European Commission

Country Profile

Austria

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, 362 people were killed and 6,945 people were seriously injured in road crashes in Austria.
- Austria ranks 9th in the EU when it comes to the number of fatalities per million inhabitants (traffic mortality rate).
- Compared to the EU average, the distribution of fatalities in Austria shows a relatively high proportion on rural roads.
- Over the 2012-2021 period, the number of fatalities in Austria decreased by over 30%, which is slightly higher than the 25% decrease registered by the EU as a whole.
- Traffic fatalities among pedestrians and also car occupants showed strong decreases (54 and 43% respectively).
- The number of seriously injured cyclists in Austria increased over the same period.

Road Safety Performance Indicators

- Seat-belt and child restraint systems (CRS) use rates among passenger car occupants, as well as helmet use rates among powered two wheelers and cyclists are higher than in the EU.
- Self-reported drink-driving is slightly higher than the EU average.
- Austrian passenger cars are considerably younger than the EU average.

Road Safety Policy Measures & Country Characteristics

- BAC levels for novice and professional drivers are stricter than in most EU countries.
- E-scooters are allowed on road lanes if there are no bicycle paths.
- in terms of total passenger transport, the share in public transport is higher in Austria than the EU average.
- Austrian road infrastructure is characterized by a high road density.

2. Road Safety Outcomes

2.1 Road Safety Trends

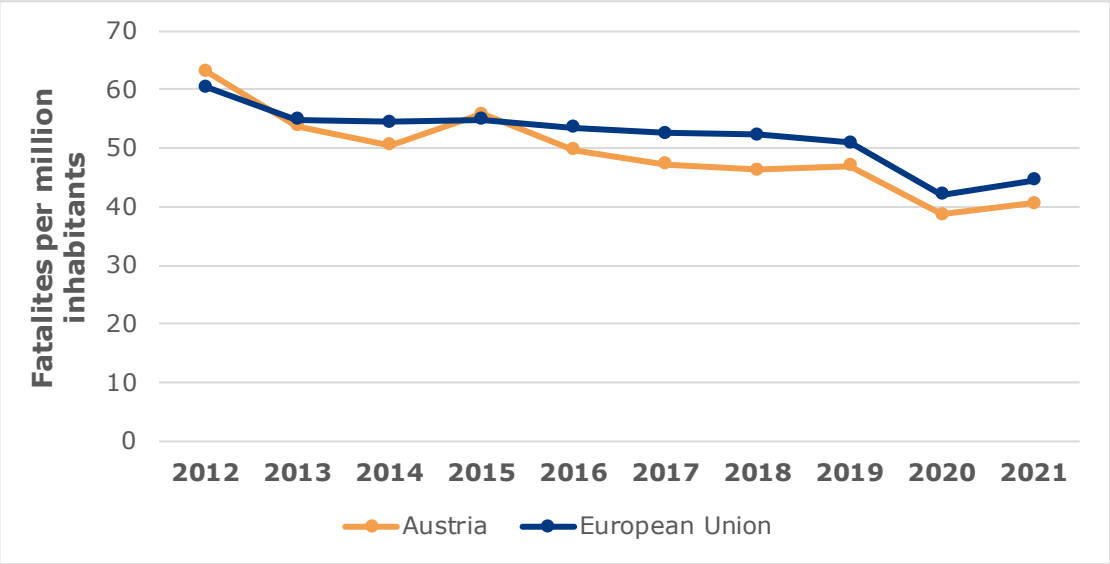
In Austria, 362 people were killed and 6,945 people were seriously injured in road crashes in 2021[a]. Over the period 2012-2021, the number of fatalities decreased by 32%, which is slightly higher than the 25% registered across the European Union (EU) decrease. Although also serious injuries in Austria decreased over this period, the decrease was much less marked (13%).

In terms of mortality rates, Austria recorded 41 road fatalities per million inhabitants in 2021, which is just below the EU average of 45. Except for a sharp decrease in road fatalities during the period 2012-2014 followed by an increase in 2015, the Austrian road fatality rate per population follows a similar trend as that of the EU.

