WORK PLAN

The French Road Safety Observatory estimates that 1,349 people were killed in France in 2024 in collisions where at least one individual was on a work-related trip. Specifically, 142 people were killed while travelling for work and 407 people were killed while commuting. The remaining 800 work-related road deaths were people that were killed in a collision where at least one individual was either commuting or travelling for work, while not on a work-related trip themselves.

Addressing work-related road safety is a priority for France's 4th Health at Work Plan 2021-2025.[35] Measures outlined in the plan to specifically address work-related road safety include information campaigns and digital tools to help companies assess road risk. These measures should help companies to be ready for new initiatives introduced by the 2019 Mobility Act.

[35] Ministère du Travail, de l'Emploi et de l'Insertion, 4e Plan Santé au Travail 2021-2025, https://tinyurl.com/yc4535yr

RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- Adopt a national definition of a work-related road (WRR) collision within the road safety field that covers road deaths and serious injuries among professional road users and workers on the road, commuters, third parties and covers all road user groups; allow for a breakdown of deaths and serious injuries involving professional road users and workers on the road, commuters and third parties.
- Introduce a field indicating the 'purpose of the journey' in police collision reports for all persons involved which is applicable to all road user group deaths and injuries, including pedestrians and cyclists.
- Achieve accuracy and high completion rates of the 'purpose of the journey' field in police reports.
- Collect and analyse comprehensive data on the number of WRR deaths and serious injuries on an annual basis to establish a profile on work-related road collisions, their victims and causes. Use the data from WRR collisions profile to target and shape risk prevention interventions at national and EU level.
- Address work-related road safety in national road safety strategies by introducing measures to reduce work-related road deaths and serious injuries that cover all driving for work within and beyond the road freight transport sector.
- Create a data linkage system for coroner reports, Occupational Safety and Health (OSH) and road safety authorities to capture the real scope of work-related road deaths.
- Institutionalise collaboration between road safety and OSH authorities for improved work-related road death and injury data collection and improved policy addressing work-related road safety.
- Inform employers of the legal requirements related to WRR death and injury reporting.

RECOMMENDATIONS TO THE EU

- Adopt a standardised EU definition of a work-related road (WRR) collision within the road safety field that covers road deaths and serious injuries among professional road users and workers on the road, commuters, third parties and covers all road user groups; allow for a breakdown of deaths and serious injuries involving professional road users and workers on the road, commuters and third parties.
- Extend the CaDaS definition on the reporting of the purpose of journey to cover all road user groups, including pedestrians and cyclists; encourage EU Member States to apply the CaDaS definition when collecting purpose of journey data.
- Encourage Member States to report data on work-related road deaths and serious injuries to the European Commission's CARE database.
- Encourage Member States to report data to Eurostat and improve Eurostat WRR death data reporting requirements to enable the breakdown of the number of WRR deaths that occur in different modes of transport.

PART II

THE NATIONAL AND EUROPEAN LEGAL FRAMEWORK FOR WORK-RELATED ROAD SAFETY

02

For the EU 27 Member States, the European Commission's Strategic Framework on Health and Safety at Work 2021-2027[36] sets out the key priorities and actions for improving workers' health and safety and addressing rapid changes in the economy, demography and work patterns. One of the framework's three strategic priorities is, 'improving the prevention of work-related accidents and diseases, and striving towards a Vision Zero approach to work-related deaths'.

EU Directive 89/391/EEC on Occupational Safety and Health is the EU health and safety at work framework directive. It introduced measures to encourage improvements in the health and safety of workers while at work. Directive 2022/2561 on the initial qualification and periodic training of drivers of professional drivers also plays an important role in ensuring the health and safety of professional drivers. Other pieces of EU legislation address various aspects of work-related road safety. Details of this legislation can be found in the EU OSHA guide on work-related vehicle safety.[37]

THE EUROPEAN LABOUR AUTHORITY'S FRAMEWORK FOR ACTION ON ROAD TRANSPORT

The European Labour Authority (ELA)[38] was founded in 2017. It aims to ensure fair and effective labour mobility across the EU, including for drivers in the international road transport sector.

The ELA's Framework for Action on Road Transport[39] was published in 2022. Actions coordinated by the ELA in the international road transport sector include:

- coordinating and supporting cross-border roadside and premises checks with targeted joint and concerted inspections
- promoting a common understanding of the legislation[40] introduced by the Mobility Package and the exchange of practices between the competent national authorities
- strengthening cooperation and exchange of information between Member States authorities
- training sessions for national authorities and transport operators on using the road transport declaration portal
- peer review of national websites that contain information about the posting of drivers
- road transport onsite events ('roadshows') in Member States to inform drivers and transport operators about their rights and obligations
- dedicated communication activities to inform and raise awareness of the rights and obligations related to road transport.

The ELA coordinates an annual campaign on road transport with EU Member States, social partners, and relevant enforcement organisations to ensure information about the applicable legislation effectively reaches cross-border workers and operators.

[36] EU (2021), Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions EU strategic framework on health and safety at work 2021-2027 Occupational safety and health in a changing world of work, https://tinyurl.com/3ec4j4dt
[37] https://eguides.osha.europa.eu/vehicle-safety/
[38] https://www.ela.europa.eu/en
[39] ELA (2022), ELA framework for Action on Road Transport, https://tinyurl.com/mrx5c3tr
[40] https://tinyurl.com/cvjkh5f5

2.1 THE EU DIRECTIVE 89/391/EEC ON OCCUPATIONAL SAFETY AND HEALTH

Duty of care, Occupational Safety and Health (OSH) and road safety compliance are legal necessities in all EU Member States, and employers must take them into consideration. The most important piece of legislation in the EU addressing OSH is Directive 89/391/EEC on occupational safety and health.[41] The Directive lays down general principles concerning prevention, assessment and elimination of risks and accident factors, protection of safety and health, access to information, consultation and balanced participation and training of workers and their representatives.[42] The Directive requires every employer in the EU to undertake a work-related risk assessment according to the principles of prevention.[43] Even though WRRS is not specifically mentioned in the Directive, it is a part of all the work-related risks that employees face and create for others. Therefore, it ought to be covered in employer risk assessments, but in practice this might not always be the case.

The EU OSHA[44] suggests that an assessment of road traffic risks carried out by employers as part of their responsibilities under the OSH Directive could consider the following:

- an inventory of all work-related road journeys;
- analysis of road journeys (planning, organisation);
- identifying workers exposed to road traffic risks;
- analysis of the purpose and characteristics of journeys;
- analysis of road collisions;
- defining an appropriate prevention strategy.

The European Commission's VeSafe[45] website is a guide to managing work-related vehicle risks, with a specific focus on workplace transport, driving for work, and working on or near a road. The website also includes good practice examples.

A risk assessment should also consider whether the existing measures to mitigate risks are adequate. For instance, could alternatives to driving be proposed, such as taking public transport or organising online meetings to avoid the need to travel?

Micro and small businesses can receive help with their risk assessment, through the EU OSHA OIRA tool[46] which offers a step-by-step approach - from identifying workplace risks, to implementing preventive actions, and finally monitoring and reporting.

IRELAND
DRIVING FOR WORK RISK MANAGEMENT GUIDANCE FOR EMPLOYERS

In Ireland, the Health and Safety Authority (HSA) and Road Safety Authority (RSA) have developed several resources for employers to help them understand and manage their legal obligations around driving for work risk management including a Driving for Work eLearning course[47] and newly published guidance for employers.[48] In addition, the HSA have developed an online risk assessment tool specifically to assist small businesses develop driving for work risk control.[49]

[41] Council Directive 89/391/EEC of 12 June 1989 on the introduction of measures to encourage improvements in the safety and health of workers at work https://tinyurl.com/mtxct8wf
[42] European Agency for Safety and Health at Work, Directive 89/391/EEC, https://tinyurl.com/769bfzds
[43] ETSC, PRAISE (2015), Reducing road risk at work through procurement, https://tinyurl.com/yck8cyyc
[44] https://tinyurl.com/2883ypft
[45] https://tinyurl.com/4j59er9p
[46] https://oira.osha.europa.eu/en
[47] https://tinyurl.com/mwyuub8e
[48] HSA (2025), Driving for Work: Risk Management Guidance for Employers, https://tinyurl.com/4ndezj6z
[49] https://besmart.ie/

2.2 NATIONAL GUIDANCE ON IMPLEMENTATION OF THE PRINCIPLES OF THE EU DIRECTIVE 89/391/EEC IN ADDRESSING WORK-RELATED ROAD SAFETY (WRRS)

13 PIN countries reported that guidance is provided to employers and employees who drive for work to ensure that EU Directive 89/391/EEC is implemented in relation to work-related road safety. Six PIN countries reported that there is no guidance. In four PIN countries only partial guidance is provided. (Table 5)

In Spain for instance, there is a 'Guide for performance of the Labour Inspectorate in matters of road safety in companies' and another 'Methodological guide: Road safety plan in a company'.

In Estonia, the Labour Inspectorate produces and shares drivers' working and resting time guidance and notes to employers.

In Sweden, the Swedish Work Environment Authority provides guidance by answering questions and providing information and regulations.

In the UK, the Health and Safety Executive provides factsheets on safe driving at work.

In France, the 4th Plan of Health at Work includes measures to address work-related road safety. In addition, the national institute for the prevention of accidents at work in France (INRS) has published a factsheet describing work-related road risk and how it can be mitigated. It suggests, for instance, developing a 'communication protocol' which forbids the use of a mobile phone while driving, even while hands-free, or telling suppliers that your employees will not respond to calls while they are driving. Other actions, such as encouraging the use of public transport and avoiding the need to drive by encouraging teleworking, are also suggested.[50]

Table 5. Does the government provide guidance to employers and employees who drive for work to enable them to implement the requirements of EU Directive 89/391/EEC?

