Czech Republic

Structure and Culture

- **Basic data**

Table 1: *Basic data of the Czech Republic in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA; [5] national source)*

Basic data of the Czech Republic	European average
– Population: 10.5 million inhabitants (2010)	17.1 million (2010[i]) [1,2]
– Area: 77 300 km^2 (2010) (2.1% water) (2010)	156 225 km^2 (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 2°C Average summer temperature (May to Oct.): 12°C Annual precipitation level: 646 mm	(2010) 6°C 16°C 747 mm
Exposure: 46.5 billion vehicle km (2010)[5] (82% passenger cars, 16% trucks)	168 billion vehicle km (2010[ii]) [1]
0.6 motorised vehicles per person (2010)	0.7(2010[i, iii]) [1,2]

- **Country characteristics**

The Czech Republic has a stable economy and growing transport demands.

Table 2: *Characteristics of the Czech Republic in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)*

Characteristics of the Czech Republic	European average
– Population density: 136 inhabitants/km^2 (2010)	110 inhabitants km^2 (2010[i]) [1,2,3]
– Population composition (2009): 14% children (0-14 years), 71% adults (15-64 years), 15% elderly (65 years and over)	 16% children, 67% adults, 17% elderly (2009[iii]) [1,2]
– Gross Domestic Product (GDP) per capita: €14 200 (2010)	€26 100 (2010) [1,2]
– 34% of population lives inside urban area (2010)	42% (2010[iv]) [1,2]
– Special characteristics: the Czech economy is one of the most stable economies of the former Easter-European countries, which is related to a growth of the export but also increased internal demands.	

[i] Based on 30 European countries; data of HU = 2009.
[ii] Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).
[iii] Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).
[iv] Based on 29 European countries (excl. IS).

Road Safety Country Overview - Czech Republic

- **Structure of road safety management**
  - Policy making is centralized in Czech Republic.

The following key-actors are responsible for road safety (RS) management:

Table 3: *Key actors per function in the Czech Republic. (Sources: DG-TREN, 2010; national experts)*

Key functions	Key actors
1. – Formulation of national RS strategy – Setting targets – Development of the RS programme	– Ministry of Transport (MoT): central state authority in the field of road traffic and road safety and is mainly responsible for road safety on national level. – Czech Governmental Council for Road Safety: consists of governmental and non-governmental bodies and is main coordinating body for road safety at government level.
2. Monitoring of the RS development in the country	MoT
3. Improvements in road infrastructure	– MoT: chairs the expert group responsible for preparing national road safety strategy, technical guidelines and technical standards for the design, construction and maintenance of roads. – The State Fund of Transport Infrastructure: responsible for financing state-owned roads. – Road and Motorway Directorate: responsible for maintenance of motorways and the 1st class Roads. – Regional and local authorities: responsible for road signing and marking on 2nd and 3rd class roads and local roads, and road accident prevention.
4. Vehicle improvement	MoT
5. Improvement in road user education	– MoT: responsibilities for driving licences, and permits etc.. – The Ministry of Education: road traffic education programmes.
6. Publicity campaigns	– MoT – The Ministry of Interior – The police – NGOs.
7. Enforcement of road traffic laws	Police Force
8. Other relevant actors	– The Ministry of Health: injury prevention programmes; – The Transport Research Centre (CDV): road safety execution and research; – Most important NGOs (mainly campaigning and road traffic education) e.g.: National Healthy Cities Network, Partnership Foundation, Central Auto Club, Auto Club of the Czech Republic, Road Safety Foundation, CESMAD Bohemia, the association of road hauliers, Czech Association of Road Accident Victims.

The Ministry of Transport is the main responsible authority for road safety policy in the Czech Republic.

Road Safety Country Overview - Czech Republic

Czech drivers are somewhat more in favour of stricter legislation than drivers in other countries.

- **Attitudes towards risk taking**

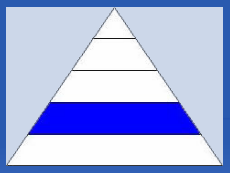
– Drivers in the Czech Republic generally report somewhat less hazardous behaviour than drivers in other countries.
– Czech drivers are more in favour for stricter legislation than drivers from other countries, especially speeding.
– Czech drivers feel a somewhat higher probability of being checked by the police than drivers in other countries.