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

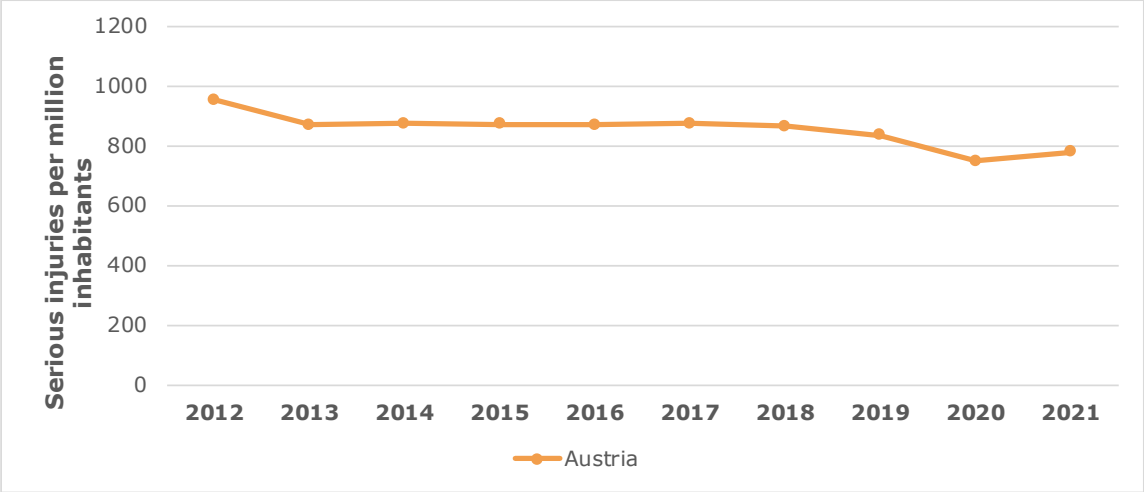
	2012	2021	Trend	EU trend
Fatalities	531	362	-32%	-25%
Serious Injuries	8,017	6,945	-13%	-

Figure 1. Mortality rate development, 2012 – 2021



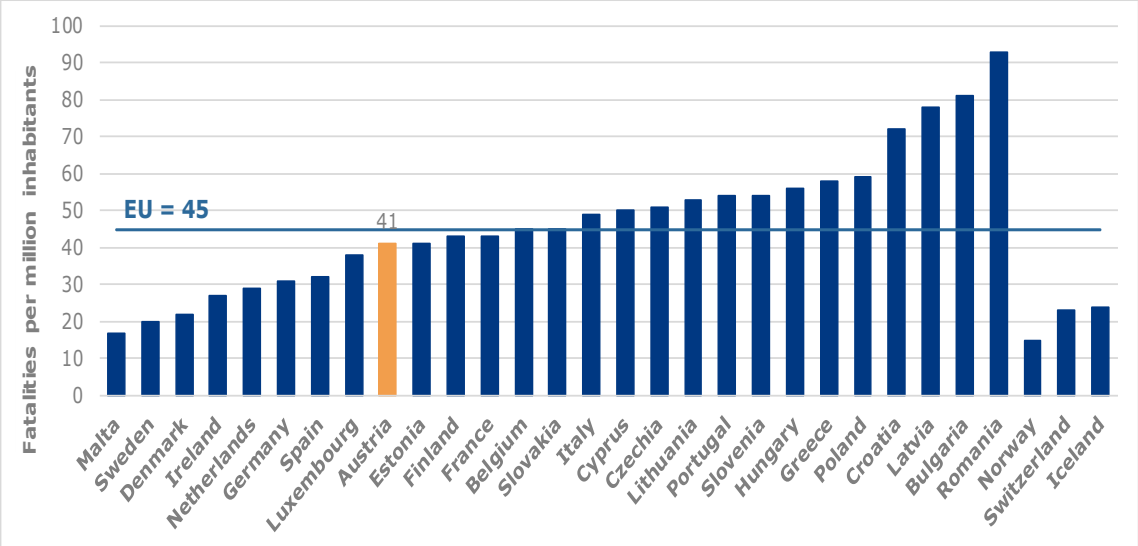
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2012 - 2021