Does the government provide guidance to employers and employees who drive for work to enable them to implement the requirements of the EU Directive 89/391/EEC?		
YES	NO	PARTIALLY
Cyprus	Czechia	Belgium
Estonia	Greece	Croatia
Finland	Hungary	Italy
France	Israel	Serbia
Germany[(a)]	Slovakia	
Ireland	Slovenia	
Lithuania		
Norway		
Portugal		
Spain		
Sweden		
Switzerland[(b)]		
United Kingdom		

Information not available for AT, BG, DK, LU, LV, MT, NL, PL and RO.
[(a)]DE – Not the government, but the German Social Accident Insurance (DGUV) with its organisations and the German Road Safety Council as a partner of the German Social Accident Insurance.
[(b)]CH – Not the government, but organisations such as Swiss Accident Insurance Fund (SUVA) and Swiss Council for Accident Prevention (BFU) provide information on the prevention of occupational and non-occupational accidents.

[50] INSR (2025), Road risk - Commuting to work (in French), https://tinyurl.com/5xnuzrav

UK
DRIVING FOR BETTER BUSINESS

Driving for Better Business[51] is a programme managed by National Highways and delivered in partnership with RoadSafe. The programme aims to help organisations reduce work-related road risk, protecting staff who drive or ride for work, and others with whom they share the road.

Through online tools and resources, such as videos, factsheets and online learning courses, the programme helps businesses to evaluate their practices, strengthen their safety culture, enhance performance and demonstrate leadership in the management of work-related road risk.

One tool, the Driving for Better Business Policy Builder, provides a template for employers to follow to ensure they are meeting all legal and compliance standards.

2.3 THE ISO INTERNATIONAL STANDARD 'ROAD TRAFFIC SAFETY MANAGEMENT SYSTEM'

The ISO 39001 standard provides guidance to public and private organisations of all types and sizes on the state-of-the-art requirements for work-related road safety management. ISO management systems are based on the Plan-Do-Check-Act methodology, which is a cyclical stepwise approach and requires strong leadership and commitment from senior management.[52] The aim of the ISO 39001 standard is to assist organisations in integrating WRRS as a core objective into their management system.[53]

The requirements of ISO 39001 include development and implementation of a road traffic safety (RTS) policy, development of RTS objectives and action plans and information about elements and criteria which can be controlled and influenced by the employer.[54]

2.4 EMPLOYER RESPONSIBILITIES ON WRRS

There are always risks associated with work-related road use and exposure to risks in the road environment as a working driver, rider, passenger or pedestrian. Even though the risks cannot be completely controlled, an employer has a responsibility to take all reasonable steps to manage the risks that those driving for work face themselves and create for others when they use the roads for work. Employers have to undertake reasonably practicable measures to protect those driving for work from harm in the same way as they would in any other place of work. Professional road users themselves also have a responsibility to use the roads safely, in compliance with traffic laws and safety procedures laid down by the employer.

Safe fleet management can play an important role in protecting those driving for work. Employers need to make sure that any vehicle being used for their company or organisation is fit for purpose and well maintained. Both national and European law require the owners of motor vehicles to keep their vehicles in a roadworthy condition. However, not all vehicle owners do so, and roadworthiness testing exists so that a vehicle's original safety performance is retained in service.

Managing risks associated with driving for work and working on or near the road is a shared responsibility between the employer and employee under EU occupational health and safety law.

Furthermore, businesses can also take responsibility for road safety throughout their value chains, via procurement, for instance. The Stockholm Declaration, agreed in 2020, calls '*upon businesses and industries of all sizes and sectors to contribute to the attainment of the road safety related SDGs by applying safe system principles to their entire value chain including internal practices throughout their procurement, production and distribution process, and to include reporting of safety performance in their sustainability reports*'.[55]

---

[51] https://www.drivingforbetterbusiness.com/
[52] ETSC, PRAISE (2014), The business case for managing road risk at work, https://tinyurl.com/6kd58ywe
[53] ISO 39001 (2012), Road traffic safety (RTS) management systems — Requirements with guidance for use, https://tinyurl.com/574z7pd6
[54] Ibid.
[55] Stockholm Declaration, Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 Stockholm, 19–20 February 2020 https://tinyurl.com/28a27thz

Five years later, the Marrakech Declaration[56] encourages, '*businesses and industries to include specific attention to road safety in the systematic management of their work environment as required by occupational health and safety law as well as to monitor and report on the road safety impact of operations throughout their value chain using appropriate reporting systems*'. A document, 'Saving Lives Beyond 2025: Taking Further Steps' prepared by the academic expert group (AEG-group) ahead of the Fourth Ministerial Conference on Road Safety includes recommendations for actions that have the potential to leverage the far-reaching value chains of companies and organisations to reduce road deaths and serious injuries.[57]

Since the Stockholm Declaration, the EU's Corporate Sustainability Reporting Directive (CSRD), published in 2023, mandates increased sustainability reporting for many companies, including details on social and environmental impacts. Driver safety is considered under the social disclosures, specifically within the European Sustainability Reporting Standards (ESRS) relating to the workforce and value chain. Companies will therefore need to report on their management of driver safety, including policies, risk identification, and mitigation strategies.[58]

SPAIN
GUIDE TO INCORPORATING ROAD SAFETY INTO CORPORATE SOCIAL RESPONSIBILITY (CSR)[59]

Spain's Directorate General for Traffic (DGT) has published a guide to incorporating road safety into CSR. The guide aims to help reduce deaths and injuries in work-related road collisions (whether during commuting or travelling for work) by promoting the active prevention of such incidents across companies of all sizes and sectors. It encourages organisations to treat road safety as a core business value and to integrate it into their CSR strategies.

The document is designed as a practical reference tool for companies seeking to embed road safety within CSR frameworks. It is structured in two parts:

- An introductory section explaining the concept of CSR and its implications for businesses.
- A practical section outlining specific measures that companies can implement to improve road safety, demonstrating how these initiatives contribute to CSR. Some of the measures suggested include:
  - Financial contributions to funding for research;
  - Conducting a realistic analysis of the actual costs that traffic collisions and their tragic consequences can have on the activity of the company and thus be able to propose projects and campaigns to show that road safety boosts profits;
  - Fostering employee participation in corporate volunteer road safety programmes;
  - Prioritising the choice and selection of goods and services with the highest levels of active and passive safety;
  - Offer employees specific road safety training;
  - Supporting road safety awareness campaigns.

The Guide also includes practical examples drawn from nearly 30 companies that have incorporated work-related road safety actions into their CSR strategies.

[56] Marrakech Declaration - Fourth Ministerial Conference on Road Safety: One World, One Road, Commit to Life Marrakech, 18-20 February 2025 https://tinyurl.com/cwvv6w5t
[57] Saving Lives Beyond 2025: Taking Further Steps – Recommendations of the Academic Expert Group for the 4th Global Ministerial Conference on Road Safety https://tinyurl.com/yavnus68
[58] EU Corporate Sustainability Reporting Directive (2022) https://tinyurl.com/2ffac879
[59] DGT (2025) Guidance on incorporating road safety into Corporate Social Responsibility (CSR) https://tinyurl.com/2s3fyr6d

SWEDEN
GUIDE FOR EMPLOYERS TO INCORPORATE TRAFFIC SAFETY INTO THEIR WORK

In Sweden, almost half of all fatal collisions are work-related, meaning they happened at work or on the way to or from work. The Swedish Transport Administration has developed a guide[60] for employers explaining how and why to incorporate traffic safety into their work. The guide covers three themes: business travel, freight transport and passenger transport and for each theme there are two guidelines – one aimed at employers or contractors, and one aimed at procurers and clients. Some examples of what businesses can do include:

- Understand that road safety is an element of occupational safety and health legislation and therefore part of the employer's responsibility;
- Ensure and plan for traffic-safe and stress-free working conditions;
- Demand that vehicles bought, leased or rented have Euro NCAP 5 star ratings and have an alcohol interlock;
- Demand speed compliance from employees and clients.

2.5 EU PUBLIC PROCUREMENT LEGISLATION

Procurement can work to integrate specific requirements into procedures to reduce road risk and the EU's public procurement legislation (Directive 2014/24/EU[61]) could contribute to improving road safety.

The EU's Road Safety Policy Framework 2021-2030 included plans to look at how safety considerations can be made more prominent in EU public procurement legislation.[62] It cited the possibility of financially assisting initiatives for fleet safety upgrades in the context of the 'Safer Transport Platform'. The Framework is currently undergoing an evaluation with a report due in 2025 on how it has been implemented to date.

Furthermore, EU Directive 2004/17/EC adopted criteria for green public procurement, with the aim of creating or enlarging markets for environmentally friendly products and services. Green public procurement can be a major driver for innovation, providing industry with real incentives for developing green products and services – particularly in sectors where public purchasers represent a large share of the market (e.g. construction, health services, or public transport). If this legislation were to be updated to include safety, it would result in road safety improvements and innovation in safety technologies and vehicle standards.

The 2014 revision of the EU public procurement legislation (Directive 2014/24/EU) allowed national governments and authorities, or other organisations, to set up labels such as the 'eco-label' linked to meeting certain environmental criteria. These labels can then also be used within the public procurement context. The 2014 revision also aimed to contribute to the implementation of environmental, social inclusion and innovation policies. Public procurement guidelines now include a cross-cutting 'social clause' whereby Member States and public authorities must ensure compliance with the obligations established in EU law. The legislation has also added the possibility to exclude contactors due to non-compliance with the cross-cutting clause. This was a welcome addition as it can prevent, for example, low-paid transport operations from being granted a contract.

An ETSC report 'Reducing Road Risk at Work through Procurement' gives an overview of procurement in the public and private domain in Europe and looks at how procurement specialists can integrate specific requirements into their procedures that could reduce road risk.[63]

In line with the principles of work-related road safety management, reducing road risk through procurement should be carried out within the framework of establishing the business case and focusing on the management of the driver, vehicle and journey, as well as ensuring deep-rooted management engagement across organisations.

[60] How to ensure traffic safety in your business (in Swedish) https://tinyurl.com/4dr7xsef
[61] EU Directive on Public Procurement (2014) https://tinyurl.com/3wjy72uk
[62] European Commission 2019 EU Road Safety Policy Framework 2021-2030 https://tinyurl.com/mvek6k2s
[63] ETSC, PRAISE (2015), Reducing road risk at work through procurement, https://tinyurl.com/yck8cyyc

FIA ROAD SAFETY INDEX[64]

The FIA Foundation Road Safety Index is a methodology that organisations and companies of any size and in all parts of the world can use to assess their road safety performance throughout their value chain. The index intends to stimulate organisations to improve road safety through continuous improvement and benchmarking of their own performance.

