

Germany

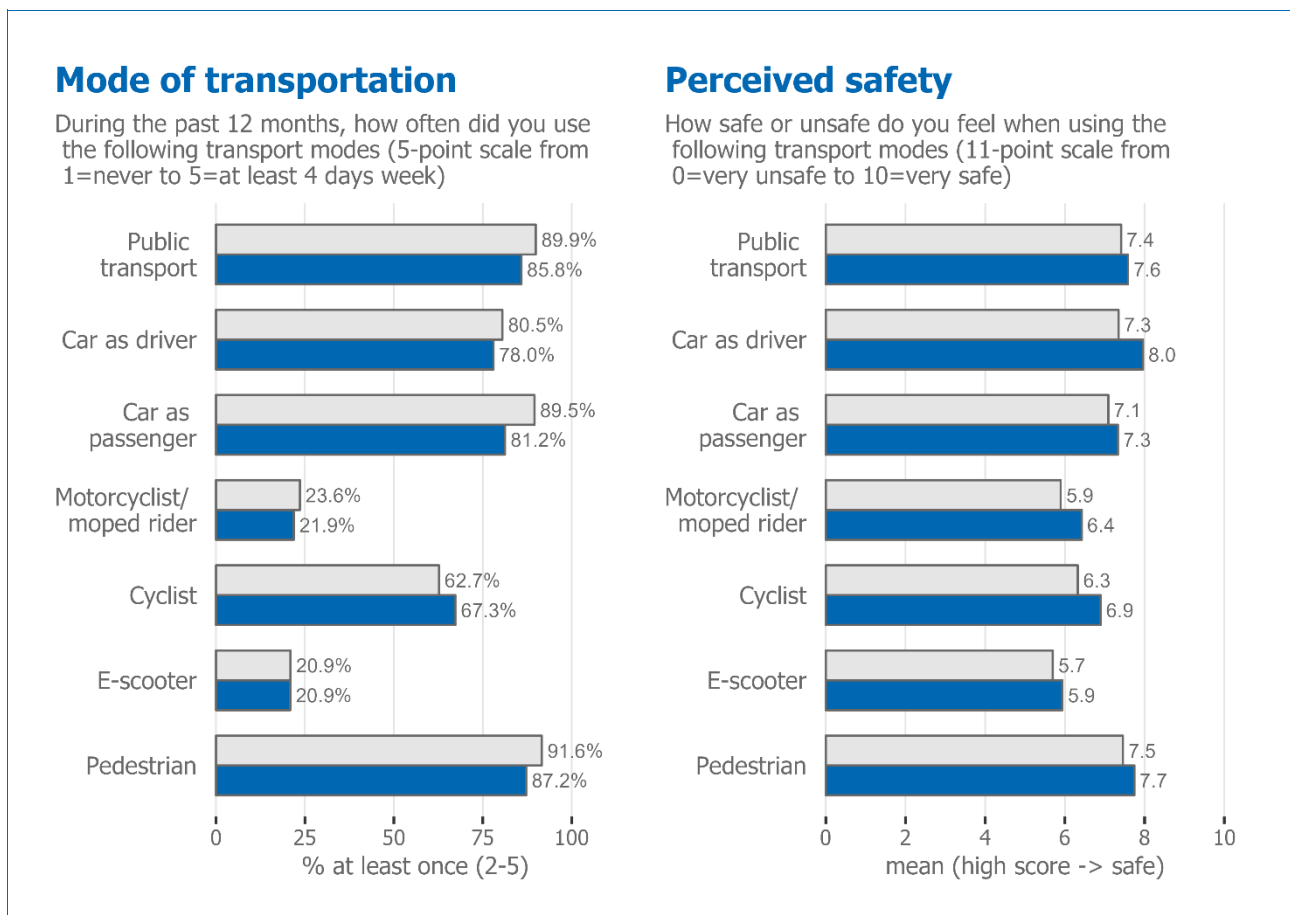
ESRA3 Country Fact Sheet

Version 2 (01/2024)

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world. The aim is to collect and analyse comparable data on road safety performance and road safety culture. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with ten steering group partners (BAST, DTU, IATSS, ITS, KfV, NTUA, PRP, SWOV, TIRF, University Gustave Eiffel). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions¹. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcyclists and moped riders, cyclists, riders of e-scooters and pedestrians.