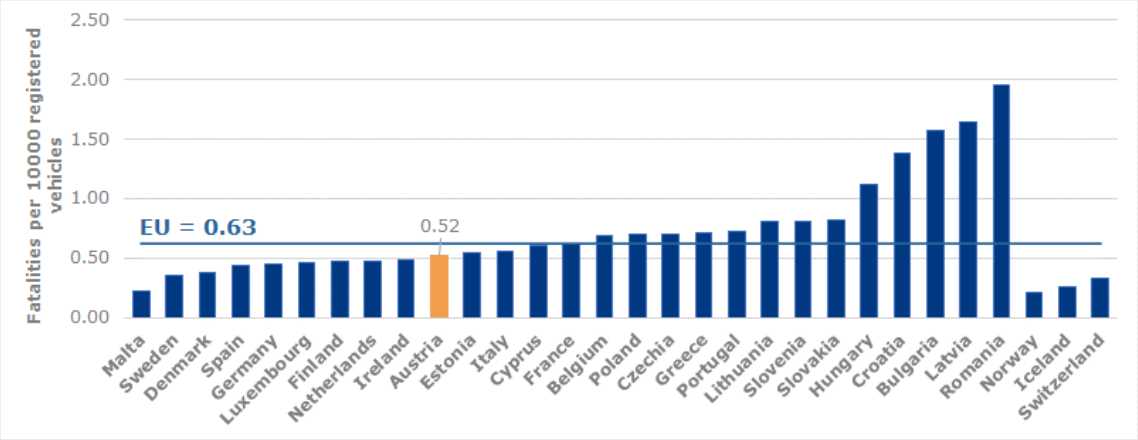
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, the Austrian mortality rate per 10,000 vehicles is 0.52, lower than the EU average (0.63).

Figure 4. Fatalities per ten thousand registered vehicles, 2021



2.3 Transport Mode

In 2021[b], car occupants accounted for 44% of road traffic fatalities in Austria, which is similar to the percentage observed in the EU as a whole. The percentage of powered two-wheelers (24%) is slightly higher than that in the EU (19%), while pedestrians account for 10% of road fatalities, in contrast to 18% in the EU.

Over the period 2012-2021, there has been a decrease in road fatalities for all transport modes. Both in fatalities and in serious injuries the highest decrease was recorded for pedestrians (54% and 37% respectively), while an increase of 41% in serious injuries was recorded for cyclists.

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Austria in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 64% were involved in a crash with a car, and 36% were involved in a crash with a lorry or heavy goods vehicle.

The number of fatalities in single vehicle crashes in Austria decreased more than in the European Union.

[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 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	2	1	-	+26%
Car occupants	282	161	-43%	-28%
Cyclists	52	50	-4%	-12%
Heavy goods vehicles	4	4	-	-11%
Lorries, under 3.5t	15	15	0%	-14%
Other/unknown	8	6	-	-13%
Pedestrians	81	37	-54%	-34%
Powered two-wheelers	87	88	+1%	-18%
Total	531	362	-32%	-25%

Figure 5. Distribution of road fatalities by transport mode, 2021

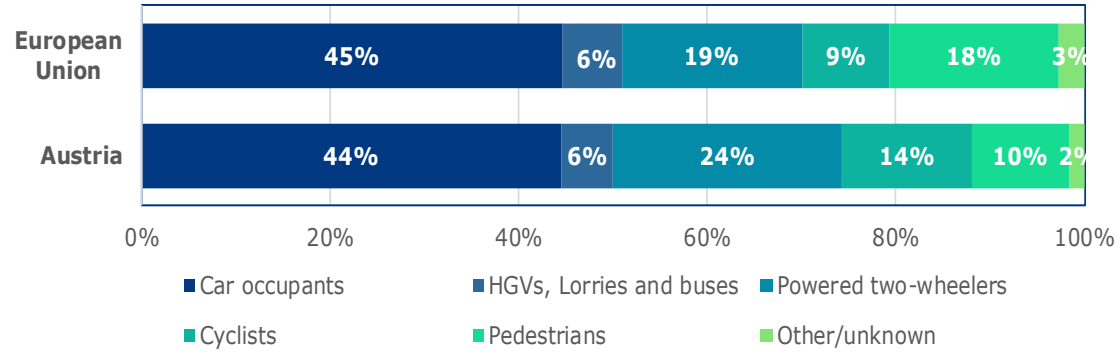


Table 3: Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend
Bus/coach occupants	87	70	-20%
Car occupants	2,673	1,793	-33%
Cyclists	1,609	2,274	+41%
Heavy goods vehicles	43	43	0%
Lorries, under 3.5t	114	136	+19%
Other/unknown	97	95	-2%
Pedestrians	985	621	-37%
Powered two-wheelers	2,409	1,913	-21%
Total	8,017	6,945	-13%