By using the Road Safety Index tool, companies can:

- measure their road safety footprint — offering a clear, data-driven metric for tracking progress and setting measurable goals;
- demonstrate strong safety commitment through an internationally recognised rating;
- inform and build trust with stakeholders, including citizens, investors, and policy makers.

2.5.1 Legal responsibility of an employer in case of a WRR collision

16 PIN countries (AT, CH, CY, CZ, EE, EL, ES, FI, HR, IE, IL, LT, PL, SE, SI, UK) report that employers in their country could be held legally responsible if an employee is involved in a work-related road collision (according to the national definition). In Hungary and Norway employers cannot be held responsible. In Germany, Italy and the Republic of Serbia there are occasions where employers could be responsible, but it is not always the case.

There can be situations where employers could be held legally responsible for a road traffic collision involving professional road users, such as when management failure played a part in a collision. For example, if an employer sets timetables or schedules that are so tight the professional road user has to break the legal speed limit or resting time regulations to meet them. Other cases can include professional road users driving without an appropriate driving licence with the approval of the employer, failing to install recording equipment where appropriate and an employer's failure to inspect a vehicle's roadworthiness.

THE NETHERLANDS MONOZAKELIJK

In the Netherlands, 'Monozakelijk'[65] is an initiative which encourages businesses to improve the road safety (and sustainable mobility) of their employees. 'Monozakelijk' is a one-stop shop for training, advice, resources, apps and technology that can all help with improving the road safety of employees.

'Monozakelijk' also aims to inspire by appointing ambassadors – businesses that have already taken significant steps to improve their road safety and have seen the benefits. For example, online grocery delivery company, Picnic, is a Monozakelijk ambassador. The company trains all its delivery drivers before they start driving and data gathered by Picnic vehicles (the so-called 'driver coach') are used to score driving behaviour. In-vehicle technologies also encourage safer driving, such as beeps to warn of low-hanging balconies. Good driving behaviour is rewarded by the company. The company reported that three months after introducing the technology, they saw an 80% reduction in incidences of damage.

[64] FIA Road Safety Index, A New Tool to Improve Road Safety, https://tinyurl.com/95z82km6
[65] https://tinyurl.com/2ts722de

FRANCE
THE 'CHARTER OF 7 COMMITMENTS'

In 2016, the French Interministerial Directorate for Road Safety launched the Charter of 7 Commitments for Safer Roads.[66] Public and private organisations are encouraged to sign up to the charter and join a community of those committed to reducing road risk. The charter was updated in 2023 to incorporate new forms of mobility.

The charter has to date been signed voluntarily by nearly 4,000 employers, representing more than 5 million employees. It was then renamed 'Charter of the 7 commitments + for a safer route'.

The seven commitments of the charter are:

- limit telephone conversations to while driving to emergencies only;
- prohibit drink-driving;
- require the wearing of seatbelts;
- do not accept exceeding speed limits;
- include rest periods in the calculation of journey times;
- promote road safety training;
- encourage motorcyclists and cyclists to be better equipped.

2.5.2 Identification of a company vehicle driver

In nine PIN countries (AT, CY, EE, FR, HR, IE, PL, RS, UK,) employers are required to identify the driver of a company vehicle that committed an offence. Another 10 countries (BE, CZ, DE, EL, ES, LU, LV, NO, SE, SI) report that employers are not required to identify the driver of a company vehicle that committed an offence. Switzerland has owner liability and therefore if the owner of the vehicle does not report the driver, the owner is issued with the fine.

The absence of a legal obligation to report the offender hampers the ability of police to carry out effective traffic law enforcement. Drivers committing offences while driving company vehicles might not be sanctioned and demerit points for these offenders are not applied/ withdrawn if the employer refuses to reveal the identity of the driver.

2.5.3 Risk management for commuting

Whether commuting to and from work is classified as driving for work varies across PIN countries (Map 2).

A Norwegian study published in 2024 looking at work-related road deaths found that 11% of all fatal collisions in Norway involve people driving to and from work.[67] A study in Sweden carried out in 2019 found that 7% of those killed were commuting.[68] In France it is estimated that 407 people were killed while commuting in 2024 (defined as either on a trip between their home and their work, or between their place of lunch and their work), which represents 13% of all road deaths. In Belgium, a study by an association of insurance companies, Assuralia, showed that of the 119,335 accidents that happened at work in Belgium in 2024, 23,991 (20,1%) took place on the road, travelling either to or from work.[69]

Fatigue and stress are important factors when considering whether commuter collisions should be included in work-related road safety data. Research shows that fatigue is a challenge for a considerable share of commuters.[70] Employers and employees should be made aware of the risks associated with driving home after long and tiring shifts, night work, etc.[71] According to the WHO, extending safety management to commuter traffic could be a useful element of a

[66] https://tinyurl.com/2neh6kmw
[67] TOI (2024), Road safety for employees who drive at work - What can the non-professionals learn from the professionals? (in Norwegian), https://tinyurl.com/yyx9j2t3
[68] Kullgren A. et Al (2023), Fatalities in value chains—an attempt to classify road traffic crashes in accordance with the United Nations General Assembly resolution 74/299, https://tinyurl.com/mr2vsfas
[69] Assuralia (2025), Increasing number of commuting accidents involving soft mobility (in Dutch), https://tinyurl.com/mvezh3jm
[70] TOI (2015), Work-related accidents in Norwegian road, sea and air transport: prevalence and risk factors https://tinyurl.com/yc2a2upk
[71] Ibid.

company's traffic safety footprint.[72] Researchers involved in a Norwegian study[73] recommend that commuter collisions be considered a work-related road safety issue because 'these collisions are likely to be influenced by working hours; it is not unreasonable to assume that driving home after, for example, a night shift involves a higher risk of being involved in a road collision'.[74]

Among the PIN countries able to provide data for this report, only France and Luxembourg report that employers are legally obliged to include commuting in their risk assessment. In a further three PIN countries, Austria, Germany and Portugal, this is partially the case. In Ireland, employers must include commuting to work as part of the risk assessment if the employee is commuting while driving a company vehicle or driving their own vehicle but with travel costs reimbursed by their employer (Table 6).

Table 6. Are employers legally obliged to include commuting in the employer's risk assessment?
Information not available for BE, BG, CZ, DK, HR, MT, NL and RO.

Are employers legally obliged to include commuting in the employer's risk assessment in your country?		
YES	NO	PARTIALLY
France	Cyprus	Austria
Luxembourg	Estonia	Germany
	Finland	Portugal
	Greece	
	Hungary	
	Ireland	
	Israel	
	Italy	
	Latvia	
	Lithuania	
	Norway	
	Poland	
	Serbia	
	Slovakia	
	Slovenia	
	Spain	
	Sweden	
	Switzerland	
	United Kingdom	

[72] ITF (2025), Global road safety assessment framework for corporate action and reporting, https://tinyurl.com/nhaf2myh
[73] TOI (2024), Road safety for employees who drive at work - What can the non-professionals learn from the professionals? (in Norwegian), https://tinyurl.com/yyx9j2t3
[74] Ibid.

2.6 DIRECTIVE 2022/2561 ON THE INITIAL QUALIFICATION AND PERIODIC TRAINING OF DRIVERS OF CERTAIN ROAD VEHICLES FOR THE CARRIAGE OF GOODS OR PASSENGERS

In the framework of Directive 2022/2561, Member States issue a professional driver with a certificate of professional competence (CPC), certifying their initial qualification or periodic training. These skills and knowledge are kept up-to-date through periodic training. One of the objectives of the Directive is to make drivers aware of the risks on the road and of accidents at work.

Table 7 shows that the vast majority of EU Member States rely solely on EU legislation in professional driver training, demonstrating the importance of having a high minimum standard of professional driver training across the EU. According to the information available to ETSC, Belgium, France, Italy, Lithuania, Portugal, Slovenia and Sweden go beyond the requirements of the CPC directive (Table 7).

In Lithuania, for example, in addition to the mandatory initial qualification and periodic training for category C[75] and D[76] drivers, national legislation sets additional training content, including on topics such as safe driving, compliance with legislation, cargo securing, and risk prevention. These training programmes are registered in the national Register of Study and Training Programmes.

Driver training can be an important tool to reduce work-related road risk.[77] But it is only one part of an employer's road safety programme, which should also focus on issues such as management culture, vehicle safety, and safety of sites.[78]

Formal defensive driver training for professional drivers taught at the workplace, combined in larger companies with a motivation and incentive system for collision-free driving, has been found to reduce the rate of collisions by around 20%.[79]

In-vehicle skills-based driver training is one type of training. Research suggests that driving is about more than just skills. Health, well-being, lifestyle, attitude, knowledge, hazard perception, attention to detail, hand-eye co-ordination, concentration, anticipation and observation, coping with stress and aggressive driving and the reactions of others, are all important and should be reflected in the EU's CPC rules.[80]

Table 7. Country national legal frameworks addressing professional drivers. Information not available for BG, DK, ES, LU, LV, MT, NL, RO and UK.

Does your country go beyond the requirements of the Directive 2022/2561 on the Certificate of Professional Competence?		
YES	NO	PARTIALLY
Belgium	Austria	Cyprus
France	Croatia	Finland
Italy	Czechia	Ireland
Lithuania	Estonia	
Portugal	Germany	
Slovenia	Greece	
Sweden	Hungary	
	Israel	
	Norway	
	Poland	
	Serbia	
	Slovakia	
	Switzerland	

[75] Category C - goods vehicles weighing more than 3,500 kg and seating not more than eight passengers.
[76] Category D - passenger vehicles for more than eight passengers.
[77] Mandatory periodic training for professional drivers: A Norwegian study of implementation and effects https://tinyurl.com/r9482bha
[78] ETSC Position paper (2017), Revision of Directive 2003/59/EC, https://tinyurl.com/25ky4ehm
[79] Ibid.
[80] Ibid.

