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Commission



Country Profile
Italy



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	4
2. Road Safety Outcomes	5
2.1 Road Safety Trends	5
2.2 Risk Figures.....	6
2.3 Transport Mode.....	7
2.4 Age and Gender	8
2.5 Area and Road Type	10
2.6 Time Period	11
2.7 Lighting and Weather Conditions	11
3. Safety Performance Indicators	13
3.1 Road User Behaviour	13
3.2 Vehicle Safety.....	14
3.3 Enforcement.....	14
4. Road Safety Policy and Measures	15
4.1 National Road Safety Strategy.....	15
4.2 Traffic Laws and Regulations.....	15
4.3 Driving Licences	16
4.4 Road Infrastructure	17
5. Structure and Culture	18
5.1 Country Characteristics	18
5.2 Structure of Road Safety Management	19
5.3 Self-declared behaviour & Attitudes	20
6. Notes	21
6.1 Data Sources.....	21
6.2 Definitions.....	23

1. Highlights

Road Safety Outcomes

- In 2021, 2,875 people were killed in road crashes in Italy.
- The mortality rate in Italy is fractionally higher than the EU-average and the country ranks 13th out of the 27 member states in terms of the lowest numbers of fatalities per million inhabitants.
- Italy has a higher proportion of fatalities involving powered two-wheelers than the EU as a whole, particularly in urban areas. The share of urban road crashes is also higher than that of the EU.
- Over the period 2012-2021, the percentage decrease in the number of traffic fatalities in Italy was similar to the EU as a whole.

Road Safety Performance Indicators

- The use rates of seat-belts and CRS among passenger car occupants are lower in Italy compared to the EU average.
- Helmet use rates among powered two wheelers are similar with those of the EU on average, while for cyclists they are lower.
- Self-reported drink-driving is slightly higher than the EU average.
- The average age of the passenger car fleet in Italy is similar to that of the EU average.

Road Safety Policy Measures & Country Characteristics

- In Italy, there is a zero alcohol limit for novice and professional drivers.
- The vehicle fleet is larger than the EU average.
- The percentage of motorways in Italy is much higher than the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Italy, a total of 2,875 people were killed in road crashes in 2021^a. Over the period between 2012-2021, the number of fatalities in Italy decreased by 23%, which is similar to decrease across the European Union (EU) (25%).

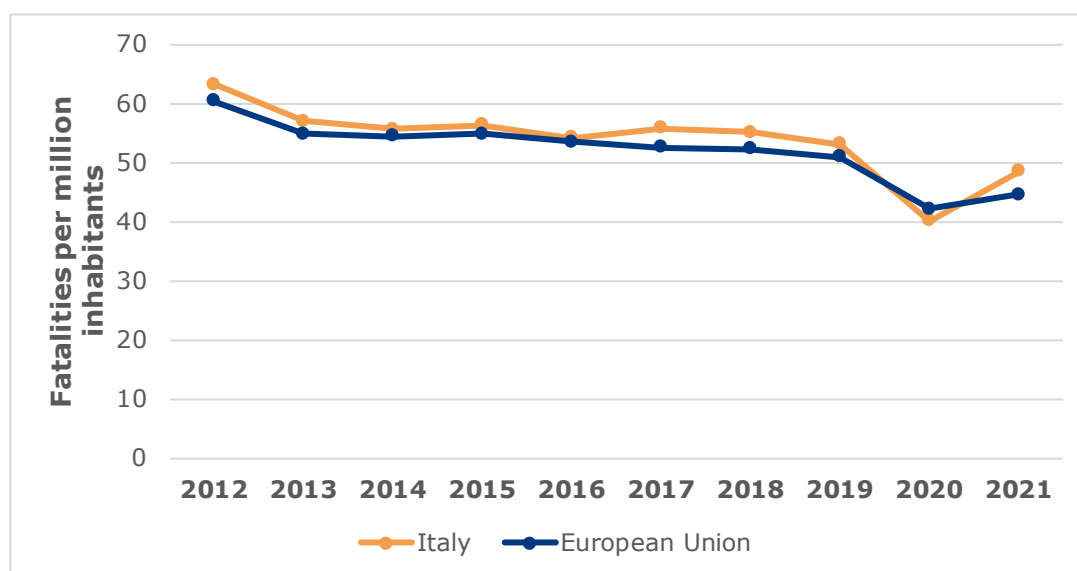
In terms of mortality rates, 49 road fatalities per million inhabitants were recorded in Italy, which is slightly higher than the EU average (45).