Table 4: 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	6	0	-	-47%
Crashes involving cars	94	68	-28%	-29%
Crashes involving lorries or heavy goods vehicles	44	38	-14%	-15%

Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	1	1	-	+47%
Car occupants	123	77	-37%	-28%
Cyclists	14	18	+29%	+37%
Heavy goods vehicles	3	2	-	-44%
Lorries, under 3.5t	5	2	-	-12%
Other/unknown	7	4	-	-20%
Powered two-wheelers	33	27	-18%	-16%
Total	186	131	-30%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Austria is similar to that of the EU, with a slightly higher share of female fatalities aged between 50 and 64 years old and a lower share of females aged between 18 and 24 years old. Over the period 2012-2021, the number of fatalities dropped for all age groups except for males aged below 18 years. The number of seriously injured persons decreased for all age groups except for people aged between 50 and 64 years old.

Figure 6. Distribution of road fatalities by age and gender, 2021

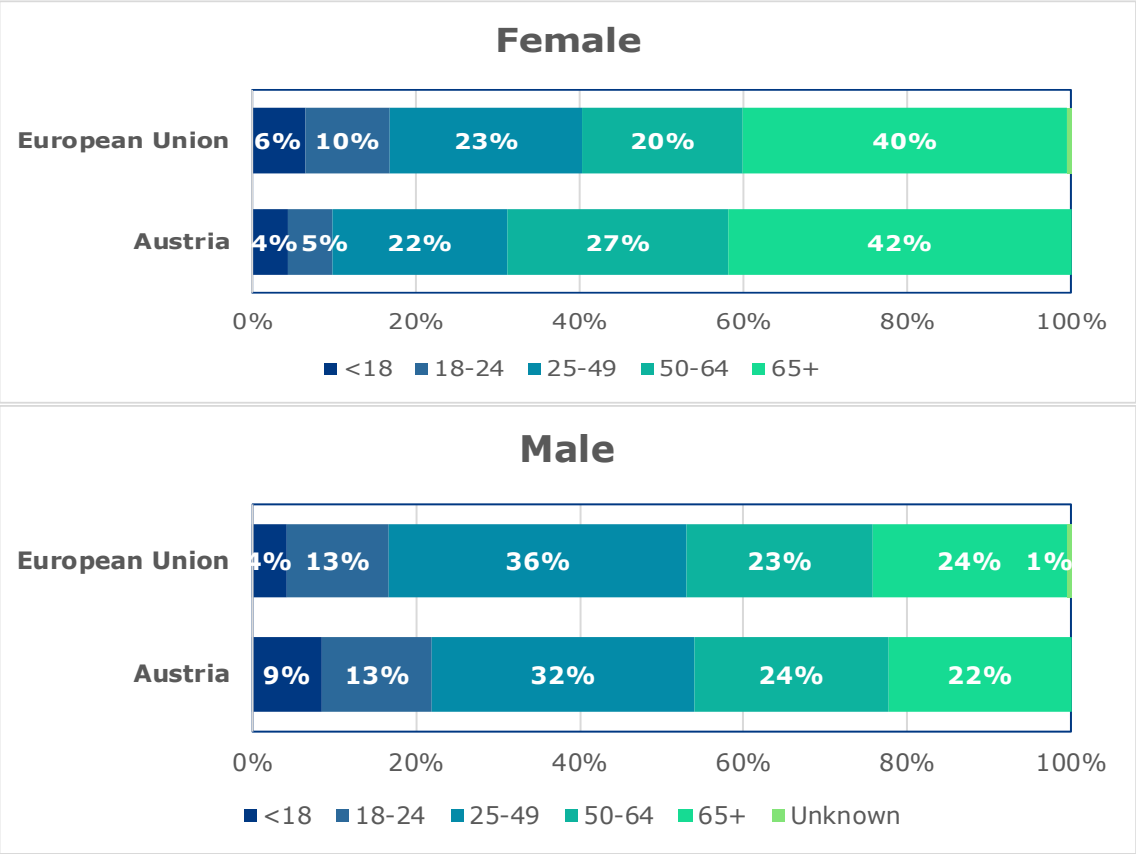


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	17	4	-76%	-44%
18-24	17	5	-71%	-40%
25-49	24	20	-17%	-37%
50-64	30	25	-17%	-23%
65+	65	39	-40%	-25%
Unknown	0	0	-	-22%
Total	153	93	-39%	-31%
Male				
<18	15	23	+53%	-27%