2.7 WORK-RELATED ROAD SAFETY RISKS AND SOLUTIONS

The vehicles used in the workplace and by the workforce vary between organisations: some primarily use cars, whereas others will use larger, more specialised vehicles. However, regardless of the types of vehicle used, by introducing vehicles into the fleet with higher levels of crashworthiness and which feature in-vehicle technologies, organisations can help avoid collisions and mitigate their severity if they do occur.[81] Advanced driver assistance technologies, such as Intelligent Speed Assistance, Autonomous Emergency Braking, Alcohol Interlocks, Distraction Warning systems and telematics can help address a range of key road safety issues at work like speeding, distraction and drink-driving.

2.7.1 Distraction and fatigue

Distracted driving is a large problem in road safety. There is a long list of distractions that undermine the driver's or the rider's ability to perform the driving task, but the use of mobile phones while driving appears to be widespread. Collision involvement risk rises with increased mobile phone use. Those driving and using mobile phones a lot are twice as likely to be involved in a collision than those making minimal use of mobile phones.[82] A simulator study carried out by TRL benchmarked the use of a mobile phone while driving against impairment from alcohol.[83] The overall conclusion was that driving behaviour was affected more during a phone conversation than by having a blood alcohol level at the UK legal limit of 0.8g/l.

And yet, many people driving for work will rely on a mobile phone for staying in contact with their employer, or for carrying out their job (i.e. courier drivers and riders). An observation study carried out in the Netherlands in 2022 found that 86% of van drivers reported not using their mobile phones while driving, compared to 93% of car drivers and 79% of truck drivers. However, a larger proportion of van drivers were found to be calling with a mobile phone in their hand (rather than hands-free) than car drivers. Although truck drivers had the largest proportion of drivers calling with a handheld mobile phone.[84]

In a survey carried out in 2017 among French drivers driving for work, 81% of those surveyed reported that they had read or sent messages while driving. 30% also reported that they had consulted social media while driving.[85] Furthermore, in France, among all fatal collisions involving professional drivers (that are not commuting, but are on a professional mission), distraction was a contributing factor in 27% of the cases. This proportion was 43% in urban areas.[86]

Businesses can contribute to reducing the use of mobile phones while driving by, for example, ensuring systems they use do not send messages or distract the driver while they are driving. Company policy could also be to inform suppliers that employees will not respond to calls or texts while they are driving.

Police enforcement, combined with publicity campaigns, also plays an important role in reducing the illegal use of a mobile phone while driving.[87] Even though the phenomenon of using a mobile phone while driving is widespread, enforcement levels remain low.[88]

Fatigue is another major risk factor affecting, in particular, professional drivers. Research shows that driver fatigue is a significant factor in approximately 20% of commercial road transport collisions.[89] However, just as with distracted driving, good quality data on fatigue-related collisions are lacking.

---

81 ETSC PRAISE (2019), Using telematics in professional vehicle fleets, https://tinyurl.com/56afwwmj
82 Jeanne Breen Consulting (2009) Car telephone use and road safety, https://tinyurl.com/3e4z6krs
83 Burns et al. (2002) How dangerous is driving with a mobile phone? Benchmarking the impairment of alcohol (TRL), https://tinyurl.com/nk7674uf
84 Rijkswaterstaat (2023), Use of equipment, seat belt use and use of child seats by motorists and drivers on municipal roads, provincial roads and motorways (in Dutch), https://tinyurl.com/yuremz9u
85 IFSTTAR (2018) Professional use of mobile phones while driving - 2017 survey: Detailed results (in French), https://tinyurl.com/2r8jh7mb
86 ONISR (2025), Work-related accidents p. 88 (in French), https://tinyurl.com/3c6dy5dh
87 The definition of illegal use of a mobile phone varies across the EU. For the regulation in each country, see the EC website Going Abroad: https://tinyurl.com/4hz9r47e
88 ETSC (2022), How traffic law enforcement can contribute to safer roads, www.etsc.eu/pinflash42
89 ETSC, PRAISE (2011), Tackling Fatigue: EU Social Rules and Heavy Goods Vehicle Drivers, https://tinyurl.com/5n8rntsk

Following the revision of the General Safety Regulation (GSR), all new cars, vans, trucks and buses now have to be fitted with driver drowsiness and attention warning (DDAW) and advanced driver distraction warning (ADDW). A DDAW system uses on-board sensors to track factors such as drifting out of a lane without using indicators, sudden or erratic steering movements and changes in steering wheel grip. If drowsiness is detected, an audio and/or visual warning (often a coffee icon) is given to the driver. The alert prompts the driver to take appropriate action, such as parking safely, taking a short nap or having a drink and getting some fresh air. Advanced driver distraction warning (ADDW) systems are camera-based systems that monitor driver eye movements to detect signs of distraction and issue immediate warnings to refocus attention.

2.7.2 Tapping the potential of vehicle fleet safety

2.7.2.1 Vehicle safety technologies and the EU General Safety Regulation (GSR)

Following the revision of the EU General Safety Regulation (GSR)[90], all new cars, vans, trucks and buses must be fitted with Intelligent Speed Assistance, Automated Emergency Braking, distraction and fatigue warning systems and Event Data Recorders among others. The ability to install alcohol interlocks has been simplified, allowing companies to voluntarily fit alcohol interlocks to their fleet, for instance, if they have a zero tolerance to alcohol policy which is also specified in employee contracts.

Trucks and buses also have to be fitted with GSR-compliant systems warning if cyclists or pedestrians are in their blind spots and will have to be designed in such a way to improve the driver's direct vision of their environment as from 2029.

The GSR requirements only apply to new vehicles. As vehicle fleets are ageing in the EU, it will therefore take time for the impacts of the GSR and the new vehicle safety features to filter through. Furthermore, although in 2018 the Commission had envisaged encouraging Member States to incentivise vehicle renewal, focusing on road safety performance, when the European Court of Auditors visited some Member States while drafting their special report on road safety,[91] no such incentivisation schemes were found. However, support schemes do exist for other purposes, such as better vehicle environmental performance, which may indirectly benefit road safety through the renewal of the car fleet.

Some of the technical standards for these vehicle safety features fell short of expectations due to industry pressure, proclaimed technological immaturity and/or ineffective data privacy rules and could therefore fail to bring the hoped-for safety benefits.[92] Moreover, technological progress since 2019 has evolved rapidly and new promising safety measures are already available on the market. This underlines the urgency for a swift revision of the GSR in 2027 with a view to fixing past missed opportunities and incorporating the most promising new technologies.

Minimum standards for new motorcycles should also be updated, to take into account technological progress. It is time for the EU to mandate compulsory Anti-lock Braking Systems (ABS) for all motorcycles and study the feasibility of mandating ABS for mopeds. Advanced driver-assistance systems (ADAS) installed in other vehicles, such as Automated Emergency Braking, should also detect motorcycles.

2.7.2.2 Alcohol interlocks in specified vehicles driven by professional drivers

An alcohol ignition interlock device makes sure that drivers can only start the engine after having completed a breath test that has indicated that they are sober. At the same time the device can collect information that can be used to monitor drink-driving behaviour.

A study commissioned by the European Commission's DG MOVE and published in 2014

[90] EU (2019), Regulation (EU) 2019/2144 of the European Parliament and the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, https://tinyurl.com/y9faex57

[91] ECA (2024), Special report 04/2024: Reaching EU road safety objectives – Time to move up a gear, https://tinyurl.com/ypw59w5n

[92] ETSC (2023) Mandatory distraction warning systems won't detect most important types of distraction, https://tinyurl.com/yfjnzpnd; ETSC (2022) Opinion: will Intelligent Speed Assistance (ISA) live up to its promise? https://tinyurl.com/54nvb7wh; ETSC (2022) Car black boxes will be virtually useless to safety researchers. https://tinyurl.com/w9anst5x

concluded that alcohol interlocks can offer an effective and cost-beneficial improvement to road safety in Europe, particularly for repeat offenders and in commercial vehicles.[93]

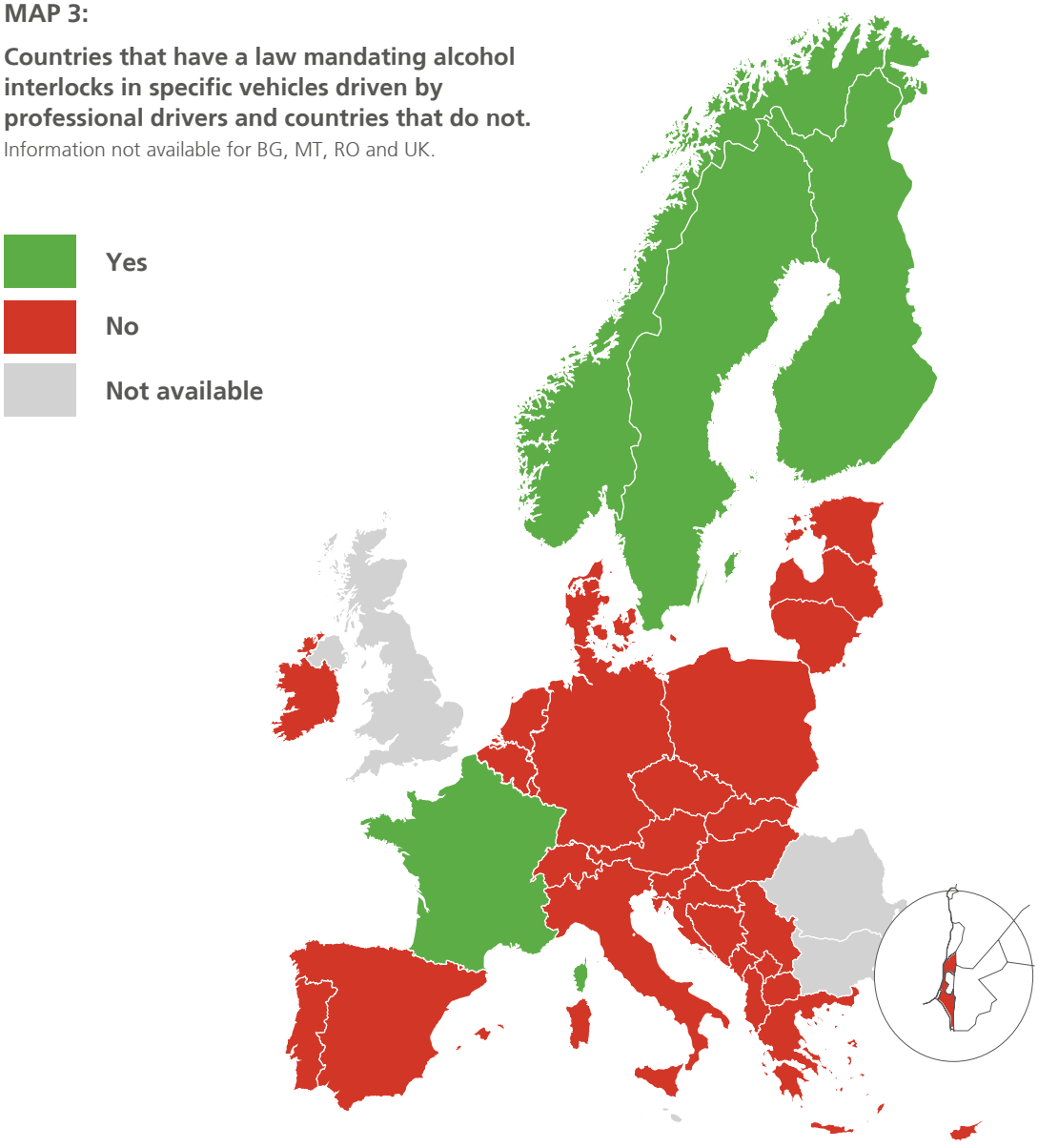
The majority of PIN countries do not mandate alcohol interlocks on vehicles driven by professional drivers. The exceptions are Finland, France, Norway and Sweden. The specific cases are detailed below.