This fact sheet contains the key results of the ESRA3 survey, which was conducted simultaneously in 39 countries in 2023. In total this online panel survey collected data from more than 37,000 road users (832 in Germany, aged 18-74). The ESRA3 survey in Germany was supported by Federal Highway Research Institute. An overview of the initiative and more results are available on www.esranet.eu.

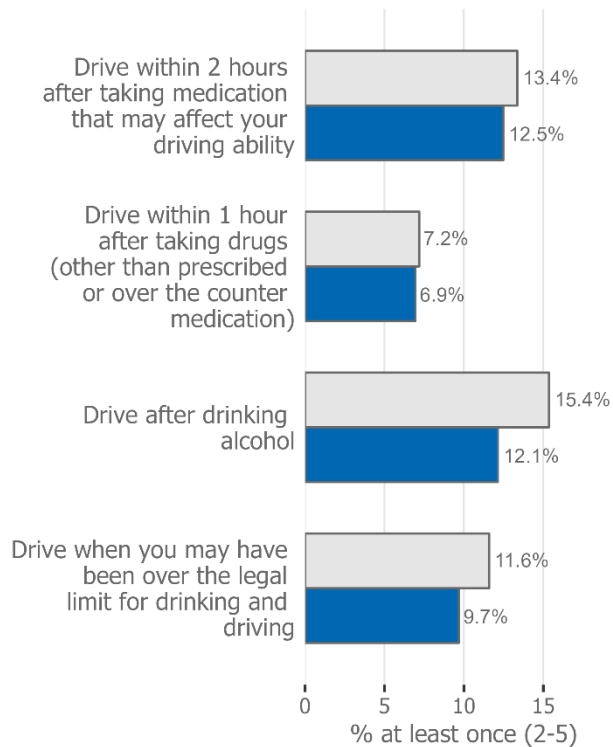
The following figures show a core set of variables in which Germany (blue bar) is compared with the Europe22 ESRA3 mean² (grey bar).



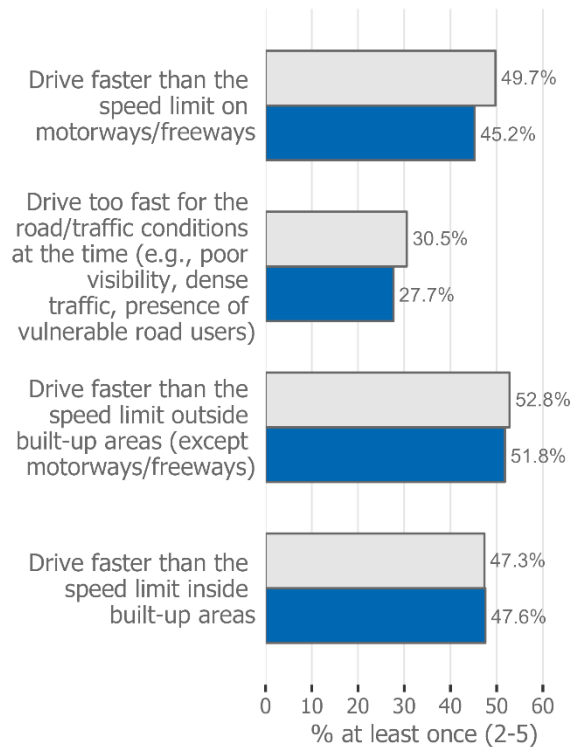
Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