Table 4: *Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)*

	Czech Republic	**SARTRE average**
Self reported driving behaviour	**% of drivers that show behaviour often or more**	
Too close following	5%	9%
Inappropriate overtaking	16%	5%
Exceeding speed limit on motorways	14%	25%
Exceeding speed limit on main inter-urban roads	12%	18%
Exceeding speed limit on country roads	7%	13%
Exceeding speed limit in built-up areas	6%	8%
Support of stricter legislation	**% of drivers that support stricter legislation**	
Higher penalties for speeding offences	78%	60%
Higher penalties for drink-driving offences	91%	88%
Lower BAC limits	14%	8%
Perceived probability of being checked for	**% of drivers who assume they are checked often**	
Speeding	16%	18%
Alcohol use	7%	9%

Legend
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse



The Czech RS plan starts from the idea that RS is a right and responsibility of everybody.

Recent infrastructural actions in the Czech Republic were directed at traffic calming, increase of motorway network and improvement of intersections.

Programs and measures

- **Road safety strategy of the country**
  - The latest RS plan of the Czech Republic starts from the idea that road safety is a right and responsibility of everybody.

- **National strategic plans and targets**
  - The latest RS plan (2011-2020) of the Czech Republic was adopted in 2011.
  - Targets:

Table 5: *Road safety targets for the Czech Republic*

Year	Fatalities	Serious injuries
2020	Max. = average of EU fatalities/country	-40%

  - Priority topics:
    - Children,
    - Pedestrians,
    - Cyclists,
    - Motorcyclists,
    - Young and novice drivers,
    - Aging population,
    - Alcohol and other addictive substances impairing driving,
    - Inappropriate speeding,
    - Aggressive driving.

(Sources: national source)

- **Road infrastructure**

Table 6*: Description of the road categories and their characteristics in the Czech Republic (Source: TiS.PT, 2003).*

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90
Motorways	130

  - Special rules for:
    - Light motorcycles (A1: until 18 years): 80 km/h
  - Guidelines and strategic plans for infrastructure are available in the Czech Republic.

Road Safety Country Overview - Czech Republic

Table 7: *Obligatory parts of infrastructure management in the Czech Republic and other European countries. (Sources: DG-TREN, 2010; national sources).*

Obligatory parts in the Czech Republic:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: no	50%
Road safety inspections: no	60%
Black spot treatment: -	47%[v]

- Recent infrastructural actions have been addressing:
  - new traffic warning and information signs introduced,
  - research on safer road infrastructure,
  - wide introduction of traffic calming measures,
  - more use of 30 km/h zones,
  - more motorways and bypasses of cities,
  - reconstruction of junctions,
  - improvement of level crossings,
  - separation of vulnerable road users from motorised traffic.

• Traffic laws and regulations

Table 8*: Description of the regulations in the Czech Republic in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010 [4] DG-TREN, 2008)*

Regulations in the Czech Republic	Most common in Europe (% of countries)
Allowed BAC level: 0.0‰; – Novice drivers: 0.0‰; – Professional drivers: 0.0‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hands-free: not allowed – Hand held: allowed [3]	 Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory [3]	 Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: obligatory up to 18 year; recommended for others [3]	 Obligatory (all countries) Obligatory (all countries) Recommended (25%[vi]) [2,3]
– DRL is mandatory [4] – A demerit point system is in place [3]	

The Czech Republic has a zero tolerance for drink-driving, which is much stricter than in the rest of Europe.

[v] Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).
[vi] Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

Road Safety Country Overview - Czech Republic

Speed enforcement is less effective in the Czech Republic than the European average.

Road safety education is voluntary in the Czech Republic, but child safety education is also a topic for national campaigns.