In Finland, school buses must be equipped with alcohol interlocks in order to transport children to school. In France, it is obligatory for all coaches and vehicles used for the public transport of people to be equipped with an alcohol interlock. In Sweden, all public sector vehicles are equipped with an alcohol interlock and in Norway all buses and minibuses used for the public transport of people must be equipped with an alcohol interlock.

MAP 3:

Countries that have a law mandating alcohol interlocks in specific vehicles driven by professional drivers and countries that do not.

Information not available for BG, MT, RO and UK.



IT – An alcohol interlock device is mandatory for all drivers (both professional and non-professional) who have been found to have a blood alcohol level (BAC) higher than 0.8g/l while driving. In this case, EU codes 68 (which prohibits driving with a blood alcohol level higher than zero) and 69 (which permits driving only in vehicles equipped with an alcohol interlock device) will be inserted on their licence.

[93] ECORYS (2014), Study on the prevention of drink-driving by the use of alcohol interlock devices, https://tinyurl.com/3drt327f

2.7.2.3 Telematic systems

Telematic systems can play an important role in improving work-related road safety.[94] By providing real-time monitoring and data, feedback to drivers can encourage safer driver. The most common elements of driving that telematics monitor are: journey start and end times, vehicle speed, vehicle location, acceleration, braking, cornering, seatbelt use, and fuel consumption.[95] Advanced systems can also map driving conditions such as night-time driving, heavy congestion and bad weather. Some versions also provide real-time alerts to the driver, for instance when they are speeding.

Although there is little research on the impact of telematics on road safety in terms of before/after feedback provision to drivers, results from previous studies demonstrate a positive overall effect of driver telematics feedback on modifying driving behaviour and enhancing road safety. Measuring the quantifiable impact of driver feedback through telematics, it appears that when drivers receive feedback during real-world driving conditions, road crashes decrease from 20% to 30%, whereas speeding is decreased from 20% up to 70% and harsh events (braking & acceleration) from 10% up to 52%.[96] Furthermore, research carried out on the role of telematics in managing the risk of home deliveries concluded that telematics does have a clear role to play in terms of making drivers think about their speed and adapt their driving and has clear advantages for managing fleets in the delivery sector, although the study also concluded that 'telematics alone does not seem sufficient to manage the road safety of last mile deliveries'.[97]

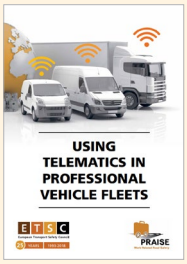
While telematics have some potential to improve work-related road safety, they must be coupled with wider business processes that also encourage safe driving – for instance, realistic delivery time expectations and shifts that don't fatigue drivers.

ETSC PRAISE REPORT - Using Telematics in Professional Fleet Vehicles

In 2018, ETSC, within the context of the PRAISE project, published a report on the effectiveness of telematics systems for improving road safety.

The report outlines the different vehicle telematics available and how they can be used to identify and manage risk.

The report can be found on the ETSC website here: https://tinyurl.com/5brdhx4p



[94] TRL (2023), Work-Related Speeding: Driving a Necessary Behavioural Change, https://tinyurl.com/39zr6s2s
[95] ETSC, PRAISE (2018), Using telematics in professional vehicle fleets, https://tinyurl.com/5brdhx4p
[96] Husnjak, S., Perakovi´c, D., Forenbacher, I., Mumdziev, M. (2015), Telematics system in usage based motor insurance, https://tinyurl.com/nhfxrexw; Ellison, A.B., Bliemer, M.C., Greaves, S.P. (2015), Evaluating changes in driver behaviour: a risk profiling approach, https://tinyurl.com/bdcpt29f; Reimers, I., Shiller, B.R. (2019), The impacts of telematics on competition and consumer behavior in insurance, https://tinyurl.com/438xhsn2; Kontaxi, A., Ziakopoulos, A., & Yannis, G. (2025). Exploring the impact of driver feedback on safety: A systematic review of studies in real-world driving conditions, https://tinyurl.com/2cdy76vf
[97] UCL (2023), Managing the road safety risk of home deliveries: the role of telematics, https://tinyurl.com/wxswk6er

2.8 THE GIG ECONOMY AND DELIVERY DRIVERS AND RIDERS

Digital labour platforms (also known collectively as the 'gig economy') have seen rapid growth in the last decade, particularly in the transport sector. In Great Britain, a study published in 2018, estimated that around 4.4% of the population (around 2.8 million people) had worked in the gig economy within the preceding 12 months.

To date, however, data on work-related collisions involving platform workers are scarce and generally not publicly available. When asked for this report, only one PIN country, Italy, was able to provide data - in 2023, 5% of all road deaths in Italy concerned 'unqualified personnel involved in the movement and delivery of goods'.[98]

People who work through these platforms often face health and safety challenges. One study carried out in Norway on bicycle couriers working in the food delivery sector, found them to be particularly vulnerable, with frequent collisions and suffering many injuries. Notably, the study found a difference between those formally employed and those who were classed as independent. The former group received better protection and closer follow-up than the latter. Overall, the study concluded that the platform model weakened safety management, as companies lacked the authority to set requirements or follow up on unsafe behaviour. This weak oversight was found to contribute to illegal practices, such as the widespread use of illegal e-bikes (more powerful motors allow them to reach higher speeds than permitted) and increasing risks for both couriers and other road users. Furthermore, 'management by algorithm' and commission-based pay was found to create time pressure and financial insecurity, which heightens the likelihood of risky behaviour and overwork. The researchers concluded that there was a need for more systematic training, as well as better access to safety equipment and facilities for rest and recovery. [99]

Further research carried out in the UK in 2022 and focussing on hot food delivery by motorcycle, found that these workers were significantly more likely to agree that their phone was a distraction and that they violated traffic laws related to speeding, red light running and, unsurprisingly, that they had more points on their licence compared to employed riders. These riders were also more likely to be incentivised to ride in dangerous conditions and carry unstable loads. Hot food delivery riders were also more likely to report being involved in collisions where their vehicle was damaged and where someone was injured.

In its communication on digital labour platforms, the European Commission acknowledged that many of those working through digital labour platforms operate under precarious working conditions. The EU OSHA (European Agency for Safety and Health at Work) also found substantial differences between traditional and platform companies as regards the awareness and prevention of OSH and road safety risks, as well as the compliance, monitoring and enforcement of key rules and regulations in the field of OSH.[100]

[98] INAIL in https://www.mit.gov.it/node/20379
[99] TOI (2025), How dangerous is to be a bicycle courier? Traffic safety for platform-based bicycle couriers in the food-delivery industry (in Norwegian), https://tinyurl.com/5n8u94b6
[100] EU OSHA (2021), Digital platform work and occupational safety and health: a review, https://tinyurl.com/mryb9sss

DENMARK
FATIGUE PLAYS A ROLE IN MANY COLLISIONS INVOLVING COURIERS

The Danish Investigation Board published a study[101] in 2021 on the safety of vans. Based on 23 collisions involving vans[102] that had occurred between 2015 and 2019, the study involved 26 van drivers, as three collisions involved two vans. 17 of the 26 van drivers were tradesmen and service technicians and the remaining 9 were couriers.

Driver fatigue was considered to have had an influence on, or was a direct contributory cause of, eight of the collisions. Of these eight collisions where fatigue played a role or directly contributed, five involved couriers (more than half of all the collisions involving couriers investigated by the study). The van driver fatigue was due, among other things, to the fact that they were driving at night, that they had long working days, or that they had had too little sleep.

The study also found that 15 of the van drivers were driving above the speed limit in the moments before the collision. The van drivers' speeding contributed to the collision or injuries in six cases. Relatively more courier drivers than tradesmen were driving too fast (five of the nine couriers and three of the 17 tradesmen).

Based on the analyses of the study data, the authors of the study recommend, among other things, that companies:

- motivate van drivers (both couriers and tradesmen) to drive safely by talking to them about road safety, their driving habits, and experiences in traffic and by rewarding collision-free driving, or by imposing consequences for non-compliance with the company's guidelines for safe driving;
- ensure that guidelines for, and dialogue about, safe driving are included in the training of van drivers;
- organise work to include breaks, avoid time pressure, and avoid long working days and night work as far as possible;
- organise work and use communication and GPS systems so that van drivers avoid receiving messages about work tasks and routes while driving, or at least can operate the systems hands-free. In addition, use systems that protect against calls, messages, and the use of infotainment systems, which distract while driving;
- prioritise safety equipment in vehicles;
- establish clear road safety requirements for subcontractors in the performance of their tasks.