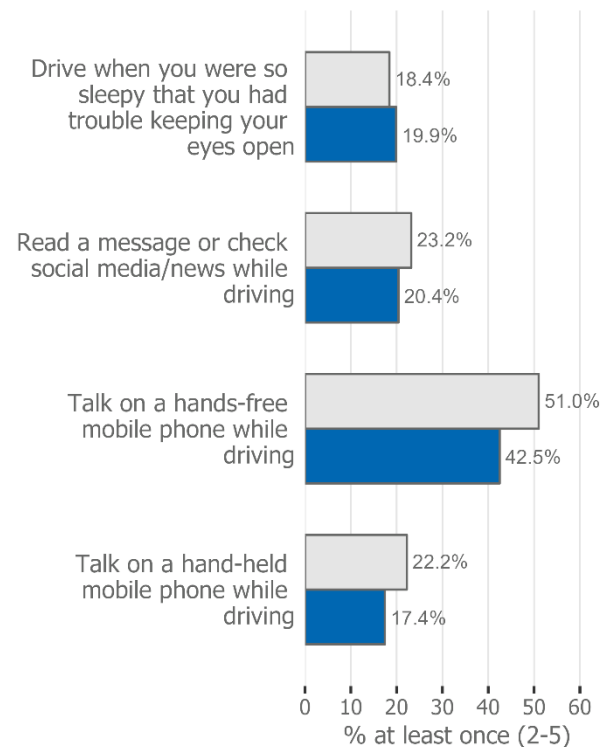
DUI as a car driver



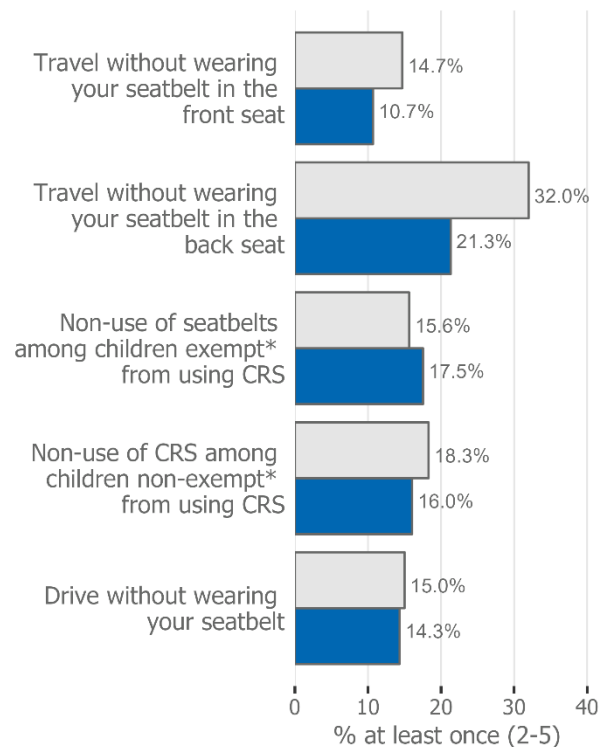
Speeding as a car driver



Distraction & fatigue as a car driver



Seat belt use in a passenger car

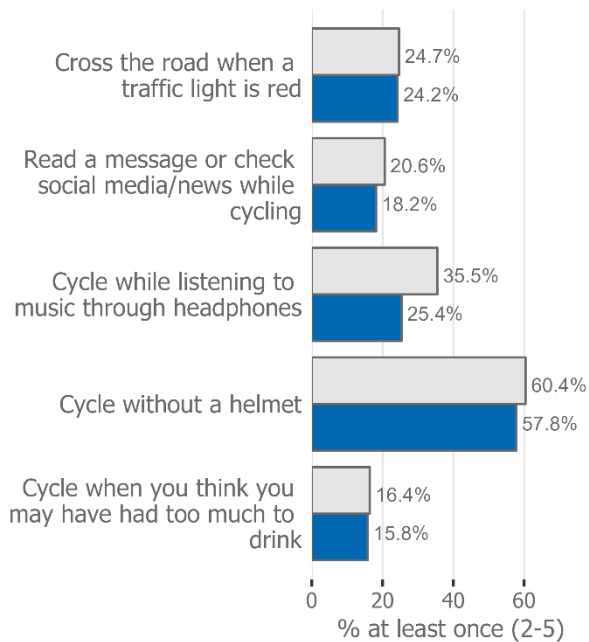


* specified based on national regulation; CRS = Child Restraint System

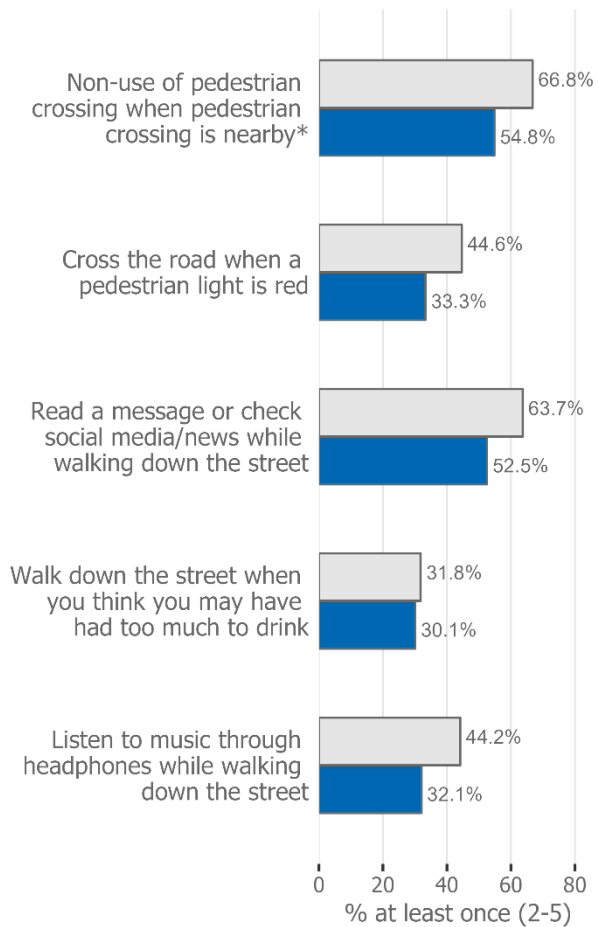
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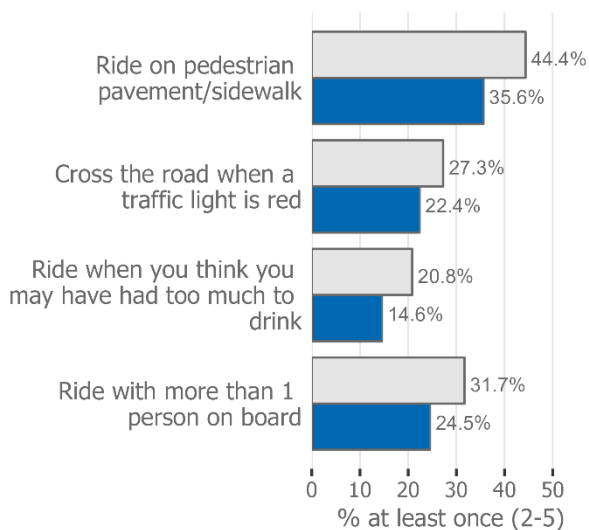
Cyclists



Pedestrians



E-scooter riders



* specified based on national regulation

Sample size**

Road users who use each transport mode at least a few days per month.

| Mode of transportation | Germany | Europe22 |
|--|---------|----------|
| Car drivers | 618 | 16,900 |
| Car drivers who transported children (<18y) exempt* from using CRS | 171 | 6,110 |
| Car drivers who transported children (<18y) non-exempt* from using CRS | 216 | 6,441 |
| Car passengers | 502 | 15,480 |
| Cyclists | 457 | 10,650 |
| E-scooter riders | 116 | 2,918 |
| Pedestrians | 678 | 19,119 |

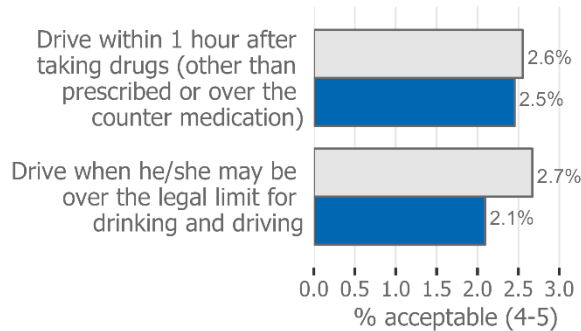
**weighted sample for self-declared behaviours. CRS = Child Restraint System