• Enforcement

Table 9: *Effectiveness of enforcement effort in the Czech Republic according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)*

Issue	Score for the Czech Republic	Most common in Europe (% of countries)
Speed legislation enforcement	5	7 (35%)
Seat-belt law enforcement	8	7 (43%)[vii]
Child restraint law enforcement	7	6 (27%[viii])
Helmet legislation enforcement	9	9 (39%[ix])

Table 10: *Performance of enforcement effort in the Czech Republic according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)*

Issue	Score for the Czech Republic	Most common in Europe (% of countries)
Speeding	need to do more	Is improving (50%)
Drink driving	Is improving	Is improving (79%)[ix]
Seat belt use	Is improving	Is improving (52%[x])

• Road user education and training

Table 11: *Road user education and training in the Czech Republic, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011a; [3] national sources)*

Education and training in the Czech Republic	Most common in Europe (% of countries)
General education programmes: – Primary school: voluntary – Secondary school: voluntary – Other groups: no information	 Compulsory (65%[xi]) Compulsory (50%[xii])[1,2] -
Driving licences thresholds: – Passenger car: 18 years – Motorised two wheeler:18 years – Busses and coaches: 21 years – Lorries and trucks: 21 years	 18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%)[xiii] 21 years (79%[xiv])[2,3]

[vii] Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).
[viii] Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).
[ix] Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).
[x] Based on data of 25 countries (excl. BG, CH, IS, NO and RO).
[xi] Based on data of 26 countries (excl. BG, CH, NO and RO).
[xii] Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).
[xiii] Based on data of 29 countries (excl. NO).
[xiv] Based on data of 28 countries (excl. IE and NO).

Road Safety Country Overview - Czech Republic

- **Public campaigns**

Table 12: *Public campaigns in the Czech Republic, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)*

Campaigns in the Czech Republic	Most common issues in Europe (% of countries)
Organisation: – The Ministry of Transport; – The Ministry of Interior; – The police; – NGO's.	
Main themes: – Drink-driving, – Seat-belt, – Speeding, – Child safety education.	 Drink-driving (83%) Seat-belt (73%) Speeding (53%) -

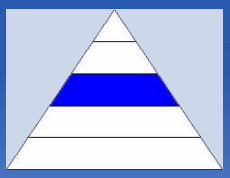
- **Vehicles and technology (national developments)**

Table 13: *Developments of vehicles and technology in the Czech Republic, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)*

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: no information	Every 12 months (41%)
Motor cycles: no information	Every 12 months (35%)
Busses or coaches: no information	Every 12 months (41%)
Lorries or trucks: no information	Every 12 months (41%)[xv]

No information is available on mandatory vehicle inspections in the Czech Republic.

[xv] Based on data of 17 countries (excl.BG, CH, CY, CZ, EE, HU,LT, MT, NO, RO, SI, SK).



Mean speeds have dropped on all roads in the Czech Republic, but also the amount of speed checks have decreased.

In the Czech Republic there is no information on the amount of drink-driving offences.

Road Safety Performance Indicators

- **Speed**

Table 14: *Number of speed checks in the Czech Republic versus the European average (Source: ETSC, 2010)*

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	30	17	-43%	90.8[xvi]

Table 15: *Percentage of speed offenders per road type in the Czech Republic compared to the European average (Source: ETSC, 2010)*

Road type	2001	2006	Average annual change	European average
Motorways	Not available	23%	Not available	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

Table 16: *Mean speed per road type in the Czech Republic compared to the European average (Source: ETSC, 2010)*

Road type	2005	2009	Average annual change	European average
Motorways	116 km/h	105 km/h*	-9%	Not available
Rural roads	70 km/h	68 km/h	-3%	Not available
Urban roads	50 km/h	41 km/h	-18%	Not available

* 2006

- **Alcohol**

Table 17: *Road side surveys for drink-driving in the Czech Republic compared to the European average (Source: ETSC, 2010)*

Measure	2006	2008	% change since	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	145.8[xvii]
% tested over the limit	Not available	Not available	Not available	Not available

[xvi] Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).
[xvii] Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview - Czech Republic

In the Czech Republic, the vehicle fleet is older than the European average.

Front seat-belt wearing is somewhat better than the European average, but the rear seat-belt wearing is somewhat worse.