Data for serious injuries in Italy are not available in the CARE database.

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

	2012	2021	Trend	EU trend
Fatalities	3,753	2,875	-23%	-25%
Serious Injuries	-	-	-	-

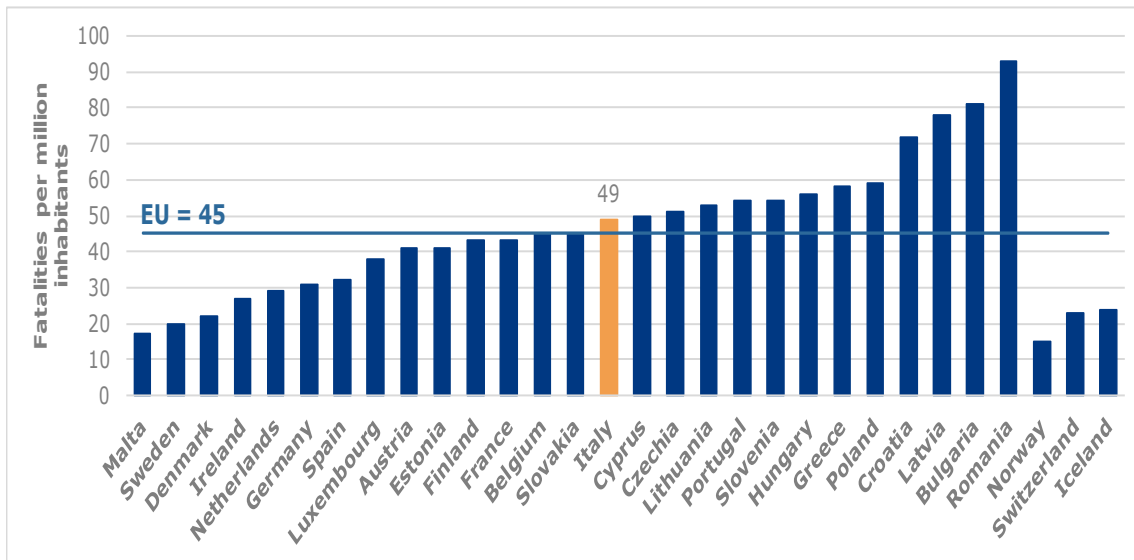
Figure 1. Mortality rate development, 2012 – 2021



^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.