Personal acceptability

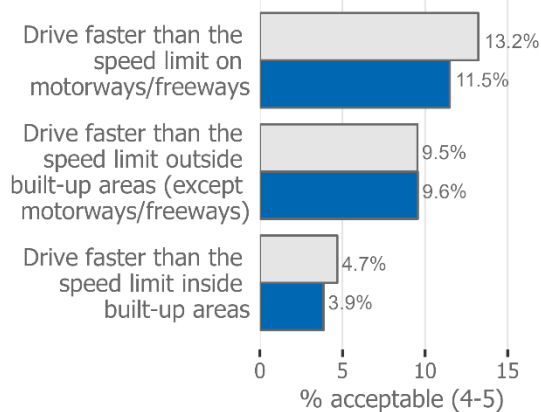
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

Car drivers

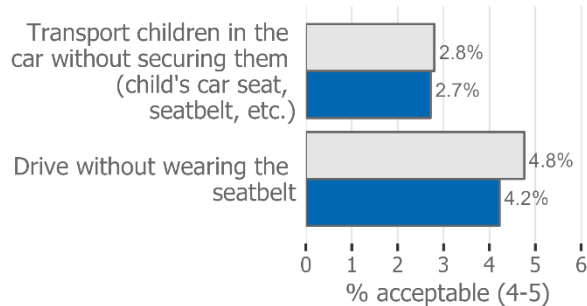
DUI



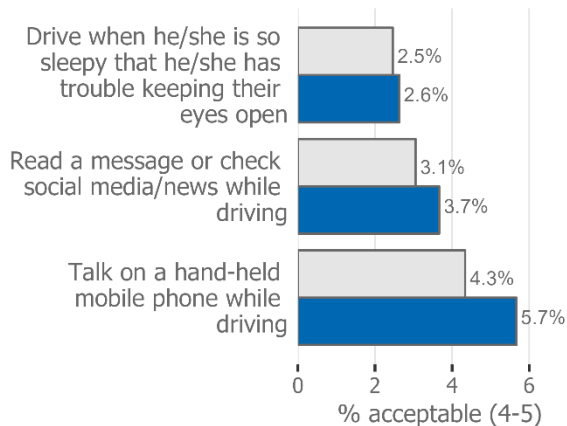
Speeding



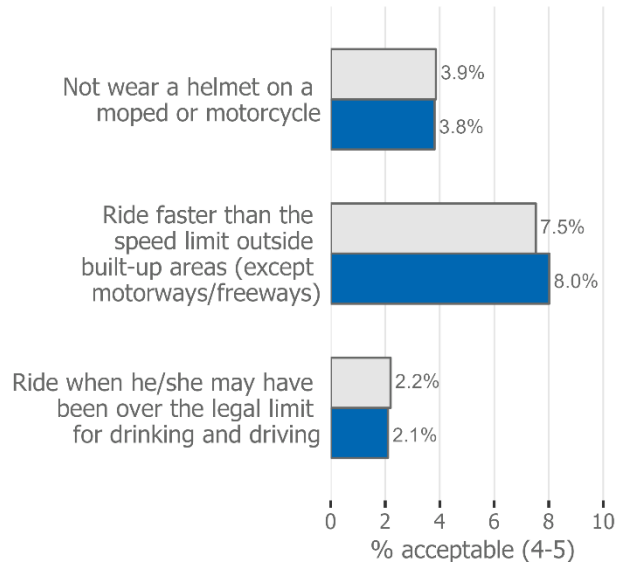
Seat belt



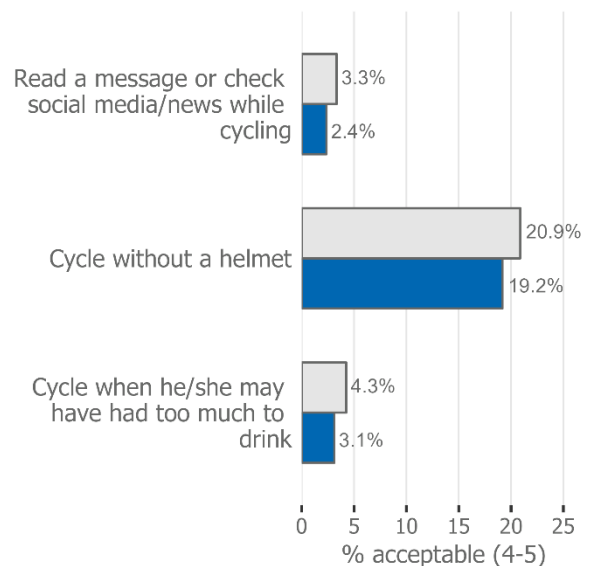