• Vehicles

Table 18: *State of the vehicle fleet in the Czech Republic compared to the European average (Source: ETSC, 2009)*

Vehicle fleet in the Czech Republic	European average
Cars per age group (2009): – 7% ≤ 2 years, – 11% 2 to 5 years, – 23% 6 to 10 years, – 59% > 10 year.	Passenger cars (2009)[xviii] 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): – 5 stars: 29% – 4 stars: 50% – 3 stars: 5% – 2 stars: 1%	 49% 35% 6% 1%[xix]

• Protective systems

Table 19: *Protective system use in the Czech Republic versus the average in Europe (Source: Vis & Eksler, 2008; OECD/ITF, 2011, ETSC, 2011b; national sources)*

Use of protective systems in the Czech Republic	European average
Daytime seat belt wearing in cars and vans (2009): – 89% front, – No information on % driver – No information on % front passenger – 51% rear, – 42% child restraint systems (2005)	(2007) 85% front[xx], Not available Not available 60% rear[xxi], Not available
– Helmet use: – 100% motor rides, – 100% moped riders, – No information on % cyclists	 Not available Not available Not available

[xviii] Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).
[xix] Based on data of 27 countries (excl. CY, IS and MT).
[xx] Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)
[xxi] Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview - Czech Republic

Road Safety Outcomes

- **General positioning**

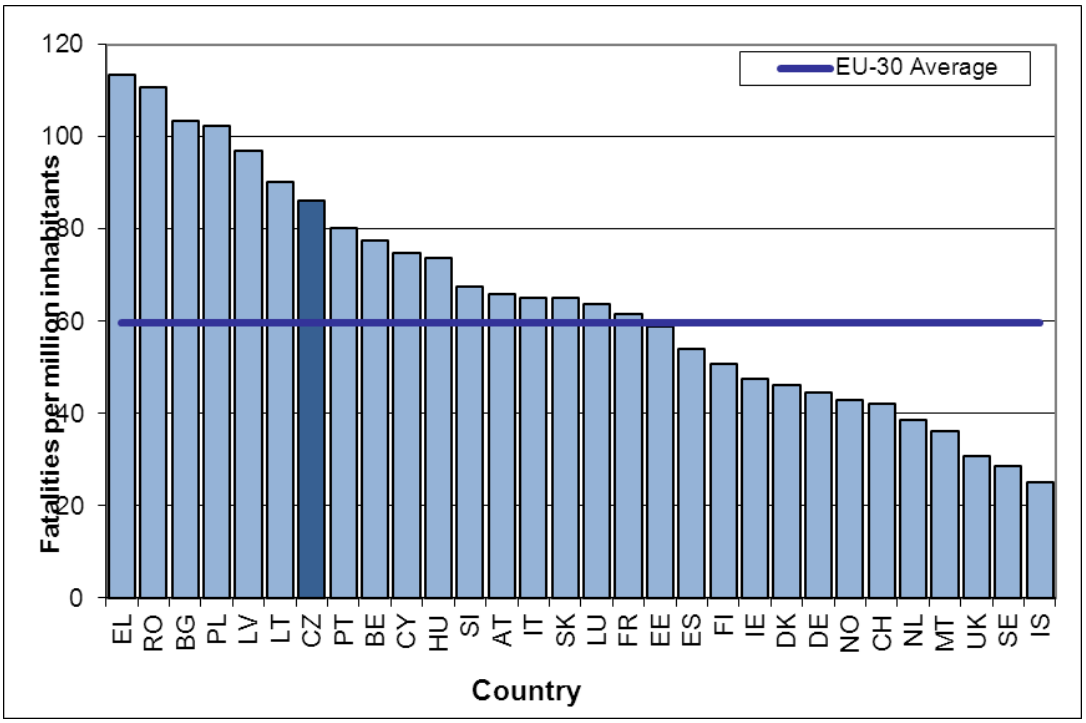


Figure 1: *Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).*

The annual fatalities per million population are higher than the European average, and the decrease is fluctuating.