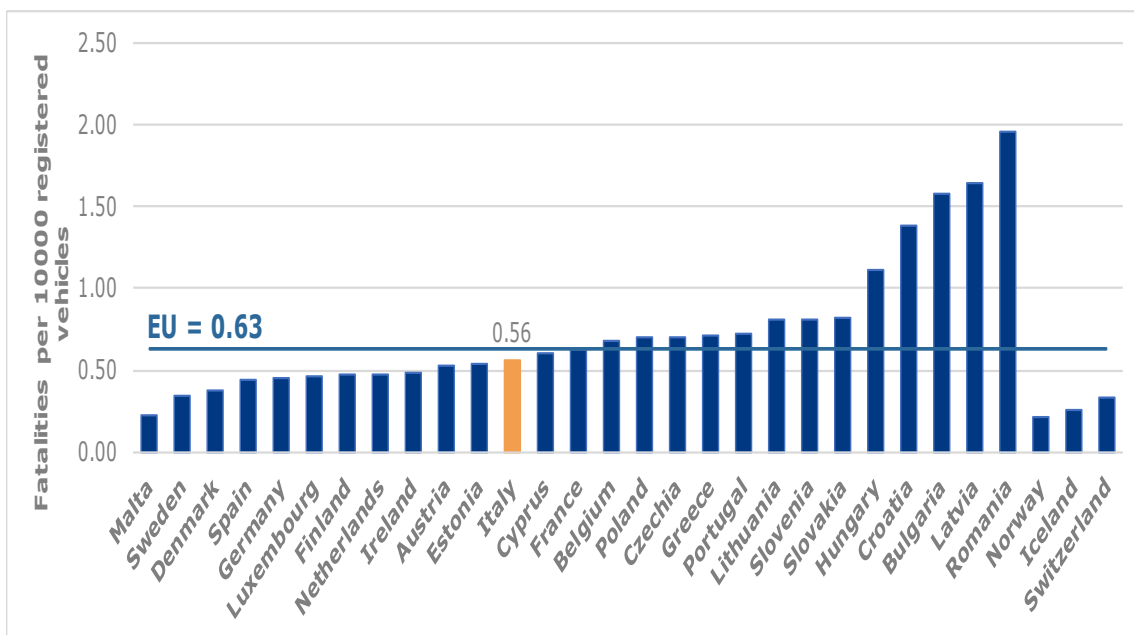
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Italy performed slightly better compared to the EU average. The rate of 0.56 fatalities per 10,000 registered vehicles in Italy is below the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2021^b, crashes involving powered two-wheelers accounted for more than 25% of road traffic fatalities in Italy. This percentage is much higher than that observed in the EU as a whole (19%).

Over the period 2012-2021, road fatalities in Italy have decreased for all transport modes except for HGVs. The highest decrease was recorded for car occupants (30%).

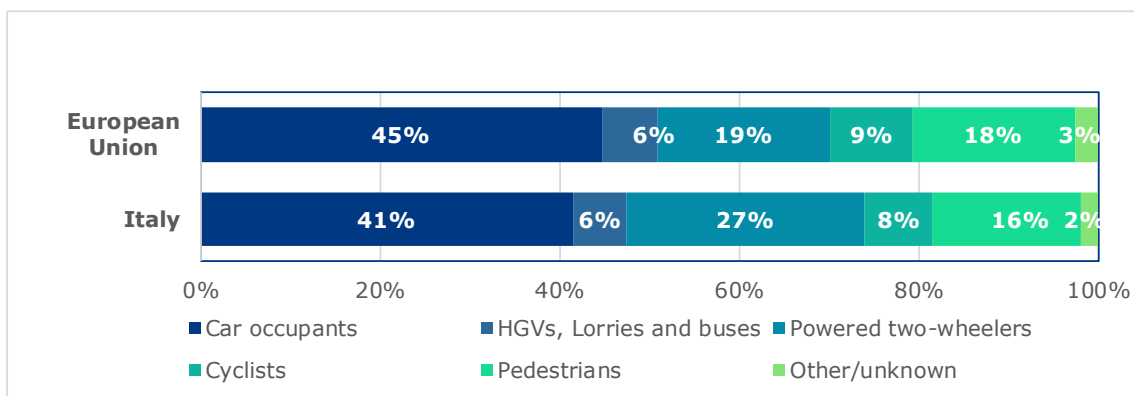
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles in Italy, 80% were involved in a crash with a passenger car, and 18% were involved in a crash with a lorry or heavy goods vehicle. Over 2012-2021, fatalities resulting from crashes involving buses and passenger cars showed less of a decrease in Italy, when compared to the European Union.

Also, the number of fatalities in single vehicle crashes had a similar decrease to that of the European Union.

Table 2: Number of fatalities by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	7	2	-	+26%
Car occupants	1,695	1,192	-30%	-28%
Cyclists	292	220	-25%	-12%
Heavy goods vehicles	46	75	63%	-11%
Lorries, under 3.5t	118	94	-20%	-14%
Other/unknown	45	59	31%	-13%
Pedestrians	576	471	-18%	-34%
Powered two-wheelers	974	762	-22%	-18%
Total	3,753	2,875	-23%	-25%

^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.

