European Commission

Country Profile

Latvia

Mobility and Transport

This document is part of a series of 30 country profiles: one for each Member State of the EU 27 and three EFTA countries (Iceland, Norway, and Switzerland). The purpose of this series is to provide an overview of the road safety situation in a specific country.

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Contents

1. Highlights

Road Safety Outcomes

- In 2021, 147 people were killed in road crashes in Latvia, figures for serious injuries are not yet available (in 2020 490 people were seriously injured).
- In 2021, Latvia had the third highest mortality rate in the EU (78 fatalities per million inhabitants vs the EU average of 45)
- When compared to the EU average, Latvia has significantly higher proportions of fatalities among pedestrians and on rural roads.
- Over the 2012-2021 period, road fatalities in Latvia decreased at a lower rate than the EU average.

Road Safety Performance Indicators

- The use rates of seat-belts among passenger car occupants and helmet among powered two wheelers are higher than the EU average.
- The Latvian passenger car fleet is older than the EU.

Road Safety Policy Measures & Country Characteristics

- In Latvia, the permitted BAC limit for professional drivers is higher than most EU countries.
- Latvia's GDP per capita is below that of the European Union, but the percentage of GDP dedicated to road infrastructure is higher than the EU average.
- Latvian road infrastructure is characterised by a higher road network density than EU average, although the population density is lower than the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Latvia, 147 people were killed in 2021[a], while 490 people were seriously injured in road crashes in 2020. Over the period between 2012-2021, the number of fatalities in Latvia decreased by more than 15%, which is lower than the European Union (EU) reduction (25%). However, the number of serious injuries shows a slight decrease over the same period (by 0.6%).

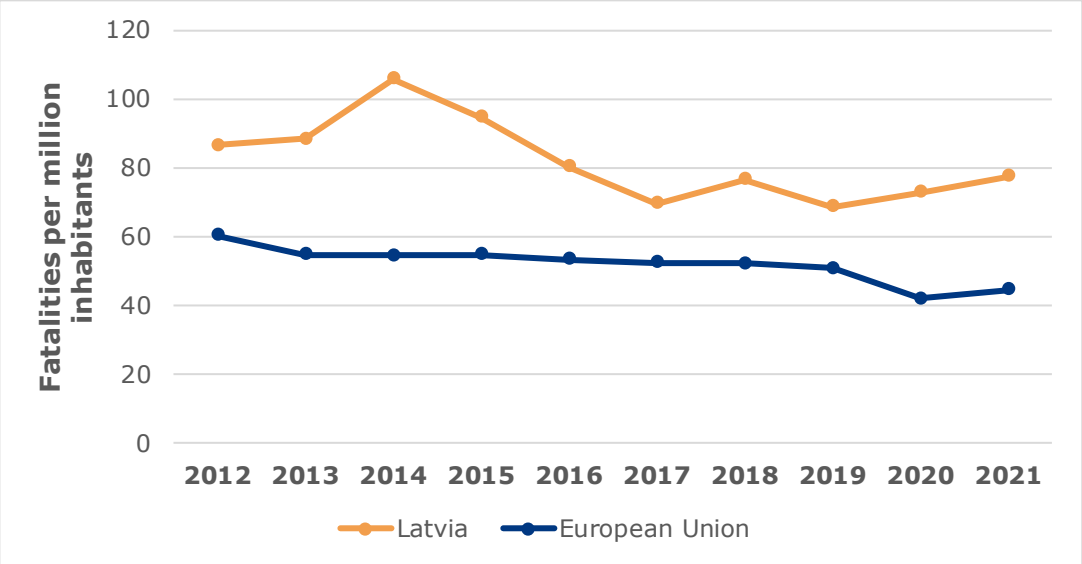
In terms of mortality rates, Latvia recorded 78 road fatalities per million inhabitants, which is well above the EU average (45). The Latvian mortality rate shows a decreasing trend over the period 2012-2021, despite spikes in the trend having been recorded in 2014 and 2018.