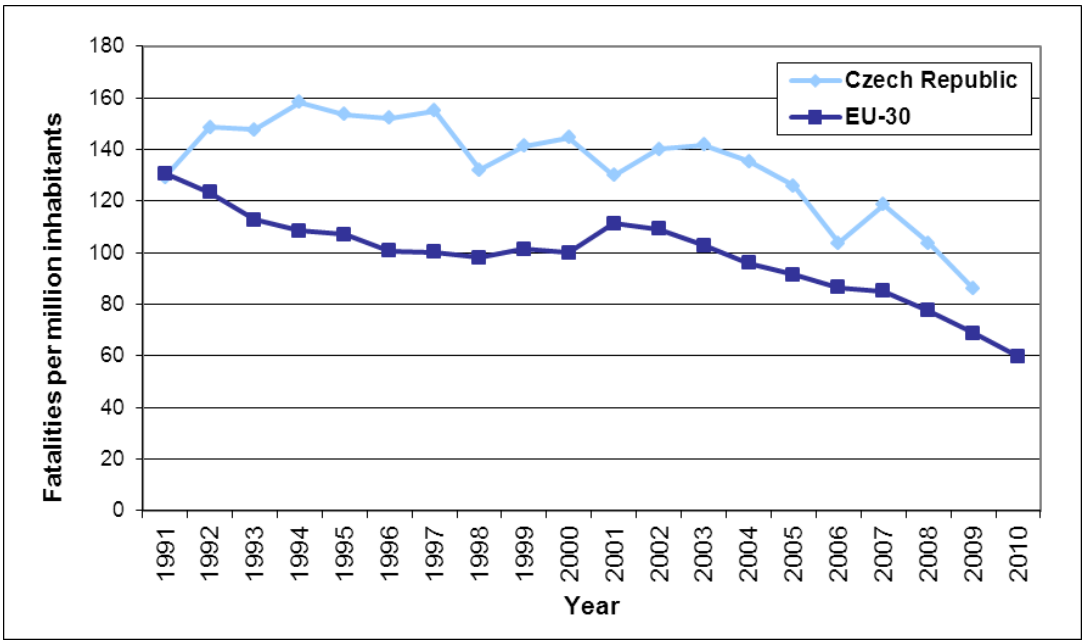


Figure 2: *Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).*

Road Safety Country Overview - Czech Republic

The share of fatalities by transport mode are close to the European average with most fatalities among car occupants and pedestrians.

Somewhat more men die in a road crash than the European average, particulary middle aged men.

In the Czech Republic, much more fatalities happen on junctions and rural areas.

• Transport mode

Table 20: *Reported fatalities by mode of road transport in the Czech Republic compared to the European average of the last year available (Source: CARE, national sources).*

Transport mode	2001	2010	Average annual change	% in 2010	European average (2009[xxii])
Pedestrians	322	169	-5%	21%	18%
Car occupants	713	403	-5%	50%	47%
Motorcyclists	86	95	1%	12%	13%
Mopeds	9	4	-6%	<1%	2%
Cyclists	141	80	-5%	10%	5%
Bus/coach occupants	7	1	-10%	<1%	<1%
Lorries or truck occupants	49	50	0%	6%	4%

• Age, gender and nationality

Table 21*: Reported fatalities by age, gender and nationality in the Czech Republic versus the European average of the last year available (Source: CARE, national sources).*

Age and gender	2001	2010	Average annual change	% in 2010	European average (2009[VIII])
Females	338	184	-5%	23%	24%
0-14 years	17	7	-7%	1%	1%
15 – 17 years	15	4	-8%	1%	1%
18 – 24 years	50	27	-5%	3%	4%
25 – 49 years	105	48	-6%	6%	7%
50 – 64 years	56	26	-6%	3%	3%
65+ years	94	72	-3%	9%	7%
Males	995	618	-4%	77%	75%
0-14 years	21	10	-6%	1%	2%
15 – 17 years	22	13	-5%	2%	2%
18 – 24 years	186	98	-5%	12%	13%
25 – 49 years	414	281	-4%	35%	31%
50 – 64 years	196	116	-5%	15%	12%
65+ years	147	93	-4%	12%	12%
Nationality of driver or rider killed					
National	n.a.	n.a.	n.a.	n.a.	Not available
Non-national	n.a.	n.a.	n.a.	n.a.	Not available

• Location

Table 22: *Reported fatalities by location in the Czech Republic compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.*

Location	2001	2010	Average annual change	% in 2010	European average (2009[VIII])
Built-up areas	525	291	-5%	36%	33%
Rural areas	808	511	-4%	64%	49%
Motorways	43	28	-4%	3%	5%
Junctions (* 2008)	241	238*	0%	30%	12%

[xxii] Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview - Czech Republic

Fatalities during daylight have a higher share in the Czech Republic than on average in Europe; single vehicle crashes have a lower share.