Figure 5. Distribution of road fatalities by transport mode, 2021**Table 3:** Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2021

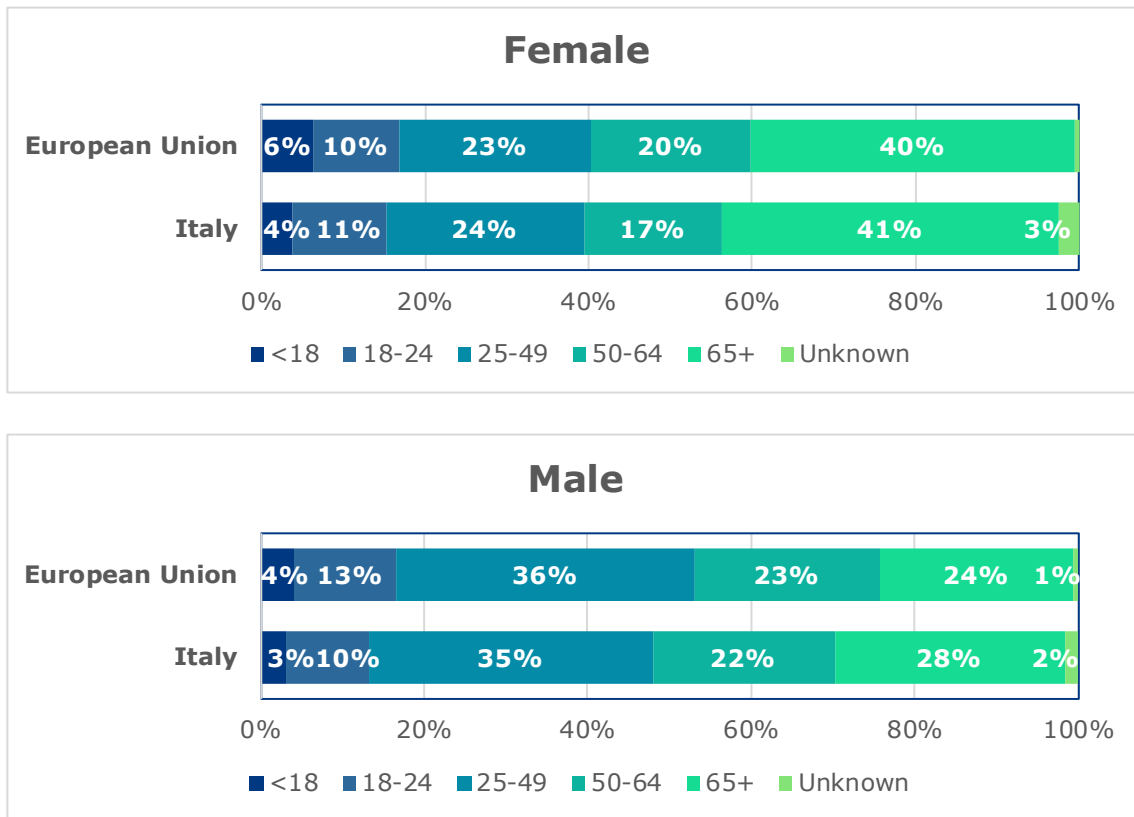
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	29	20	-31%	-47%
Crashes involving cars	1,125	884	-21%	-29%
Crashes involving lorries or heavy goods vehicles	252	200	-21%	-15%

Table 4: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	6	2	-	+47%
Car occupants	749	559	-25%	-28%
Cyclists	35	40	14%	+37%
Heavy goods vehicles	28	18	-36%	-44%
Lorries, under 3.5t	37	21	-43%	-12%
Other/unknown	16	20	25%	-20%
Powered two-wheelers	274	230	-16%	-16%
Total	1,145	890	-22%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Italy is similar to that of the EU, with a slightly higher share of fatalities aged 65 years old or older. Over 2012-2021 period, the number of fatalities dropped across all age groups (Table 5).