Table 1. Number of fatalities and serious injuries, 2012 and 2021

	2012	2021	Trend	EU trend
Fatalities	177	147	-17%	-25%
Serious Injuries*	493	490	-0.6%	-

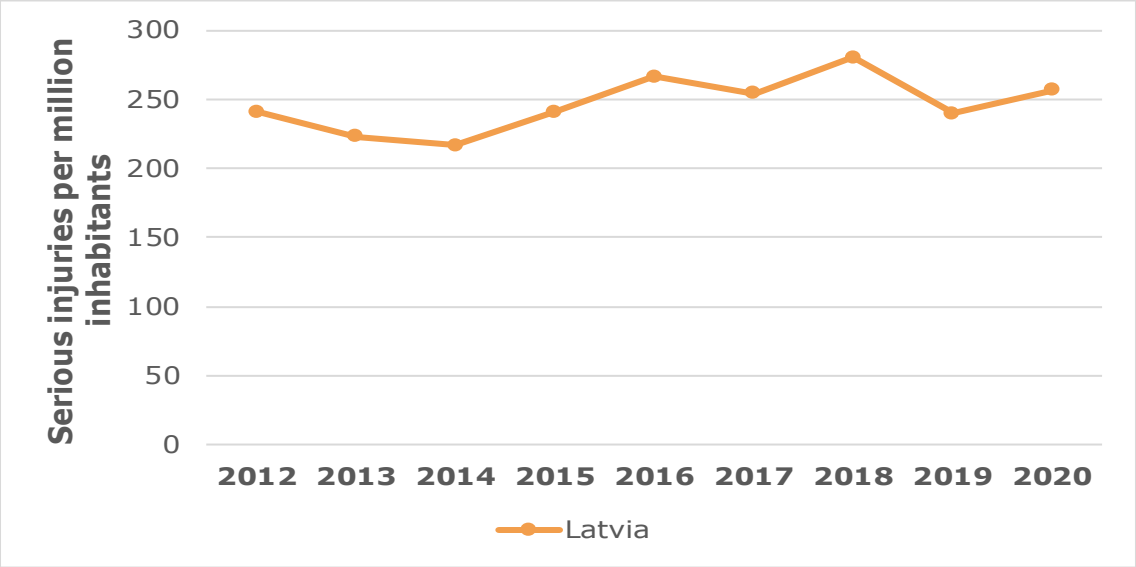
*Serious injuries data for 2020

Figure 1. Mortality rate development, 2012 – 2021



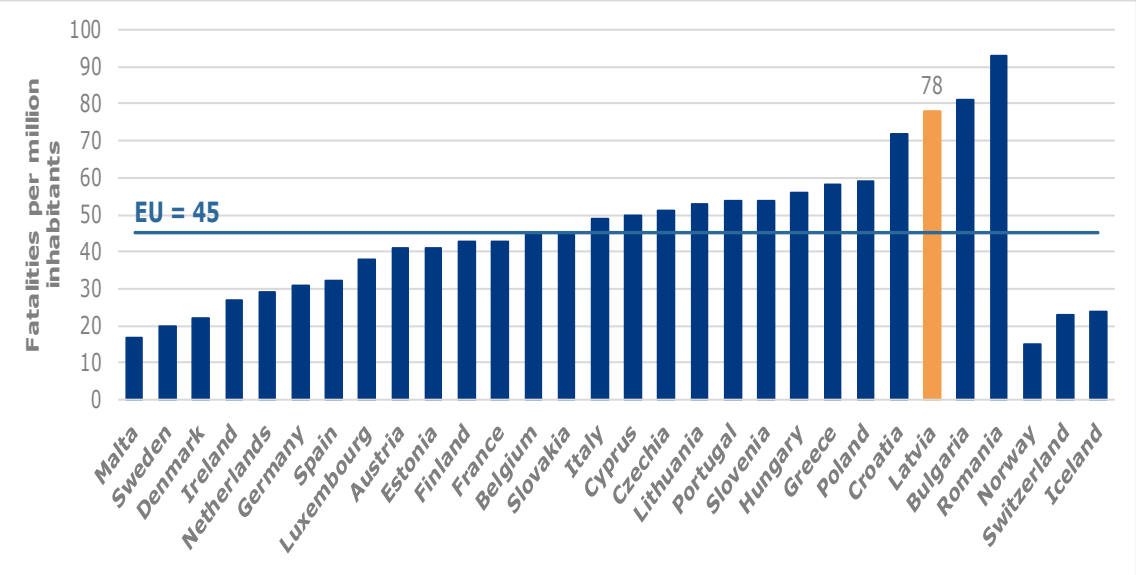
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2012 – 2020