- **Lighting and weather conditions**

Table 23: *Reported fatalities by lighting and weather conditions in the Czech Republic compared to the European average of the last year available (Source: CARE, national sources).*

Conditions	2001	2010	Average annual change	% in 2010	European average (2009[xxiii])
Lightning conditions					
During daylight	559*	548	-2%	68%	55%
During nighttime	508	254	-6%	32%	39%
Weather condition					
While raining	130	69**	-6%	9%	10%

** 2009, **2008*

- **Single vehicle crashes**

Table 24: *Reported fatalities by type in the Czech Republic compared to the European average of the last year available (Source: CARE, national sources).*

Crash type	2001	2010	Average annual change	% in 2010	European average (2009[VIIIxxiv])
Single vehicle crash	707	254	-7%	32%	40%

- **Under-reporting of casulaties**
  - Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
  - Hospitalised: no information.

(Source: WHO)

[xxiii] Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).
[xxiv] Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview - Czech Republic

- **Risk figures**

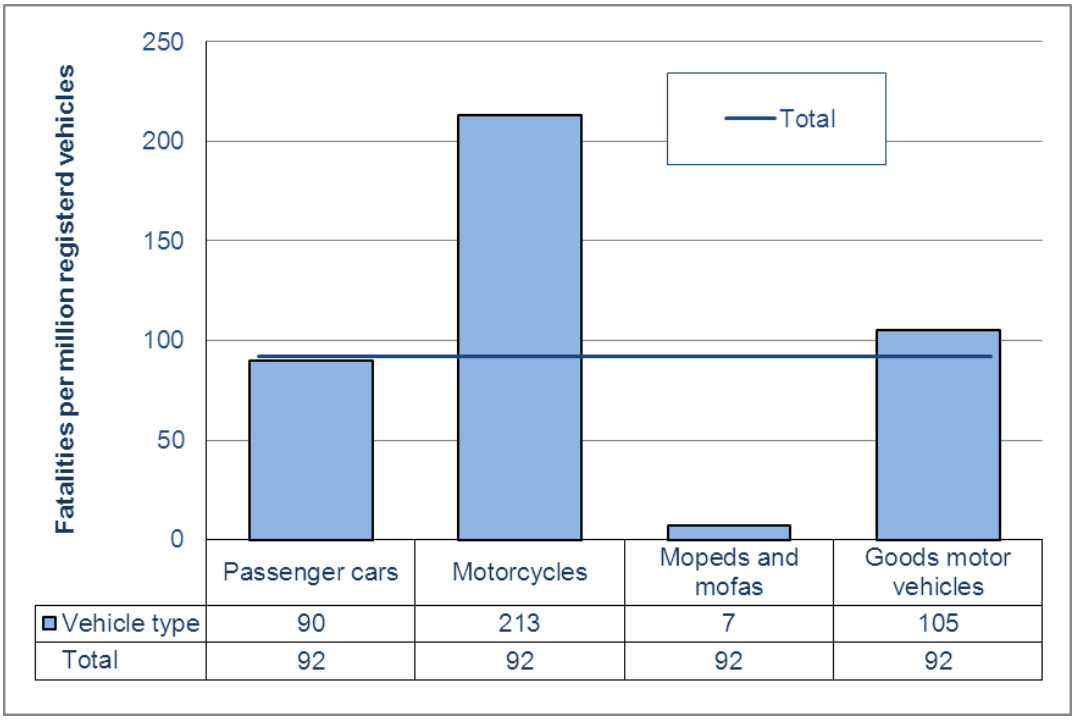


Figure 3: *Fatalities by vehicle type for the Czech Republic in 2010 (Sources: CARE).*

Mopeds and mofas have a very low fatality risk, motorcycles have a very high risk.