[101] Havarikommissionen for vejtrafikulykker (2021), Commercial vehicle accidents (in Danish), https://tinyurl.com/5a7kt6ks
[102] Maximum authorised weight of over 2,000 kg.

RECOMMENDATIONS TO NATIONAL GOVERNMENTS AND THE EU

- Member States and EU institutions responsible for transport, policing and occupational safety should work together to engage with employers and employees and develop multidisciplinary and holistic strategies to educate, instruct, train and enable employers to better manage commercial vehicle risk management practices in the workplace and on the road.

RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- Provide guidance to company managers on how to conduct a work-related road risk assessment, with supporting examples and case studies.
- Support employers in fulfilling the requirements needed to undertake a work-related road risk assessment.
- Develop work-related road risk management materials which are accessible and relevant for small and large organisations.
- Promote the business case through targeted information dissemination to employers about investing in and benefitting from work-related road safety.
- Promote good practice on reducing commuting collisions by pro-active employers that have chosen company locations with good links to local public transport, set up a collection service (work buses), car share schemes and encourage staff to switch to public transport, cycling or walking to work.
- Oblige employers to reveal the identity of an employee if they committed a traffic offence which has been recorded by an automatic detection device.
- Conduct intensive enforcement actions on illegal use of mobile phone and drink-driving at least twice a year, coupled with intensive publicity campaigns and report the effort.
- Include illegal use of a mobile phone while driving in penalty point systems.
- Introduce automatic enforcement of restrictions on mobile phone use.
- Introduce procedures which allow police to verify whether a mobile phone was used at the time of a fatal collision by establishing information exchange between the police and mobile network providers.
- Dedicate resources to adequate enforcement for road haulage and passenger transport vehicles as required by Directive 2006/22/EC71.
- Introduce a 'presumption of employment' for platform workers and introduce targeted inspections, to comply with the requirements of the new Directive 2024/2831 on improving the working conditions of platform workers.
- Legislate alcohol interlock use by professional drivers.
- Set up and implement a demerit point system which includes the offences with a direct relationship with collisions or collision severity, such as speeding, drink/drug-driving, non-use of seatbelts and distraction, as recommended by the EU-funded research project BESTPOINT.

RECOMMENDATIONS TO THE EU

- Following the adoption of the Safe System approach in the EU Road Safety Policy Framework, ensure the Safe System approach to road safety is implemented in an integrated way, in coordination with all directorates general (DGs) of the European Commission.
- Within the context of the newly adopted revised Driving Licence Directive 2006/126 support Member States in preparing for implementation to maximise road safety.
- Update the 2004 EC Recommendation on Enforcement in the field of Road Safety to include the latest best practice guidelines on enforcement and sanctions against illegal use of mobile phones.

- Encourage Member States to include data on distraction in their reporting to the European Commission's CARE database of road collisions.
- Ban use of all mobile phones while driving.
- Encourage telecom companies to develop a driving mode that will automatically detect that its owner is driving and turn off all notifications.
- Acknowledge that use of handheld mobile devices is just one form of distraction. Among others, hands-free devices are also a source of distraction.
- Adopt (technical) requirements for vehicles with regards to their human-machine interface (HMI) design, with a view to minimising distraction from modern infotainment systems and ensuring commonality of HMI across all vehicles (brands) and for all driving modes (manual driving, assisted driving, automated driving).
- Adopt a new EU Key Performance Indicator on the enforcement effort (e.g. number of checks) and results (number of violations detected and sanctioned) over time in the priority area of illegal use of mobile devices.
- Mandate top speed limiters on vans, as is the case for trucks and buses.

As regards EU regulations of vehicles and vehicle technologies:

- Prepare the work for an update of the General Safety Regulation on new minimum safety standards for new vehicles by 7 July 2027 to account for the latest advancements in vehicle safety technology.
  - Adopt a delegated act updating the rules on advanced driver distraction warning systems to make them more stringent;
  - Work towards a higher level of performance of Intelligent Speed Assistance (ISA) systems to be fitted in all new vehicles; require better speed limit recognition, including lower speed limits applicable for HGVs and buses.
- Review maximum limits for the size and weights of cars and vans.[103]
- Update the minimum safety requirements for motorcycles, notably mandating ABS for all categories of motorcycles, and ensure that ADAS systems installed in other vehicles, such as Automated Emergency Braking, can detect motorcycles.
- Ensure fair access to vehicle systems and data, particularly for governmental activities (such as road safety analysis and policy making as well as vehicle approval, periodic and roadside inspection).

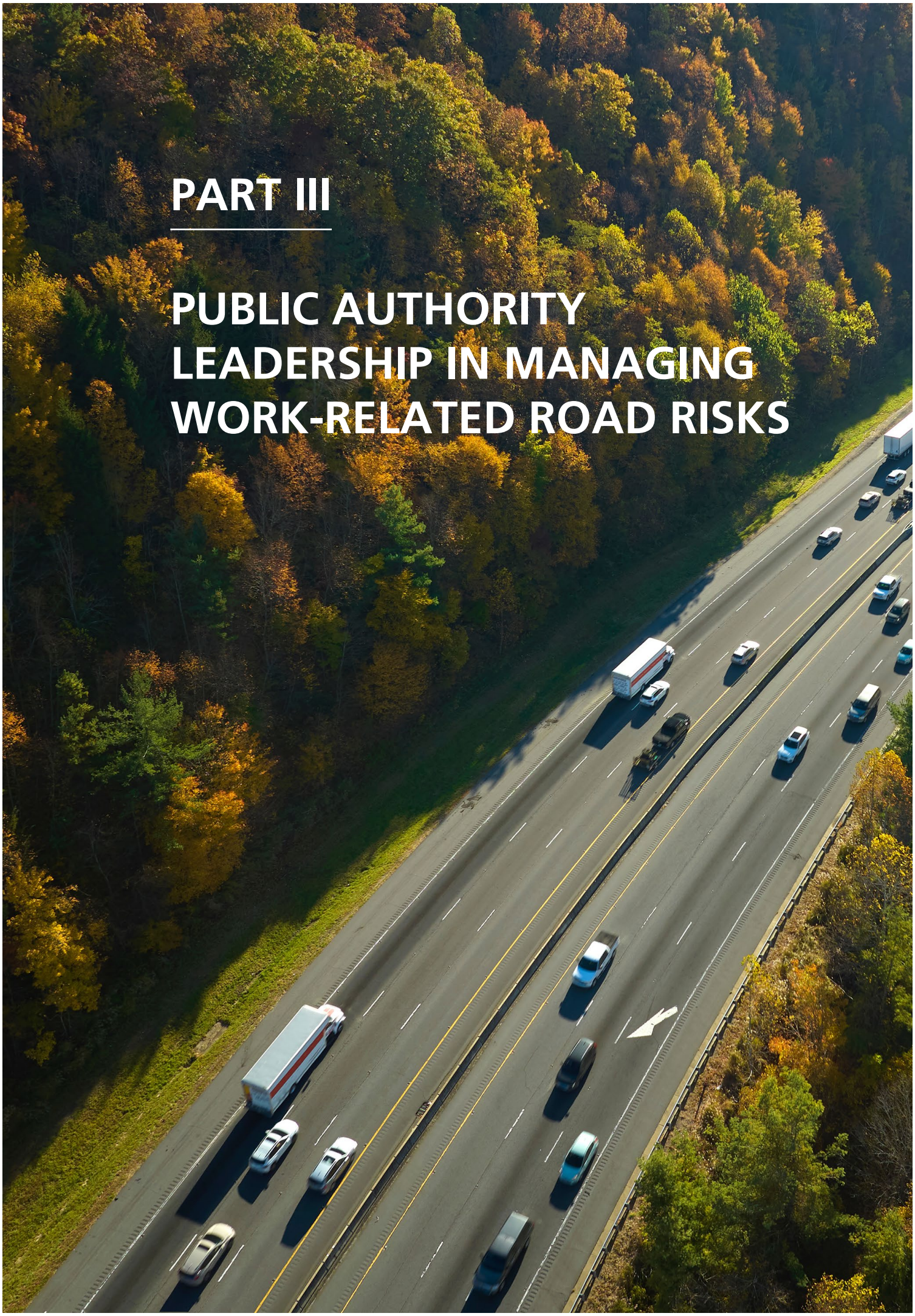
As regards the revision of the roadworthiness package:[104]

- Test passenger cars and light commercial vehicles four years after their first registration date, then two years, then every year thereafter.
- Mandate harmonised minimum requirements for cargo securing inspections.

Within the context of the EU budget and spending, present and future:

- Ensure EU funds support the implementation of those measures included in the EU Road Safety Programme 2021-2030 which have the highest lifesaving potential.
- Identify, within the new Multi-annual Financial Framework, investment in new road safety measures.
- Include socioeconomic costs to support investments in order to promote a safe road environment where every road user is included in the Safe System Approach.

[103] ETSC (2023) ETSC Position on Revision on Weights and Dimensions https://tinyurl.com/2tukxtr5
[104] ETSC (2025) ETSC Position Paper: Roadworthiness of vehicles https://tinyurl.com/mmv5bsnm



PART III

PUBLIC AUTHORITY LEADERSHIP IN MANAGING WORK-RELATED ROAD RISKS

03

3.1 COUNTRY INFORMATION ON PUBLIC AUTHORITY LEADERSHIP IN ADDRESSING WRRS

In recent years, awareness of the importance of WRRS in public authorities has been growing. Public authorities are employers who have a considerable capacity to improve WRRS given the large vehicle fleets they operate and the large number of employees that drive for work-related purposes and commute. In several European countries public authorities are showing leadership in addressing WRRS for their employees (Table 8). Some influence the demand for WRRS by setting road safety requirements through public procurement policies.[105]

It is important that public authorities adopt WRRS policies to encourage a proactive WRRS management approach among private organisations. Moreover, government leadership gives more credibility to WRRS programmes and guidelines in general.[106]

The number of public authorities showing leadership in procurement requirements relating to the purchase, leasing or renting of vehicles used by and on behalf of government authorities has doubled, from 5 in 2017 (when data was last gathered) to 10 in 2024.