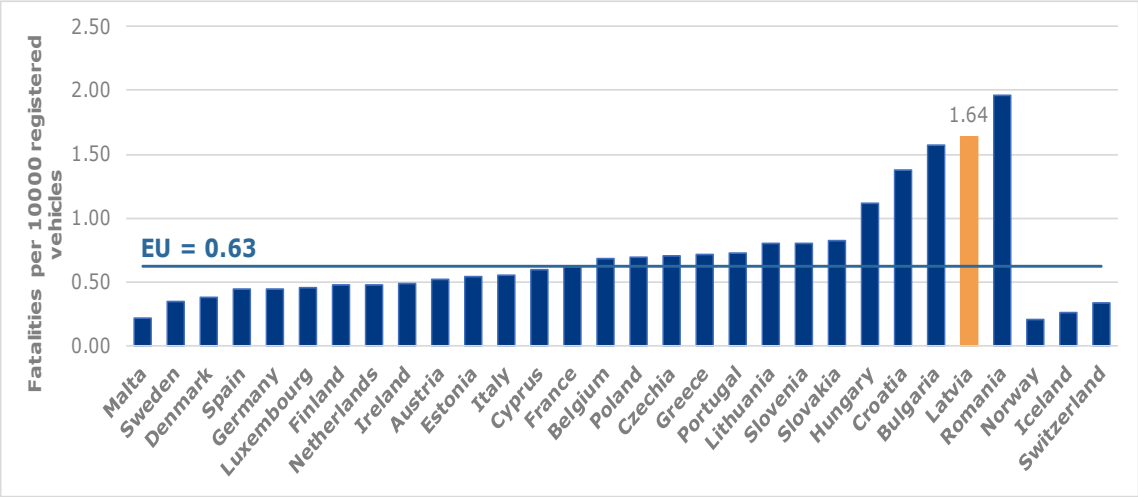
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Latvia still performs worse compared to the EU average. The rate of 1.64 fatalities per 10,000 registered vehicles in Latvia is well above the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2020 [b], pedestrians accounted for 31% of road fatalities in Latvia. This percentage is much higher than that observed in the EU as a whole (19%). Powered two-wheelers on the other hand, represent only 6% of road fatalities, which is much lower than the EU proportion (19%).

Over the period 2012-2020, there has been a decrease in road fatalities in Latvia for all transport modes. The highest decrease was recorded for pedestrians (31%). The number of serious injuries on the other hand, increased for cyclists and for powered two-wheelers.

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Latvia in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 63% were involved in a crash with a car, and 30% were involved in a crash with a lorry or heavy goods vehicle.

While road fatalities decreased in Latvia, fatalities in single vehicle crashes increased over the period 2012-2021 whereas these decreased across the EU. Also, the share of single vehicle fatalities in total fatalities increased.

[b] Different shares of transport modes in the casualty numbers, as shown in this section, may also reflect differences in the size of the vehicle fleet and the usage of different modes rather than a difference in safety level.

Table 2: Number of fatalities by transport mode, 2012 and 2020

	2012	2020	Trend	EU trend
Bus/coach occupants	3	0	-	-50%
Car occupants	72	64	-11%	-32%
Cyclists	18	17	-6%	-11%
Heavy goods vehicles	4	3	-	-18%
Lorries, under 3.5t	4	1	-	-29%
Other/unknown	4	3	-	-17%
Pedestrians	62	43	-31%	-34%
Powered two-wheelers	10	8	-	-25%
Total	177	139	-21%	-29%