18-24	67	36	-46%	-37%
25-49	132	86	-35%	-30%
50-64	75	64	-15%	-13%
65+	89	60	-33%	-8%
Unknown	0	0	-	-9%
Total	378	269	-29%	-23%

Table 7: Number of serious injuries by age and gender, 2012 and 2021

	2012	2021	Trend
Female			
<18	334	274	-18%
18-24	352	223	-37%
25-49	833	671	-19%
50-64	588	634	+8%
65+	707	640	-9%
Unknown	0	0	-
Total	2,814	2,442	-13%
Male			
<18	732	617	-16%
18-24	708	508	-28%
25-49	1,984	1,450	-27%
50-64	1,019	1,182	+16%
65+	759	745	-2%
Unknown	0	0	-
Total	5,202	4,502	-13%

2.5 Area and Road Type

The majority of road fatalities in Austria occurred on rural roads (64%). This percentage is significantly higher than in the European Union as a whole (53%). The proportion of fatalities on urban roads on the other hand is much lower than the EU average. Inside urban areas, the percentage of cyclist fatalities is higher than the respective EU ratio.

Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Austria.

Table 8: Number of fatalities by road type, 2012 and 2021

	2012	2021	Trend	EU trend
Motorway	50	33	-34%	-6%
Rural	330	230	-30%	-28%
Urban	151	99	-34%	-24%
Unknown	-	-	-	-48%
Total	531	362	-32%	-25%

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

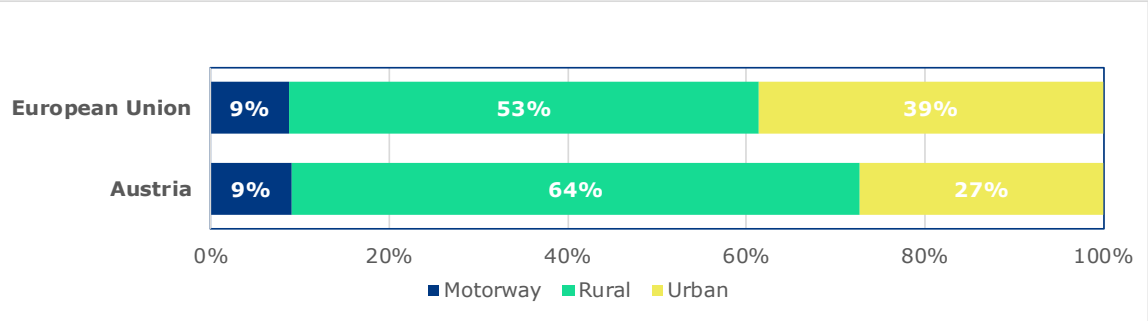
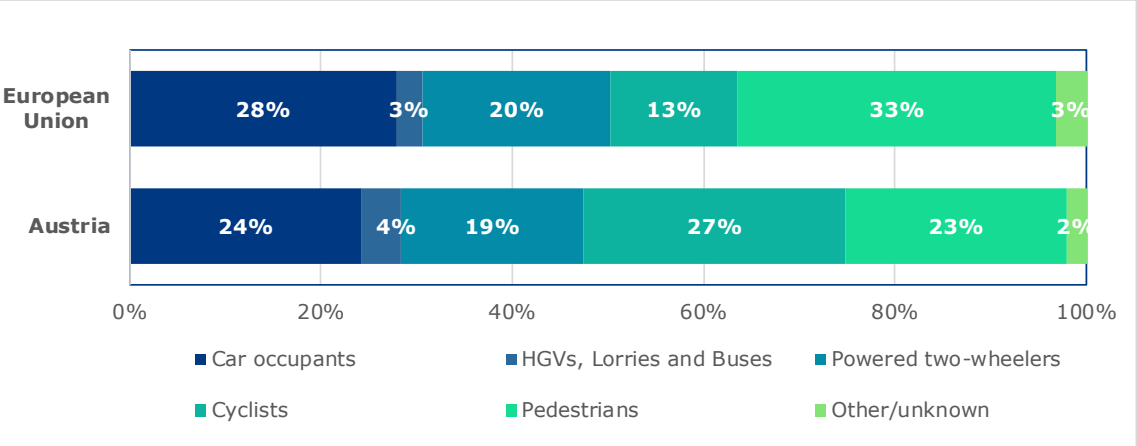