Table 8. Countries showing leadership in procurement requirements relating to the purchase, leasing or renting of vehicles used by and on behalf of government authorities under contract arrangements. Information not available for BG, CH, DK, FR, HR, MT, NL and RO.

Are government authorities in your country seen to show leadership in procurement requirements relating to the purchase, leasing or renting of vehicles used by and on behalf of government authorities under contract arrangements?		
YES	NO	PARTIALLY
Cyprus	Austria	Ireland
Finland	Belgium	Israel
Germany	Czechia	Latvia
Italy	Estonia	Norway
Lithuania	Greece	Slovakia
Poland	Hungary	
Portugal	Luxembourg	
Serbia	United Kingdom	
Slovenia		
Spain		
Sweden		

[105] ETSC, PRAISE (2015), Reducing road risk at work through procurement, https://tinyurl.com/5euraxu4
[106] Murray W. et. al. (2008), Sources of data on occupational road safety: an international review, https://tinyurl.com/5euraxu4

3.2 PROCUREMENT OF SAFE VEHICLES BY PUBLIC AUTHORITIES

Efforts to manage WRR risks through the procurement of safe vehicles by public authorities have a direct effect on employees. The influence can be extended when choosing contractors for the supply chain. Responsibility starts with the purchaser who has a duty to ensure that the conditions applied when choosing a contractor fulfil the organisation's obligations on road safety.[107] Vehicle selection is an important aspect of preventing collisions or mitigating the consequences in cases when collisions are unavoidable. Vehicles that demonstrate best-in-class status for overall safety should be chosen and made available to employees of public organisations.

12 PIN countries (Croatia, Cyprus, Finland, France, Germany, Ireland, Lithuania, Norway, Portugal, Spain, Sweden and United Kingdom) report that government authorities in their country extend their own agencies' policy on safer vehicles when setting requirements for contractors either fully or partially (Table 9).

Overall, there are no harmonised strategies on leadership by public authorities in addressing WRRS at national level in the PIN countries. WRRS initiatives come from individual public authorities.

Table 9. Countries where government authorities show leadership in extending their own agency requirements around vehicle management and use to their contractors.
Information not available for BG, CH, DK, MT, NL, RO and SK.
[a]DE - on a voluntarily basis

Are government authorities in your country seen to show leadership in extending their own agency requirements around vehicle management and use to their contractors?		
YES	NO	PARTIALLY
Croatia	Austria	Cyprus
Finland	Belgium	Germany[a]
France	Czechia	Ireland
Spain	Estonia	Lithuania
United Kingdom	Greece	Norway
	Hungary	Portugal
	Israel	Sweden
	Italy	
	Latvia	
	Luxembourg	
	Poland	
	Serbia	
	Slovenia	

[107] ETSC, PRAISE (2015), Reducing road risk at work through procurement, https://tinyurl.com/yck8cyyc

3.3 LEADERSHIP OF THE PUBLIC SECTOR IN THE AREA OF SAFE TRAVEL PLANS FOR EMPLOYEES

A travel plan should offer practical measures to reduce the cost and environmental impact of work-related travel by giving staff realistic and cost-effective alternatives to their car. Travel plans promote flexible and sustainable transport solutions, such as carshare schemes, working from home, cycle facilities and incentives to use public transport and can be tailored to specific business needs. A travel plan is about encouraging people to use cars more wisely and offering them safer alternatives, such us encouraging use of public transport. Travel plans should also encourage safe and fuel-efficient modes of transport. Less travel means lower fuel costs, lower fleet risks and fewer operational costs.[108] Travel plans could also be an opportunity for improving the safety of employees during their commutes.[109]

15 PIN countries (Belgium, Cyprus, Finland, France, Germany, Ireland, Israel, Lithuania, Netherlands, Norway, Poland, Portugal, Slovenia, Sweden and United Kingdom) reported that government authorities in their country have shown leadership and established, either fully or partially, safe travel plans for their employees. (Table 10). The number was 9 in 2017, showing a slight increase since this data was last collected.

Table 10. Countries where government authorities show leadership in establishing safe travel plans for employees.
Information not available for BG, DK, HR, MT, RO and SK.
[(a)]BE - government of the Brussels region

Are government authorities in your country seen to show leadership in establishing safe travel plans for employees?		
YES	NO	PARTIALLY
Finland	Austria	Belgium[(a)]
France	Czechia	Cyprus
Germany	Estonia	Ireland
Poland	Greece	Israel
Portugal	Hungary	Lithuania
Slovenia	Italy	Norway
United Kingdom	Latvia	Sweden
	Luxembourg	
	Serbia	
	Spain	

[108] ETSC, PRAISE (2016), Managing grey fleet safety, https://tinyurl.com/ykb67zcv
[109] TFI, Workplace travel plan: a guide for implementers https://tinyurl.com/yvtdk2xs

SWEDEN
ENVIRONMENTAL AND TRAFFIC SAFETY REQUIREMENTS FOR PUBLIC VEHICLE PURCHASES

In Sweden, Regulation 2020:486 sets environmental and traffic safety requirements for state authorities acquiring, leasing, or hiring passenger cars and light vans. The Regulation applies to government agencies but excludes specific vehicles, such as emergency, military or police vehicles, vehicles used by the intelligence service, vehicles used for undercover operations, crash testing, nobility protection, or museum purposes.

According to the Regulation, unless there are special exemptions, newly purchased or leased vehicles must qualify as "miljöbil" ("environmental car"), meaning low-emission vehicles. From 1 January 2025, vehicles must also be fitted with alcohol interlocks. These rules also extend to hired cars or taxis.

In 2024, a total of 211 central government agencies were covered by the regulation; of those, 192 fully completed their reporting to Transportstyrelsen (Swedish Transport Agency), which is an increase on the previous year. Compliance with the requirement for environmentally friendly cars in new purchases had increased for both passenger cars and light trucks. Compliance with the requirement for alcohol interlocks in new purchases had decreased overall, with 83% of all vehicles now meeting the requirement, compared to 90% in 2023. The proportion of passenger cars with alcohol interlocks was 84%, which represents a decrease compared to previous years, but the proportion of light trucks with alcohol interlocks had increased slightly and was 74%.

The reporting structure enables ongoing oversight and supports Sweden's broader goals of reducing transport emissions and enhancing road safety.[110]

LONDON
SAFE DELIVERIES[111]

Work-Related Road Risk (WRRR) is a freight safety initiative aligned with the Mayor of London's Vision Zero approach to road safety. Transport for London (TFL) stipulates that companies operating trucks or vans in TFL's supply chain will need to meet higher road safety standards. Since 1 January 2017, vehicles that do not meet these standards are not allowed to operate. The standards include:

Safer operations: be accredited with Fleet Operator Recognition Scheme (FORS)[112] or an approved alternative scheme.

Safer drivers: drivers must receive training consistent with the FORS Silver standard.

- Safe Urban Driving/ Van Smart (or approved alternative) every five years
- Annual safety training every 12 months (FORS safety e-learning or SUD)
- FORS Counter Terrorism and LoCITY e-learning every 24 months

Safer vehicles: vehicles over 3.5 tonnes must be fitted with safety features consistent with the FORS Silver standard.

[110] Transport Styrelsen (2024), The Transport Agency's follow-up in accordance with Regulation (2020:486) on environmental and traffic safety requirements for government vehicles (in Swedish), https://tinyurl.com/3vt69waa
[111] TFL, Work-related road risk, https://tinyurl.com/3964nxvp
[112] FORS, Fleet operator recognition scheme, https://tinyurl.com/2whh9tdx

RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- Lead by example and adopt WRRS management programmes for government and public authority fleets and include vehicle safety in public procurement requirements. Require all government bodies to buy, lease or rent only cars awarded 5-stars by Euro NCAP.
- Develop specific guidance for integrating WRRS into public procurement.
- Encourage co-ordination between occupational safety and health, road safety and national procurement authorities on strategies to integrate WRRS requirements into the procurement process.
- Establish a centralised certification service for suppliers who are in compliance with work-related road risk management legal requirements and have safe work policies.
- Encourage employers through financial incentives (such as tax breaks) to fit and purchase vehicles with in-vehicle technologies that have a high life-saving potential.
- Promote the uptake of speed management technology amongst vehicle fleets. Only lease or rent vehicles fitted with Intelligent Speed Assistance (ISA) or retrofit existing fleets with ISA or telematics that can monitor speed compliance.[113]

RECOMMENDATIONS TO THE EU

- Lead by example and adopt work-related road safety management programmes for the EU institutions and their vehicle fleets and include vehicle safety in public procurement. Require all EU institutions to only buy, lease or rent cars awarded 5-stars by Euro NCAP.
- Encourage national authorities to set up certification schemes for contractors on work-related road safety.
- Extend liability responsibility and appropriate risk management and preventative measures throughout the EU's own procurement supply chain.
- Develop specific guidance for integrating WRRS into public procurement.
- Revise Directive 2014/24/EU on public procurement by including 'safe workers' under the social clause.

RECOMMENDATION TO EMPLOYERS

- Adopt work-related road risk management programmes.[114]

RECOMMENDATION TO CAR-MAKERS

- Until the requirements on HMI are adopted, publish test results that show in-vehicle information and infotainment systems comply with the EU's statement of principles on human-machine interface design. The guidelines state that systems "should be designed to support the driver and should not give rise to potentially hazardous behaviour".