Figure 5. Distribution of road fatalities by transport mode, 2020

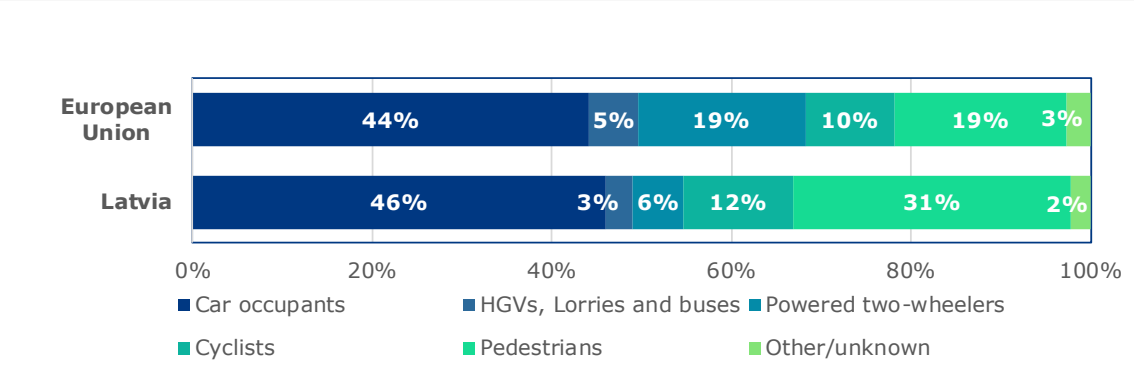


Table 3: Number of serious injuries by transport mode, 2012 and 2020

	2012	2020	Trend
Bus/coach occupants	14	8	-43%
Car occupants	261	235	-10%
Cyclists	37	55	+49%
Heavy goods vehicles	6	7	-
Lorries, under 3.5t	11	10	-9%
Other/unknown	9	21	-
Pedestrians	111	85	-23%
Powered two-wheelers	44	69	+57%
Total	493	490	-1%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2020

	2012	2020	Trend	EU trend
Crashes involving buses or coaches	9	4	-	-48%
Crashes involving cars	42	35	-17%	-30%
Crashes involving lorries or heavy goods vehicles	23	17	-26%	-24%

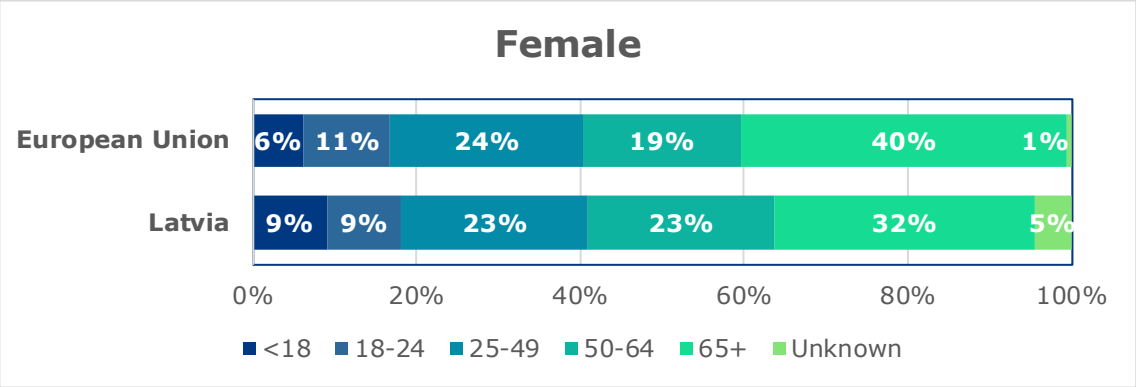
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2020

	2012	2020	Trend	EU trend
Bus/coach occupants	3	0	-	-63%
Car occupants	28	39	+39%	-30%
Cyclists	3	2	-	+35%
Heavy goods vehicles	3	1	-	-38%
Lorries, under 3.5t	1	1	-	-22%
Other/unknown	4	3	-	-22%
Powered two-wheelers	3	6	-	-16%
Total	45	52	+16%	-25%

2.4 Age and Gender

The distribution of road fatalities across age groups in Latvia is similar to that of the EU. An exception is the 65 years old or older group where the share in Latvia is lower. Over the period 2012-2020, the number of fatalities dropped for all age groups.