Distraction & fatigue



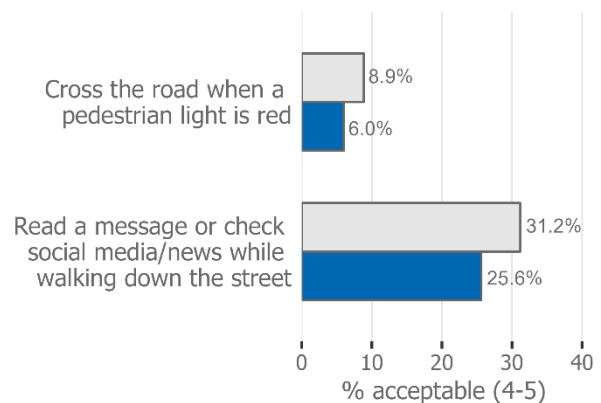
Motorcyclists & moped riders



Cyclists

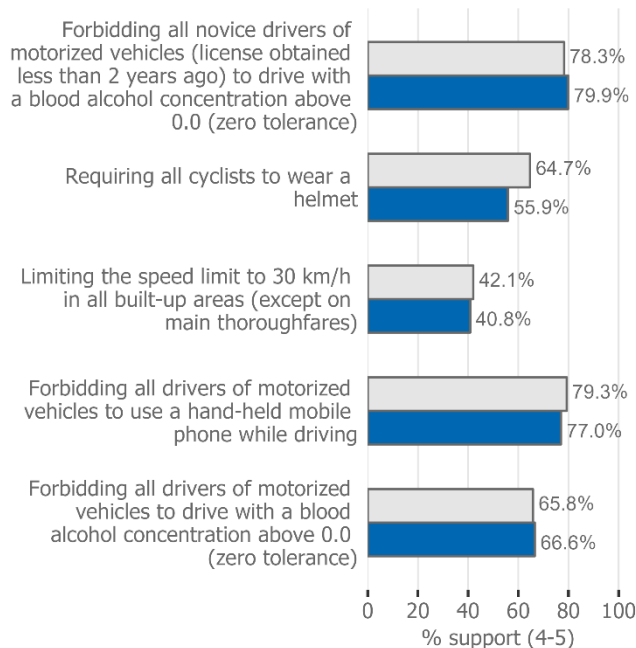


Pedestrians



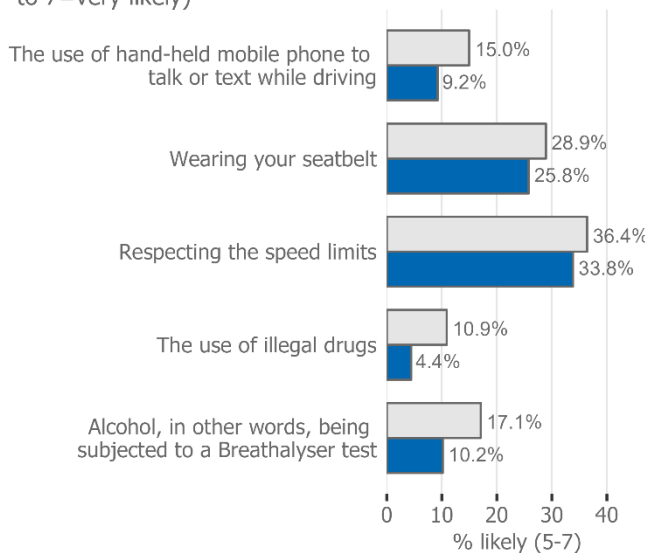
Support of policy measure

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)

