European Commission

European Road Safety Observatory

National Road Safety Profile - Lithuania

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Author: Annelies Schoeters (Vias institute)

Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 175 people were killed in reported traffic accidents in Lithuania.
- Lithuania is 5th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities shows a relatively high proportion of pedestrians. The proportion of powered two-wheelers on the other hand is smaller than the EU average.
- Over the past ten years the number of fatalities decreased more than in the European Union.

Road safety performance indicators

- Road infrastructure in Lithuania is characterized by high road density, except for motorways.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Lithuania, a total of 175 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 63 road fatalities per million inhabitants, which is well above the EU average (42). In the first decade of this century, the mortality rate in Lithuania showed an upward trend and was much higher than the EU average. From 2007 the mortality rate in Lithuania decreased sharply and became closer to the EU average. When the number of vehicles is taken into account, Lithuania still performs worse than most EU countries with a rate of 0.99 fatalities per 10,000 registered vehicles.

Over the past ten years the number of fatalities decreased by 32%, which is more than the overall EU trend. Especially between 2012 and 2018 fatalities dropped significantly in Lithuania, while they remained stable in the European Union. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2013 and 2020). Source: CARE

	2013	2020	Trend	EU 2013	EU 2020	EU trend
Fatalities	256	175	-32%	24226	18834	-22%
Serious injuries	579	376	-35%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