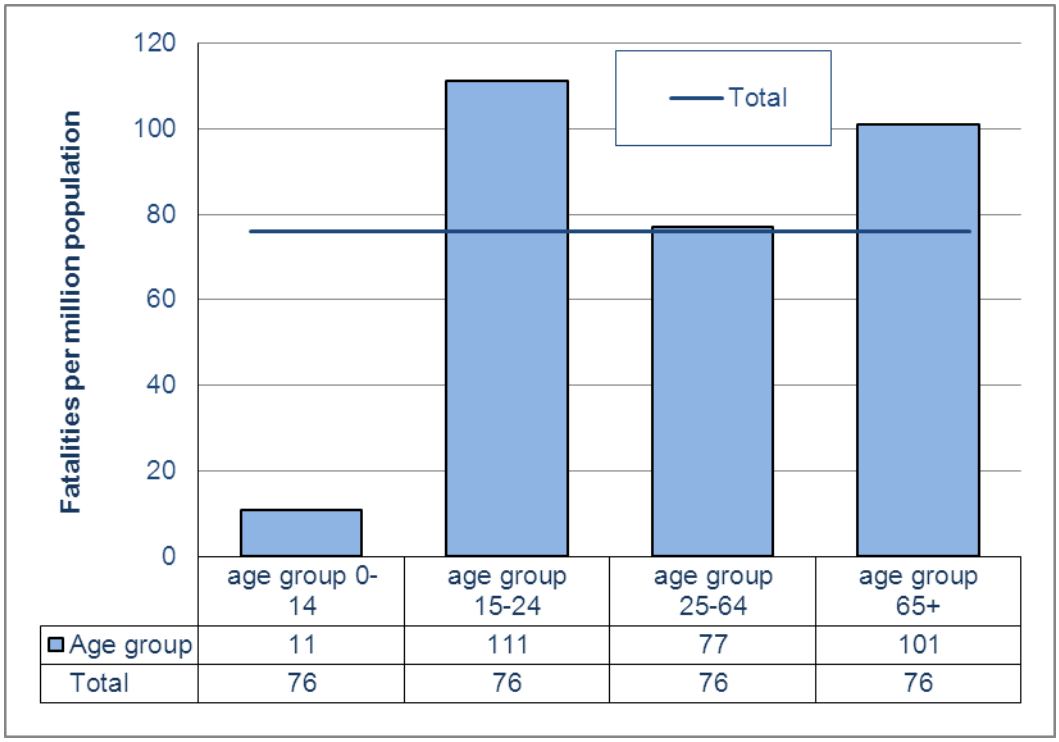
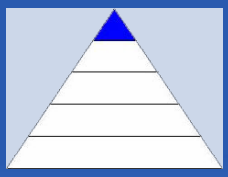


Figure 4: *Fatalities per million inhabitants in the Czech Republic in 2010 (Sources: CARE, OECD/ITF, 2011).*



Estimated road safety costs in the Czech Republic are lower for fatalities but higher for severely injured people than on average in Europe.

Social Cost

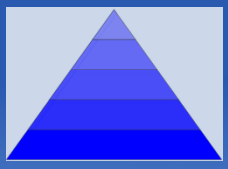
- Total costs of road crashes: € 1.9 billion (2007)
- Percentage of GDP: 1.5%

Table 25: *Cost (in million Euro) per injury type in the Czech Republic versus the European average (Source: Bickel et al., 2006).*

Injury type	Value	European average[xxv]
Fatal	0.46	1.28
Hospitalised	0.25	0.18
Slightly injured	0.02	0.02

[xxv] Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview - Czech Republic



Mean speeds have dropped in the Czech republic, despite also a drop in the amount of speed checks and speed enforcement being assessed as less effective than the European average.

Synthesis

- **Safety position**
  - The annual fatalities per million population are higher in the Czech Republic than the European average.

- **Scope of problem**
  - As on average in Europe, most fatalities occur among car occupants and pedestrians.
  - Somewhat more men die in a road crash than the European average, particulary middle aged men.
  - In the Czech Republic, much more fatalities happen on junctions and rural areas, but the share of single vehicle crashes is lower than the European average.
  - Mopeds and mofas have a very low fatality risk, motorcycles have a very high risk.
  - Front seat-belt wearing is somewhat better than the European average, but the rear seat-belt wearing is somewhat worse.

- **Recent progress**
  - The amount of annual fatalities per million inhabitants is gradually decreasing over the years, but with a fluctuating pattern.
  - Mean speeds have dropped on all roads in the Czech Republic, but also the amount of speed checks have decreased.

- **Remarkable road safety policy issues**
  - The Czech RS plan starts from the idea that RS is a right and responsibility of everybody.
  - Recent infrastructural actions in the Czech Republic were directed at traffic calming, increase of motorway network and improvement of intersections.
  - The Czech Republic has a zero tolerance for drink-driving, which is much stricter than in the rest of Europe.

DaCoTA

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