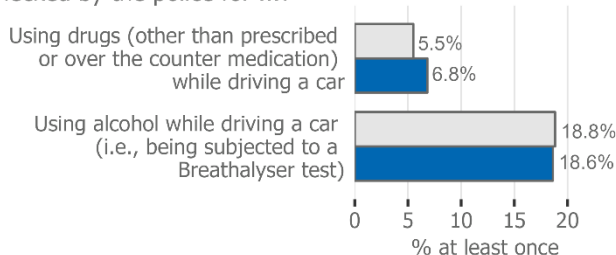


Enforcement

On a typical journey, how likely is it that you (as a car driver) will be checked by the police (including camera's or radars) for ...? (7-point scale from 1=very unlikely to 7=very likely)



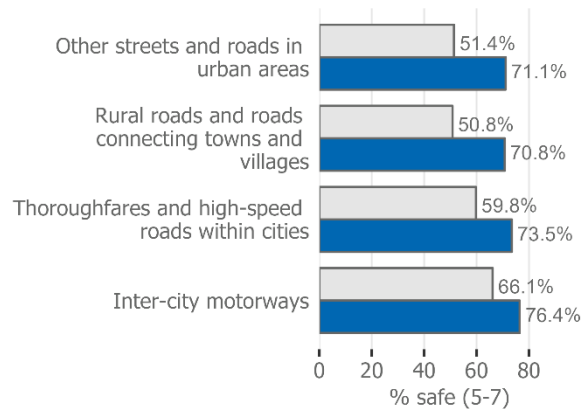
In the past 12 months, how many times have you been checked by the police for ...?



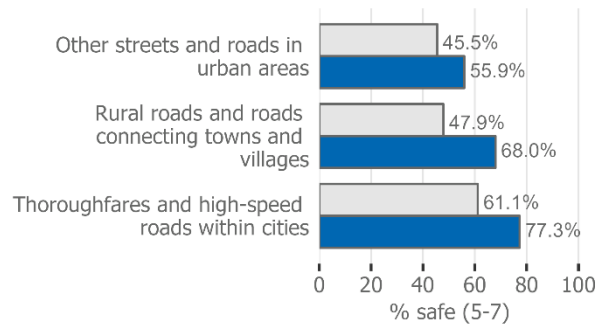
Infrastructure

How would you rate the roads that you regularly use in terms of safety ...? (7-point scale from 1=very unsafe to 7=very safe)

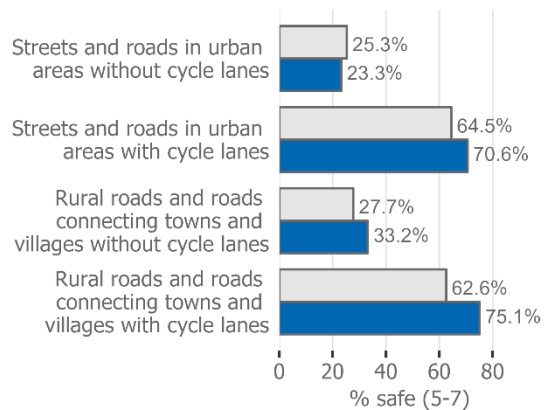
Car drivers



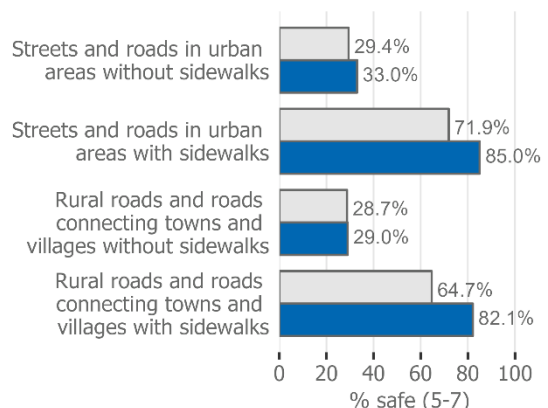
Motorcyclists & moped riders



Cyclists



Pedestrians



Background Data

Basic data of Germany in relation to the Europe22³ mean.