Figure 6. Distribution of road fatalities by age and gender, 2020



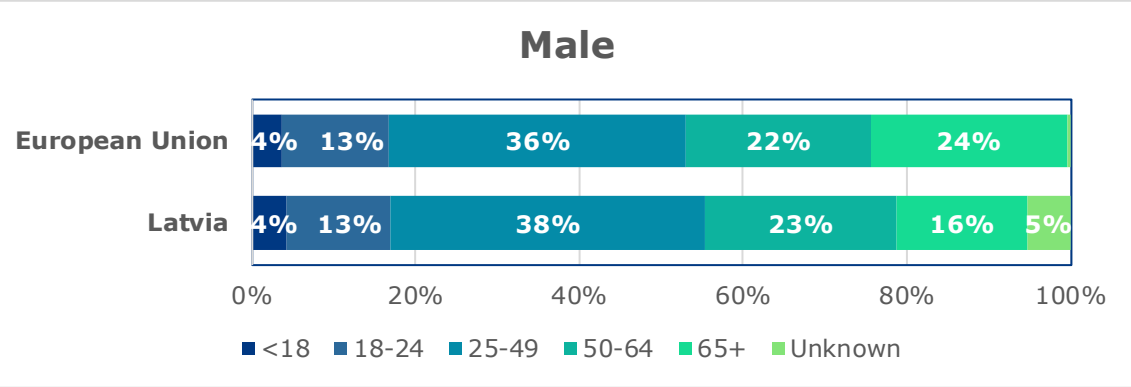


Table 6: Number of fatalities by age and gender, 2012 and 2020

	2012	2020	Trend	EU trend
Female				
<18	7	4	-	-52%
18-24	4	4	-	-48%
25-49	11	10	-9%	-45%
50-64	10	10	0%	-35%
65+	15	14	-7%	-34%
Unknown	0	2	-	-21%
Total	47	44	-6%	-40%
Male				
<18	4	4	-	-44%
18-24	12	12	0%	-44%
25-49	56	36	-36%	-40%
50-64	30	22	-27%	-26%
65+	19	15	-21%	-20%
Unknown	7	5	-	-35%
Total	128	94	-27%	-34%

Table 7: Number of serious injuries by age and gender, 2012 and 2020

	2012	2020	Trend
Female			
<18	20	20	0%
18-24	22	18	-18%
25-49	52	53	+2%
50-64	39	32	-18%
65+	27	45	+67%
Unknown	6	4	-
Total	166	172	+4%

Male			
<18	41	39	-5%
18-24	56	30	-46%
25-49	138	147	+7%
50-64	52	62	+19%
65+	29	31	+7%
Unknown	8	9	-
Total	324	318	-2%

2.5 Area and Road Type

Latvia has no motorways. The majority of road fatalities in Latvia occurred on rural roads (70%), much higher than the respective EU average. Over the period 2012-2020, the number of fatalities decreased on all road types in Latvia, while serious injuries on urban roads were increased.

Table 8: Number of fatalities by road type, 2012 and 2020

	2012	2020	Trend	EU trend
Motorway	-	-	-	-21%
Rural	124	97	-22%	-31%
Urban	53	42	-21%	-27%
Unknown	0	0	-	-57%
Total	177	139	-21%	-29%