Figure 6. Distribution of road fatalities by age and gender, 2021**Table 5:** Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	43	18	-58%	-44%
18-24	83	55	-34%	-40%
25-49	196	116	-41%	-37%
50-64	114	81	-29%	-23%
65+	283	197	-30%	-25%
Unknown	19	12	-37%	-22%
Total	738	479	-35%	-31%
Male				
<18	94	73	-22%	-27%
18-24	340	247	-27%	-37%
25-49	1,204	828	-31%	-30%
50-64	542	534	-1%	-13%
65+	785	673	-14%	-8%
Unknown	50	41	-18%	-9%
Total	3,015	2,396	-21%	-23%

2.5 Area and Road Type

The majority of road fatalities in Italy occurred on rural roads (47%). The percentage of fatalities that occurred on urban roads in Italy (44%) is higher than the EU average (39%). Over the period 2012-2021, the number of fatalities decreased on all road types in Italy. The share of powered two-wheeler fatalities inside urban areas was much higher than the EU average and this may be due to the high proportion of power two-wheelers in Italy.

Table 6: Number of fatalities by road type, 2012 and 2021

	2012	2021	Trend	EU trend
Motorway	330	246	-25%	-6%
Rural	1,821	1,365	-25%	-28%
Urban	1,602	1,264	-21%	-24%
Unknown	0	0	-	-48%
Total	3,753	2,875	-23%	-25%

Figure 7. Distribution of road fatalities by road type, 2021

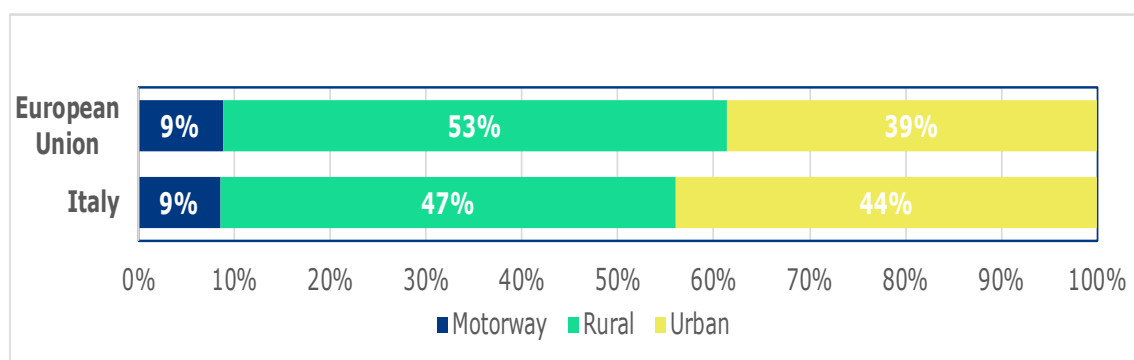
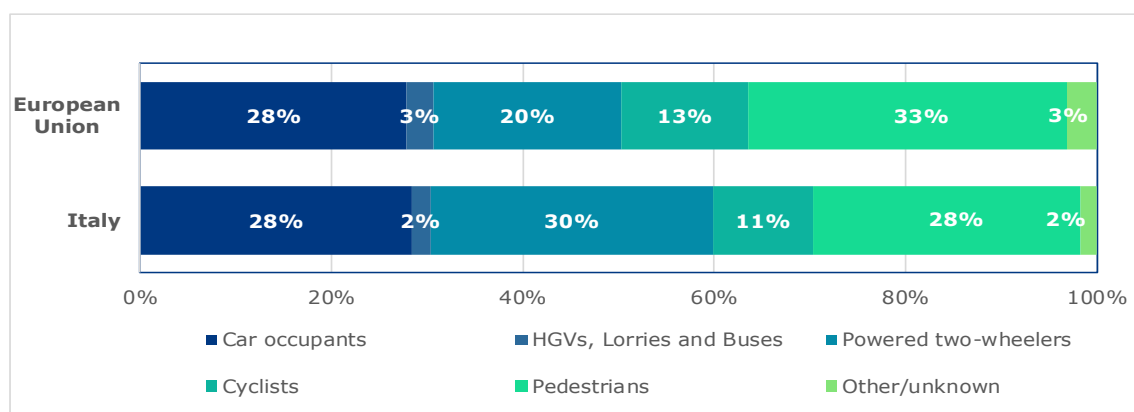


Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021



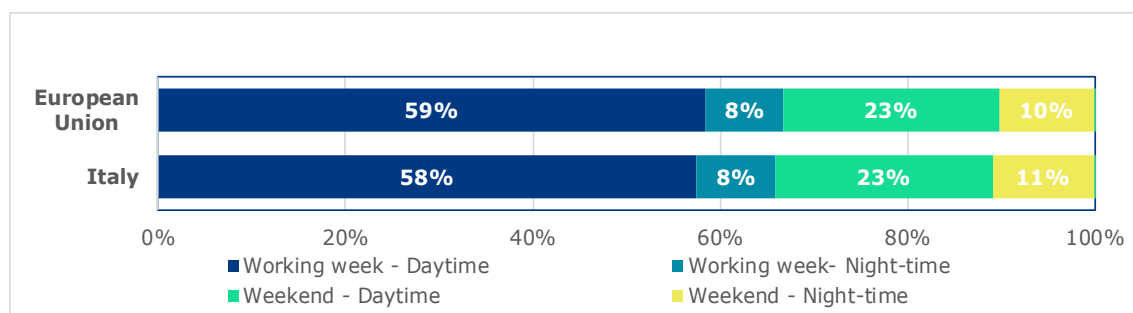
2.6 Time Period

The distribution of fatalities by day of the week and time of the day in Italy is very similar to that of the EU. Most fatalities occurred during working weekdays. Over 2012-2021 period, Italy showed a favourable downward trend regarding night-time fatalities (especially on working days), which is in line with the EU average.

Table 7: Number of fatalities by time period, 2012 and 2021

	2012	2021	Trend	EU trend
Working week - Daytime	2,013	1,653	-18%	-21%
Working week- Night-time	366	242	-34%	-30%
Weekend - Daytime	922	667	-28%	-25%
Weekend - Night-time	443	310	-30%	-39%
Unknown	9	3	-	-75%
Total	3,753	2,875	-23%	-25%

Figure 9. Distribution of road fatalities by time period, 2021



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by weather conditions, the majority of fatalities both in Italy and in the EU occur under dry weather conditions. Under rainy conditions, road crash fatalities decreased more than in the EU on average.

Table 8: Number of fatalities by lighting and weather conditions, 2012 and 2021

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	-	-	-	-17%
Twilight	-	-	-	-25%
Darkness	-	-	-	-33%
Weather Conditions				
Dry	3,107	2,461	-21%	-24%
Rain	290	173	-40%	-28%
Other/Unknown	356	241	-32%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 9: Road Safety Performance Indicators, 2022 or latest available year

	Italy	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	/	-
Rural Roads	/	-
Urban Roads	/	-
Seat belt & CRS use rates (%)^{1,2}		
Front	87.0	93.3
Rear	32.0	75.5
Child restraint systems	50.6	67.0
Helmet use rates (%)¹		
PTW driver	96.2	97.0
PTW passenger	96.5	94.4
Cyclist	30.7	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	12.9	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

Sources: ¹Baseline project, ²ETSC (2022), ³ESRA3 project (2024), ⁴national 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 10: Vehicle Safety Performance Indicators, 2019

	Italy	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	/	83.6
Average age of passenger car fleet (years) ²	11.8	11.8

Sources: ¹Baseline project, ²ACEA (2022)