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	338	296	-12%
Rural	3,584	3,062	-15%
Urban	4,095	3,587	-12%
Unknown	0	0	-
Total	8,017	6,945	-13%

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



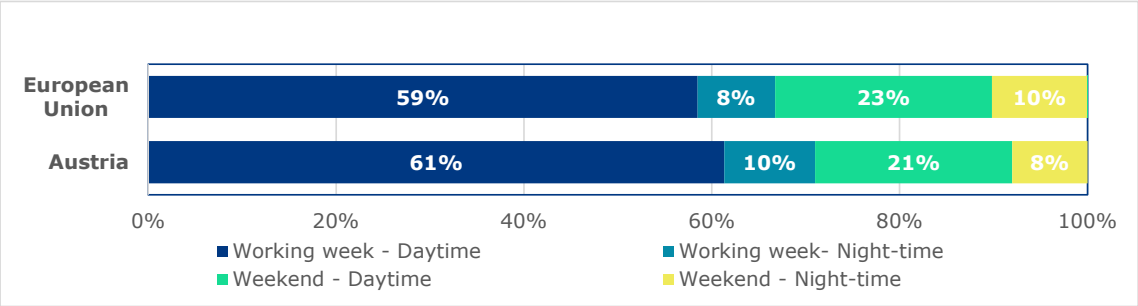
2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. Fatalities during the weekend (day- and night-time) showed a stronger decrease than the EU as a whole.

Table 10: Number of fatalities by time period, 2012 and 2021

	2012	2021	Trend	EU trend
Working week - Daytime	310	222	-28%	-21%
Working week- Night-time	38	35	-8%	-30%
Weekend - Daytime	120	76	-37%	-25%
Weekend - Night-time	63	29	-54%	-39%
Unknown	-	-	-	-75%
Total	531	362	-32%	-25%

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



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Austria and in the EU were recorded during daylight and with dry weather conditions. During twilight and darkness and under wet conditions, road crash fatalities decreased more than in the EU on average.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2021

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	328	237	-28%	-17%
Twilight	27	16	-41%	-25%
Darkness	176	109	-38%	-33%
Weather Conditions				
Dry	453	321	-29%	-24%
Rain	54	25	-54%	-28%
Other/Unknown	24	16	-33%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Austria	EU
Speeding[c] % of passenger cars travelling within speed limits[3]		
Motorways	80.9	-
Rural Roads	88.9	-
Urban Roads	57.4	-
Seat belt & CRS use rates (%)[1,2]		
Front	98.4	93.3
Rear	87.9	75.5
Child restraint systems	76.8	67.0
Helmet use rates (%)[1]		
PTW driver	99.9	97.0
PTW passenger	100.0	94.4
Cyclist	35.5	37.8
DUI of Alcohol[3] (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	12.5	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	96.4	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

	Austria	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	87.6	83.6
Average age of passenger car fleet (years)[2]	8.5	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	Austria	EU
Speeding	559.9	139.7
Non-use of seat-belt	8.8	5.7
Illegal use of mobile phone	13.6	4.4
Driving above legal alcohol limits	2.9	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

	Austria
Timeframe	2021-2030
Lead Authority	Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation, and Technology (BMK), in cooperation with KFV (Austrian Road Safety Board) and FGM/AMOR (Austrian Mobility Research)
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2017-2019 (average value)
SPIs	Yes, for 8 KPIs
Link	https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Austria reflects the situation in the majority of EU countries. Remarkable is that the BAC level for novice and professional drivers stricter than in most EU countries.