Figure 7. Distribution of road fatalities by road type, 2020

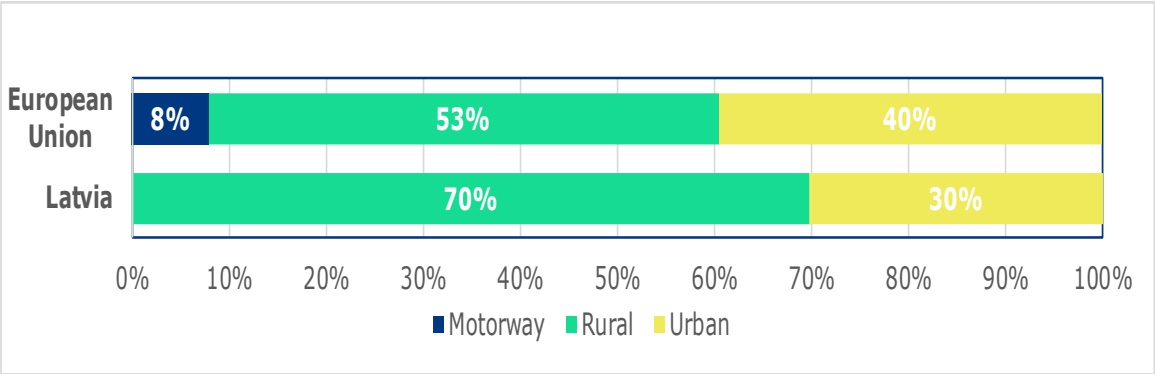
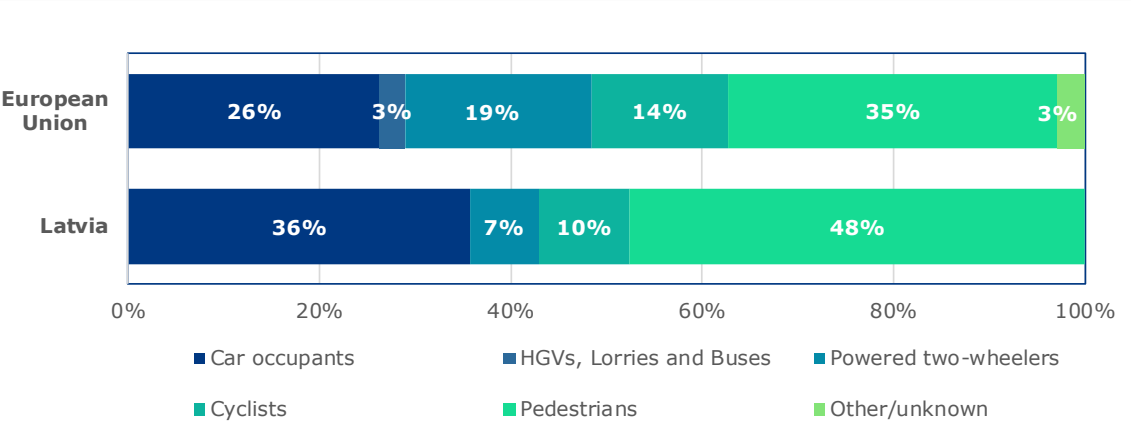


Table 9: Number of serious injuries by road type, 2012 and 2020

	2012	2020	Trend
Motorway	-	-	-
Rural	309	287	-7%
Urban	184	203	+10%
Unknown	0	0	-
Total	493	490	-1%

Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2020



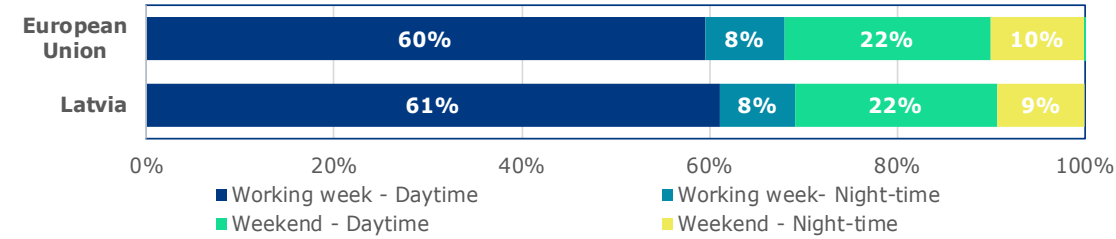
2.6 Time Period

The distribution of fatalities by day of the week and time of the day is very similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2020, Latvia showed a downward trend regarding night-time fatalities (especially at weekends), which is in line with the EU average.

Table 10: Number of fatalities by time period, 2012 and 2020

	2012	2020	Trend	EU trend
Working week - Daytime	100	85	-15%	-24%
Working week- Night-time	14	11	-21%	-32%
Weekend - Daytime	35	30	-14%	-32%
Weekend - Night-time	20	13	-35%	-43%
Unknown	8	0	-	-75%
Total	177	139	-21%	-25%

Figure 9. Distribution of road fatalities by time period, 2020



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Latvia and in European Union occur during daylight and under dry weather conditions.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2020

	2012	2020	Trend	EU trend
Lighting Conditions				
Daylight	93	73	-22%	-23%
Twilight	8	6	-	-26%
Darkness	76	60	-21%	-34%
Weather Conditions				
Dry	151	119	-21%	-29%
Rain	12	14	+17%	-28%
Other/Unknown	13	6	-54%	-29%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022 or latest available year