3.3 Enforcement

Table 11: Number of traffic police tickets issued per thousand population, 2020

Tickets per 1,000 population	Italy	EU
Speeding	36.9	139.7
Non-use of seat-belt	3.5	5.7
Illegal use of mobile phone	1.9	4.4
Driving above legal alcohol limits	0.2	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 12: National road safety strategy and targets

Italy	
Timeframe	2030
Lead Authority	The General Directorate for Road Safety at the Ministry of Infrastructure and Sustainable Mobility – particularly the Directorate “Intervention plans and programs for the improvement of road safety” in cooperation with the University of Rome La Sapienza and Roma Tre, University of Brescia, University of Cagliari, University of Florence.
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2020
SPIs	SPIs will be regularly monitored, but there are no targets
Link	https://www.mit.gov.it/sites/default/files/media/progetti/2021-05/PNSS%25202030%2520Linee%2520Guida%2520-%2520v8.2%2520MIMS%2520-%2520Consultazione.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Italy reflects the situation in the majority of EU countries. A zero BAC limit exists for novice and professional drivers which is a stricter requirement than the EU-average.

Table 13: National road safety legislation

	Italy	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	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	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

	Italy	Most common in EU
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 5 years old	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No	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 old	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	Up to 18 years old	Not required: 12/27
Allowed on road lanes	No	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 14: Policies and regulations related to driving licences

	Italy	Most common in EU
Novice Drivers		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	3 years	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10 years until 50 years old	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 15: Policies and regulations related to road infrastructure

	Italy	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	No	Yes: 20/27
Policies & investment in urban public transport	Yes	Yes: 23/27
Policies promoting walking and cycling	Yes	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density in Italy is higher than the EU average and its GDP per capita is similar to that of the EU.

Table 16: Country Characteristics, 2021

	Italy	EU
Demographics²		
Population (inhabitants)	59,236,213	447,000,548
Population density (inh./km ²)	199.6	109.0
% children (0-17)	15.8	18.2
% adults (18-64)	60.7	61.6
% elderly (65+)	23.5	20.3
% of urban population	71.2	75.2
Economic Data²		
GDP per capita (euro)	30,230	32,560
Infrastructure¹		
Country Area (km ²)	302,079	4,225,134
Road network length (km)	235,443	4,473,380
Road density (km/km ²)	0.8	1.1
% of motorways	2.96	1.67
% GDP spent to road infrastructure ³	0.3	0.4
Vehicle Fleet¹		
Vehicles per population	0.92	0.73
% of passenger cars	73.0	77.3
% of motorcycles	18.6	11.4
% of HGVs	8.2	11.1
% of buses	0.2	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	82.0	85.2
- Bus/coach/Metro/Tram	13.6	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	83.3	74.6
- Rail	12.0	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	95.0	739.8
Share of road transport emissions in total transport emissions (%)	84.2	76.3

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

5.2 Structure of Road Safety Management

Table 17: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Ministry of Infrastructure and Transport (MIT) (Directorate for Road Safety)
Monitoring of the road safety development	- Directorate for Road Safety
Improvements in road infrastructure	- MIT for State roads - Regional authorities for local roads
Improvement in vehicles	- Directorate for vehicle registration (la Motorizzazione)
Improvement in road user education	- Directorate for Road Safety
Publicity campaigns	- Directorate for Road Safety - Ministry of Interior
Enforcement of traffic laws	- Police - Carabinieri - Local Police
Other relevant actors	- ACI (Automobile Club Italia) - ISTAT, the national statistics Institute responsible for collecting road safety data - Research centres and Universities

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 18: Self-declared behaviour and attitudes

	Italy	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	16.2	17.0	7/18
- drive faster than the speed limit inside urban areas	36.7	55.7	1/18
- transport children under 150cm without using CRS	22.8	17.2	17/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	21.3	16.8	5/18
- respecting speed limits	44.8	34.4	2/18
- using of hand-held mobile phone while driving	23.1	15.0	2/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	77.4	76.6	7/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	39.4	38.3	7/18
- requiring all cyclists to wear a helmet	68.7	60.1	7/18

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 18, 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 13).

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)