Table 16: National road safety legislation

	Austria	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	100	90: 17/27
Motorways	130	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.1	0.2: 12/27, 0.0: 9/27
Professional drivers	0.1	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 14 years / 135 cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27

	Austria	Most common in EU
Children on motorcycles	Prohibited under 12 years	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	Yes	Not mandatory: 19/27
Age restriction	Allowed from 12 years	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 12 years old	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, if there are no bicycle paths	Yes: 18/27
Allowed on pavements	No	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

	Austria	Most common in EU
Novice Drivers		
Accompanied driving	17 years old (After 3,000km driving under supervision)	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	Class A, B: every 15 years Class C, D: every 5 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Class A, B: No (in standard cases) Class C, D: Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Austria	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:23/27
Policies promoting walking and cycling	Yes	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

The population density in Austria is similar to the EU average, whereas the GDP per capita is above the EU average. A lower proportion of GDP is spent on road infrastructure.

Table 19: Country Characteristics, 2021

	Austria	EU
Demographics[2]		
Population (inhabitants)	8,932,664	447,000,548
Population density (inh./km^2)	108.1	109.0
% children (0-17)	17.3	18.2
% adults (18-64)	63.5	61.6
% elderly (65+)	19.2	20.3
% of urban population	59.1	75.2
Economic Data[2]		
GDP per capita (euro)	45,370	32,560
Infrastructure[1]		
Country Area (km^2)	83,878	4,225,134
Road network length (km)	127,982	4,473,380
Road density (km/km^2)	1.53	1.1
% of motorways	1.37	1.67
% GDP spent to road infrastructure[3]	0.1	0.4
Vehicle Fleet[1]		
Vehicles per population	0.74	0.73
% of passenger cars	77.5	77.3
% of motorcycles	13.7	11.4
% of HGVs	8.6	11.1
% of buses	0.2	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	75.7	85.2
- Bus/coach/Metro/Tram	15.2	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	61.7	74.6
- Rail	27.0	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	21.2	739.8
Share of road transport emissions in total transport emissions (%)	92.1	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	- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) - Other Federal Ministries - Representatives from regional and local authorities - Motorway operator - Research Centres and Universities - Road Safety Organisations
Monitoring of the road safety development	- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) - Austrian Road Safety Advisory Council (Roads Task Force)
Improvements in road infrastructure	- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) (DG for National Roads and Motorways) - Austrian motorway authority (ASFINAG): motorways - 9 Federal states (Bundesländer): regional roads - Municipalities
Improvement in vehicles	- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) - Clubs
Improvement in road user education	- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) - Federal Ministry of Education, Science and Research (BMBWF)
Publicity campaigns	- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) - Road Safety Fund (VSF) - Federal Ministry of Education, Science and Research (BMBWF) - BMI - Chamber of Commerce - Driving Schools - Austrian Social Insurance for Occupational Risks
Enforcement of traffic laws	- Police - Provincial Government (road traffic act) - Provincial Governor (motor vehicle act)
Other relevant actors	- Österreichische Bundesbahnen (Austrian Railways) - Federal Ministry of Justice BMJ - Federal Ministry of Digital and Economic Affairs (BMDW) - Federal Ministry of Defense (BMLV) - Austrian Road Safety Board (KFV)

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Austria	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	22.1	17.0	13/18
- drive faster than the speed limit inside urban areas	64.5	55.7	14/18
- transport children under 150cm without using CRS	12.5	17.2	4/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	15.6	16.8	12/18
- respecting speed limits	33.4	34.4	11/18
- using of hand-held mobile phone while driving	14.5	15.0	10/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	80.4	76.6	3/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	28.4	38.3	14/18
- requiring all cyclists to wear a helmet	55.8	60.1	10/18

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: July 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