	Latvia	EU
Speeding[c] % of passenger cars travelling within speed limits[1]		
Motorways	/	-
Rural Roads	29.0	-
Urban Roads	41.4	-
Seat belt & CRS use rates (%)[1,2]		
Front	93.6	93.3
Rear	90.4	75.5
Child restraint systems	61.9	67.0
Helmet use rates (%)[1]		
PTW driver	100.0	97.0
PTW passenger	99.5	94.4
Cyclist	17.9	37.8
DUI of Alcohol[3] (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	5.2	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	90.5	94.8

Sources: [1]Baseline project, [2]ETSC (2022), [3]ESRA3 project (2024), [4]national sources

[c] An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison. Please also note that for some Safety Performance Indicators of Section 3, the EU average is based on a small number of EU Member States with available data (see Section 6.1).

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Latvia	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	89.3	83.6
Average age of passenger car fleet (years)[2]	14.3	11.8

Sources: [1]Baseline project, [2]ACEA (2022)

3.3 Enforcement

Table 14: Number of traffic police tickets per thousand population, 2020

Tickets per 1,000 population	Latvia	EU
Speeding	230.3	139.7
Non-use of seat-belt	4.6	5.7
Illegal use of mobile phone	2.1	4.4
Driving above legal alcohol limits	/	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 15: National road safety strategy and targets

	Latvia
Timeframe	2021-2027
Lead Authority	Ministry of Transport
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2021
SPIs	-
Link	https://visionzero.rtu.lv/wp-content/uploads/sites/35/2020/12/24_J_Kalnins_Policy.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Latvia reflects the situation in the majority of EU countries. The allowed BAC limit for professional drivers is higher than that of most EU countries.

Table 16: National road safety legislation

	Latvia	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	-	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 12/27, 0.0: 9/27
Professional drivers	0.5 (0.2 for public transport drivers)	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 150cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27
Children on motorcycles	Prohibited under 150cm	Prohibited under certain age/height: 18/27

	Latvia	Most common in EU
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No (mandatory only for children below 12 years)	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 14 years	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	No	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	Yes	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

Sources: EC (2023), WHO (2018), FERSI (2020), National sources

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Latvia	Most common in EU
Novice Drivers		
Accompanied driving	16 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
Assessment of fitness to drive		
Renewal procedure	Yes	Yes: 26/27
Renewal interval (Age)	Every 10 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Latvia	Most common in EU
Audits or star rating required for new road infrastructure	Yes	Yes: 10/27, Partial:17/27
Inspections / star rating of existing roads	Yes	Yes:26/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27
Investments to upgrade high risk locations	Yes	Yes:20/27
Policies & investment in urban public transport	Yes	Yes:24/27
Policies promoting walking and cycling	Yes	Yes: 22/27

Source: WHO (2018), national sources

5. Structure and Culture

5.1 Country Characteristics

Population density in Latvia is much lower than the EU average. Its GDP per capita is below that of the European Union, but the percentage of GDP dedicated to road infrastructure is higher than the EU average.

Table 19: Country Characteristics, 2021

	Latvia	EU
Demographics[2]		
Population (inhabitants)	1,893,223	447,000,548
Population density (inh./km^2)	30.0	109.0
% children (0-17)	18.9	18.2
% adults (18-64)	60.3	61.6
% elderly (65+)	20.8	20.3
% of urban population	68.1	75.2
Economic Data[2]		
GDP per capita (euro)	17,850	32,560
Infrastructure[1]		
Country Area (km^2)	64,586	4,225,134
Road network length (km)	57,458	4,473,380
Road density (km/km^2)	0.9	1.10
% of motorways	-	1.67
% GDP spent to road infrastructure[3]	0.6	0.4
Vehicle Fleet[1]		
Vehicles per population	0.49	0.73
% of passenger cars	81.9	77.3
% of motorcycles	7.5	11.4
% of HGVs	10.2	11.1
% of buses	0.4	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	88.2	85.2
- Bus/coach/Metro/Tram	9.4	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	45.9	74.6
- Rail	52.7	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	3.1	739.8
Share of road transport emissions in total transport emissions (%)	75.6	76.3

Sources: [1]EC (2023b), [2]Eurostat, [3]OECD (2023)