[113] ETSC, PRAISE (2018), Using telematics in professional vehicle fleets, https://tinyurl.com/5brdhx4p
[114] Detailed recommendations to employers on all aspects of WRRS can be found on ETSC's PRAISE website: https://etsc.eu/projects/praise/

ANNEXES

ISO Codes

Country	ISO Code
Austria	AT
Belgium	BE
Bulgaria	BG
Switzerland	CH
Cyprus	CY
Czechia	CZ
Germany	DE
Denmark	DK
Estonia	EE
Greece	EL
Spain	ES
Finland	FI
France	FR
Great Britain	GB
Croatia	HR
Hungary	HU
Ireland	IE
Israel	IL
Italy	IT
Lithuania	LT
Luxembourg	LU
Latvia	LV
Malta	MT
The Netherlands	NL
Norway	NO
Poland	PL
Portugal	PT
Romania	RO
Serbia	RS
Sweden	SE
Slovenia	SI
Slovakia	SK
The United Kingdom	UK

Table 1. National definitions of work related road collisions

AT	A work related accident is an accident that occurs in the course of professional activity (or school/university/kindergarten [in the one compulsory year before primary school]). This includes accidents on the commute to and from work. A work related road accident is given under the following circumstances: a) the accident has happened in a public area. These areas include also zones attached to public places but with access restricted to authorised personnel (e.G. Railway line, airport apron, motorway hard shoulder and even sometimes company premises) b) one of the means of transport is included in the following list: - motor vehicles - bicycles, inline skaters, scooters - rail vehicles.
BE	Any accident with injuries of an employee carrying out his work duties and any road accident during the normal journey to and from the place of work.
DE	In Germany, a distinction is made between a) work-related road traffic accidents, b) business commuting accidents and c) commuting accidents. All three types are classed as work-related road traffic accidents and are subject to statutory accident insurance cover: a) accident while working on the road, b) accident on business trips c) accident on the direct route to the workplace or on the way back home.
ES	Any injury that an employee suffers as a result of the work that he or she performs for others . In order to be considered as a work related road collision, the accident has to meet these criteria: a) it happens on roads or lands subject to traffic legislation, b) at least one moving vehicle is involved and c) the injured employee is a driver/passenger/pedestrian.
FI	One way to determine "work related" is from statutory accident insurance [workers' compensation act (no 459/2015 in the statutes of Finland, abbreviated tytal)], including all injuries but excluding cases with material losses only.
FR	Work related casualties (for road safety professionals - therefore the figures provided here) are people who died in a road traffic accident involving somebody travelling on a professional mission or commuting. For the ministry of work, they only cover people who died on a professional mission or commuting, not the third parties.
HU	Work related accident: it happens during or in connection with organized work. Work related fatality: death within one year in connection with the accident (according to the doctor).
IE	Employee duty of care to notify the employer, if he/she is involved in a collision while driving for work. A working definition of driving for work used by the road safety authority, An Garda Síochána and the Health and Safety Authority, include any person who drives on a road as part of their employment, not including driving to and from work, in either a company vehicle or those driving their own vehicle, with mileage reimbursement from their employer.
IT	A work related road accident is an accident occurred on the road during working hours or while commuting.
LT	An accident at work (work accident) – an event occurring at work, including a road traffic accident, while performing work duties or being at the workplace (during additional, special, or rest and meal breaks, when the employee is at the workplace, within the company premises or its territory), as a result of which the employee suffers a health impairment and loses work capacity for at least one day, or dies, and which is investigated in accordance with the established procedure and recognized as a work accident.
LU	A commuting accident is an accident which occurs during the salaried worker's normal and direct journey between his home and his workplace and back again.
PL	An accident at work is a sudden event caused by an external cause that occurs on the way to or from the place of employment or other activity covered by disability insurance, provided that the route was the shortest and was not interrupted. However, the accident is considered to have occurred on the way to or from work even though the route was interrupted, if the interruption was life-saving and its duration did not exceed the limits of necessity, as well as when the route, while not the shortest, was the most convenient for the insured person for communication reasons. A traffic accident at work can be defined as an unexpected traffic incident that occurs during or in connection with the performance of work duties, or during a business trip, and that results in injury or death of an employee. Traffic accidents at work include incidents involving vehicles such as cars, trucks, motorcycles, bicycles, and others. These accidents can occur while an employee is traveling between worksites, while performing duties related to the transport of goods or people, or while traveling or commuting to work (accident on the way to work). In the event of such an accident, the employer may be responsible for providing appropriate support and compensation to the injured employee and for implementing measures to prevent similar accidents in the future.
PT	A work accident in Portugal is defined broadly as any physical injury or illness that occurs during the performance of work activities. This includes travel between workplace and another location related to work, or while performing duties at a temporary work site. Due to the nature of the work the accident must be linked to the tasks being performed or the conditions under which they are carried out. Also commuting between workplace and home and vice-versa.
SE	Work injury is defined as injuries from occupational accidents, commuting accidents and occupational diseases. In the statistics from Swedish Work Environment Authority, work related road casualty is presented and defined as death or severe injury that has occurred in connection with the performance of work. Should be reported to Swedish Work Environment Authority within 24 hours. Statistics exclude contractors from other countries, commuting accidents, and all who are killed in the same accident but were not working (for example if a private car driver collides with a lorry driver and both driver dies, only the lorry driver is reported as killed in a work related accident). Swedish Transport Administration also collect information about work related road collisions. They include also commuting, contractors from foreign countries but not third party. This is not official statistics and not regularly reported, but can be requested from the Swedish Transport Administration.
SI	An accident at work is an unforeseen or unexpected event in the workplace or in the working environment, which occurs during the performance of work or originates from the work, and causes damage to the employee.
CH	There are data about work related trips or work related road collisions. With these data, it is possible to make a distinction between commuting (to go or come from work) and the "trips while working" (that is the case for taxi driver, lorry driver, bus driver, etc.).
IL	Work-related accident is a road accident which occurred during and due to work, including on the way to/from the work, and under the circumstances detailed in the law. Casualties in such accidents are eligible for nii payments due to work-related accidents.

Table 2 (Map 1 in the text). Countries with and without an official definition of a work-related road collision.

Is there a definition of a WRR collision in your country?	
YES	NO
Austria	Bulgaria
Belgium[a]	Croatia
Estonia[b]	Cyprus
Finland[c]	Czechia[h]
France	Denmark
Germany	Greece
Hungary [d]	Netherlands
Ireland	Norway
Israel	Serbia
Italy	Slovakia
Latvia[e]	
Lithuania	
Luxembourg	
Poland[f]	
Portugal	
Slovenia	
Spain	
Sweden	
Switzerland[g]	
United Kingdom	

Information not available for MT and RO.
[a]BE – No definition in the framework of traffic collision registration. Work accidents occurring in traffic are, however, registered as such by the Work Accident Fund (since 2008).
[b]EE – There is no official definition of a work-related road collision, but the definition of a work-related accident covers work-related road collisions as well as accidents which aren't considered as road collisions.
[c]FI – It is possible to determine whether a collision is work-related from statutory accident insurance records.
[d]HU – There is only the definition of a work-related collision, in which work-related road collisions are included.
[e]LV – There is no official definition of a work-related road collision, but the definition of a work-related accident covers work-related road collisions as well as accidents which aren't considered as road collisions.
[f]PL – There is no official definition of a work-related road collision, but the definition of a work-related accident covers work-related road collisions as well as accidents which aren't considered as road collisions.
[g]CH – There is no "official" definition of work-related road collision in Switzerland, however there are definitions for insurance or statistical purpose. Work-related travel in road traffic includes two main categories: **Business trips:** journeys undertaken during working hours to carry out professional tasks. This can mean transporting goods or people (e.g., a taxi driver or delivery service) or travelling to the place where a service is provided (e.g., an electrician driving to a private household to repair a washing machine). **Commuting:** Regular travel between home and the workplace, usually at the start and end of the working day. For insurance purposes (in relation to occupational accidents under the Accident Insurance Act), only business trips are covered. Commuting is included in insurance coverage only if the person works fewer than eight hours per week.
[h]CZ – Only work-related injury.

Table 3 (Map 2 in the text). Does the national definition of a WRR collision include commuting?

Is commuting included in the national definition of a WRR collisions?	
YES	NO
Austria	Bulgaria
Belgium	Croatia
Finland	Cyprus
France	Czechia
Germany	Denmark
Hungary[a]	Estonia
Israel	Greece
Italy	Ireland
Latvia[b]	Norway
Lithuania	Slovakia
Luxembourg	United Kingdom
Poland[c]	
Portugal	
Serbia[d]	
Spain	
Sweden[e]	
Switzerland[f]	

Information not available for MT, NL, PL, RO and SI.
[a]HU – Only if the collision happens with a company vehicle.
[b]LV – Only if the collision happens with a company vehicle.
[c]PL – There are two different definitions: an accident on the way to/from work and an accident at work, and both of them undergo different regulations.
[d]RS – Only covers walking, cycling and public transport.
[e]SE – Collected by the Swedish Transport Administration but it is not official statistics and not regularly reported.
[f]CH – Commuting is included in insurance coverage only if the person works fewer than eight hours per week.

Table 4 (Map 3 in the text). Countries that have a law mandating alcohol interlocks in specific vehicles driven by professional drivers and countries that do not.

Does your country have a law mandating alcohol interlocks in specific vehicles driven by professional drivers?	
YES	NO
Finland	Austria
France	Belgium
Norway	Croatia
Sweden	Cyprus
	Czechia
	Denmark
	Estonia
	Germany
	Greece
	Hungary
	Ireland
	Italy[(a)]
	Israel
	Latvia
	Lithuania
	Luxembourg
	Netherlands
	Poland
	Portugal
	Serbia
	Slovakia
	Slovenia
	Spain
	Switzerland

Information not available for BG, MT, RO and UK.
[(a)]IT – An alcohol interlock device is mandatory for all drivers (both professional and non-professional) who have been found to have a blood alcohol level (BAC) higher than 0.8g/l while driving. In this case, EU codes 68 (which prohibits driving with a blood alcohol level higher than zero) and 69 (which permits driving only in vehicles equipped with an alcohol interlock device) will be inserted on their license.

European Transport Safety Council

20 Avenue des Celtes
B-1040 Brussels
jenny.carson@etsc.eu
Tel: +32 2 230 4106
www.etsc.eu/pin
@ETSC_EU

ETSC
European Transport Safety Council