| Exposure | year | Germany |
|--|------|---------|
| total length of roads (km) | 2020 | 642,721 |
| total length of motorways (km) | 2021 | 13,192 |
| vehicle kilometres (total in millions) | 2021 | 686,000 |
| motorisation rate (motor vehicles/1000 inhab.) | 2017 | 691.8 |
| Source: IRF, Geneva, Switzerland; OECD | | |

| Persons killed in road crashes by age, gender and transport mode | | | | | |
|--|-----------------|-------|-----------------|-------|--|
| | Germany | | Europe22* | | |
| | absolute number | % | absolute number | % | |
| 0-14 | 49 | 1.9 | 398 | 2.1 | |
| 15-17 | 64 | 2.5 | 424 | 2.3 | |
| 18-24 | 287 | 11.2 | 2,361 | 12.7 | |
| 25-49 | 676 | 26.4 | 6,166 | 33.2 | |
| 50-64 | 614 | 24.0 | 3,969 | 21.4 | |
| ≥65 | 868 | 33.9 | 5,122 | 27.6 | |
| unknown age | 4 | 0.2 | 112 | 0.6 | |
| male | 1,984 | 77.4 | 14,529 | 78.3 | |
| female | 575 | 22.4 | 3,990 | 21.5 | |
| unknown gender | 3 | 0.1 | 33 | 0.2 | |
| car (including taxi) | 1,118 | 43.6 | 7,349 | 43.7 | |
| moped | 56 | 2.2 | 464 | 2.8 | |
| motorcycle | 473 | 18.5 | 3,103 | 18.5 | |
| bicycle | 372 | 14.5 | 1,640 | 9.8 | |
| pedestrian | 344 | 13.4 | 2,814 | 16.7 | |
| other | 199 | 7.8 | 1,437 | 8.6 | |
| TOTAL | 2,562 | 100.0 | | 100.0 | |
| fatalities per 1,000,000 inhab. | 30.8 | | 39.1 | | |
| Data of Germany from 2021. Europe22* based on the most recent data available by country. Due to missing data not included in mean for gender and age: Bosnia and Herzegovina; for transport modes moped and motorcyclists also Ireland, United Kingdom. The mean for 'fatalities per 1,000,000 inhab.' includes all countries. Source: CARE database | | | | | |

| Population | | | |
|-----------------------------------|------|------------|-------------|
| | year | Germany | Europe22 |
| population | 2021 | 83,196,078 | 482,386,787 |
| density (inhab./km ²) | 2021 | 238.1 | 128.0 |
| males (% of total) | 2021 | 49.3 | 49.0 |
| females (% of total) | 2021 | 50.7 | 51.0 |
| urban (% of total) | 2021 | 77.5 | 77.3 |
| internet users (per 100 people) | 2021 | 91.4 | 88.5 |

Source: [World Bank](#)

| Traffic legislation in Germany | |
|---|------------------|
| Speed limits for passenger cars: | (km/h) |
| motorways | No |
| rural roads | 100 |
| urban roads | 50 |
| Drink-driving: | BAC limits (g/l) |
| max. BAC for drivers | 0.50 |
| max. BAC for young/novice drivers | 0.00 |
| max. BAC for professional drivers | 0.50 |
| Existence of drug-driving law | Yes |
| Protective systems: | |
| obligation to use seatbelt in front seat | Yes |
| obligation to use seatbelt in rear seat | Yes |
| obligation to use child restraint systems for transport of children | Yes |
| obligation to use a helmet as a motorcyclist | Yes |
| Prohibition to use mobile phone while driving (hand-held) | Yes |

Source: [WHO \(2018\)](#)

¹ Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA3 survey.

² The Europe22 ESRA3 mean is based on the results of the 22 European countries participating in the ESRA3 survey: Austria, Belgium, Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, Netherlands, Poland, Portugal, Republic of Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

³ The Europe22 mean used in the background data is based on the national data of the 22 European countries participating in the ESRA3 survey (for countries see footnote 2 above).

The ESRA3 survey in Germany was supported by Federal Highway Research Institute.

Please refer to this document as: Vias institute. (2023). *Germany – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes)*. Version 2 (01/2024). [Fact sheet]. <https://www.esranet.eu/storage/minisites/esra2023countryfactsheetgermany.pdf>

For more information: www.esranet.eu or email esra@vias.be