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Ministry of Transport
Monitoring of the road safety development	- Road Traffic Safety Council (The Council approved by the Government consists of governmental/state administration and municipal administration bodies and representatives of NGOs)
Improvements in road infrastructure	- The Ministry of Transport: responsible for state roads - State Ltd. Latvian State Road (LVC) - Road Traffic Safety Directorate (CSDD): responsible for road audits - Local road authorities: responsible for county roads and local roads
Improvement in vehicles	- CSDD
Improvement in road user education	- CSDD - Ministry of Education and Science
Publicity campaigns	- CSDD - LVC, State Police - Road Safety Safety Council
Enforcement of traffic laws	- State Police
Other relevant actors	- Research activities: Riga Technical University - Riga City Council Traffic Department - NGOs (bicycle driver association, motoclub association etc.)

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Latvia	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	7.7	17.0	4/18
- drive faster than the speed limit inside urban areas	66.2	55.7	17/18
- transport children under 150cm without using CRS	21.6	17.2	16/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	25.4	16.8	2/18
- respecting speed limits	45.7	34.4	1/18
- using of hand-held mobile phone while driving	18.7	15.0	4/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	78.7	76.6	6/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	38.1	38.3	8/18
- requiring all cyclists to wear a helmet	46.4	60.1	17/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)
All information in section 1 of the Country Profile is based on the CARE database. The full glossary of definitions of variables used in this Report is available at EC Mobility & Transport - Road Safety webpage.

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2021). In case of missing values, the EU averages and aggregated data were produced by imputing figures based on data from previous years. For values less than 10, the trend is not shown since it may be due to randomness. Also, due to missing data on serious injuries for some EU countries, EU total/average is not calculated. Date of extraction: July 2023

ACEA (2022)
European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.
https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 24 EU countries. Date of extraction: July 2023

Baseline project
Information in section 3 is based on Key Performance Indicators collected within the Baseline project.
https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis_en

Alternative sources were used for countries with no available data in the Baseline project (e.g., ETSC, national sources). The European average is based on the average of 17 EU countries for speeding, 23 EU countries for seat-belt use, 13 EU countries for CRS use, 14 EU countries for helmet use, 14 EU countries for driver distraction and 13 EU countries for vehicle safety. Date of extraction: July 2023

European Commission 2023
Data were retrieved from EC Mobility & Transport - Road Safety website:https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm
Date of extraction: July 2023

European Commission – Statistical Pocketbook 2023 (b)
European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2023*. Publications Office of the European Union, 2023. Date of extraction: November 2023 https://data.europa.eu/doi/10.2832/319371

Eurostat
Data were retrieved from Eurostat: https://ec.europa.eu/eurostat
The European average is based on the average of the 27 EU countries. Date of extraction: July 2023

ESRA project
Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023). https://www.esranet.eu/

The European average is the average of 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: November 2023

ETSC
Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022. https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/

FERSI (2020)
Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. https://fersi.org/. Date of extraction: July 2023

IRTAD (International Traffic Safety Data and Analysis Group)

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database: https://stats.oecd.org/. Date of extraction: July 2023

WHO
Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.
https://www.who.int/violence_injury_prevention/road_safety_status/

2018/en/. Date of extraction: July 2023

6.2 Definitions

Road Crash
Any crash involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

Fatalities
Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Seriously injured (at 30 days)
Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

Lorry, under 3.5tn
Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicles used only for the transport of goods.

Heavy Goods Vehicles
Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

Powered two-wheelers
Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Working week – Daytime
Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time
Monday 10 p.m. to Tuesday 5.59 a.m.
Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.
Thursday 10 p.m. to Friday 5.59 a.m.

Weekend – Daytime
Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend – Night-time
Friday 10 p.m. to Saturday 5.59 a.m.
Saturday 10 p.m. to Sunday 5.59 a.m.
Sunday 10 p.m. to Monday 5.59 a.m.

Speeding
The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

Seat belt & CRS use rates
The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

Helmet use rates
The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries the use of helmets is not obligatory for cyclists (see Table 16).

DUI of Alcohol
The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

Driver Distraction
The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

Explanations of symbols in tables:
/ : not available
- : not applicable (e.g. calculation cannot be performed)


Publications Office