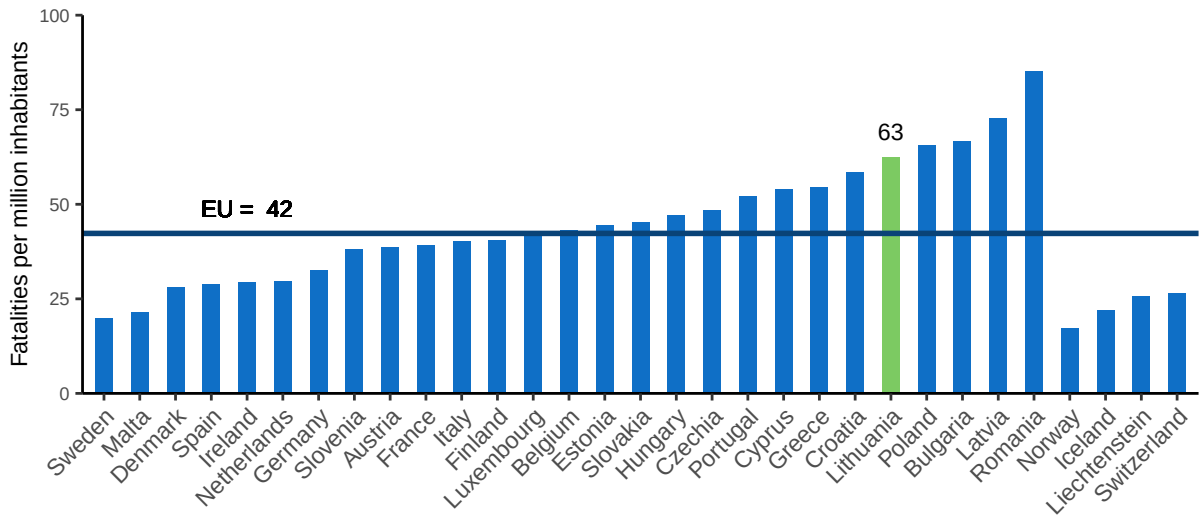


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

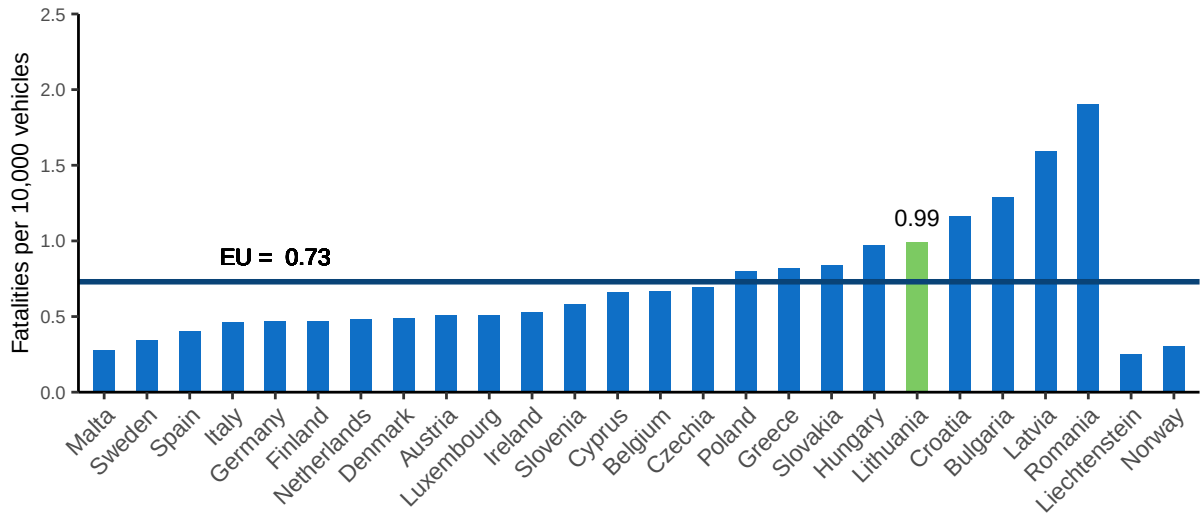


Figure 3. Number of road fatalities (2013-2020). Source: CARE

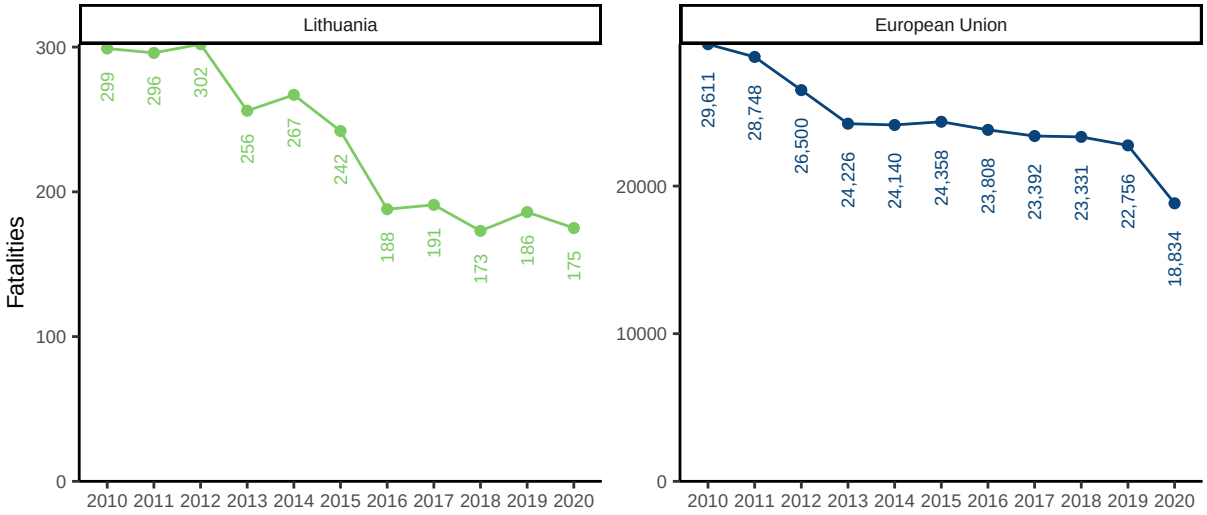


Figure 4. Number of serious injuries (2013-2020). Source: CARE

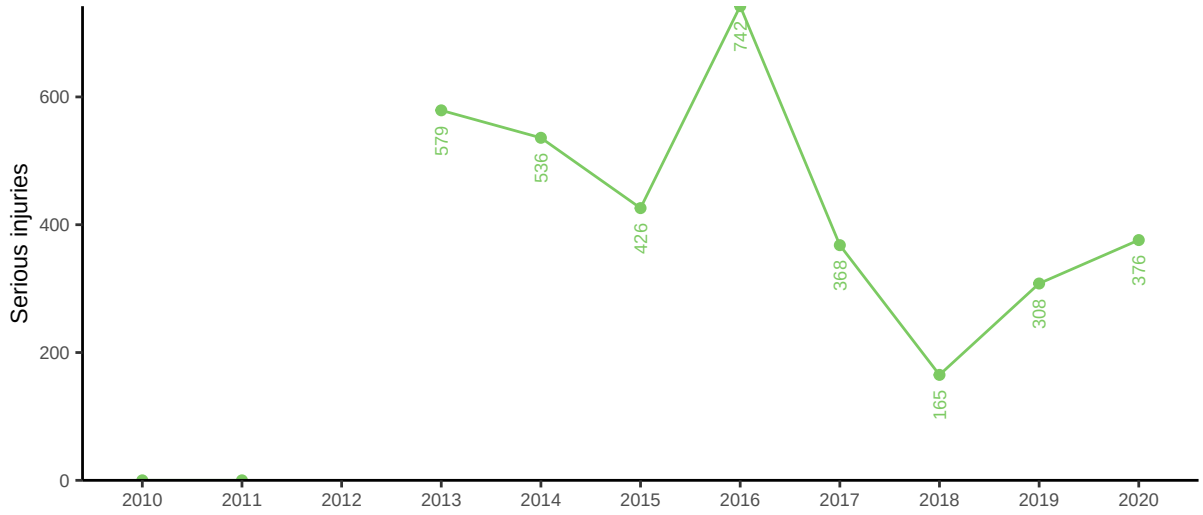
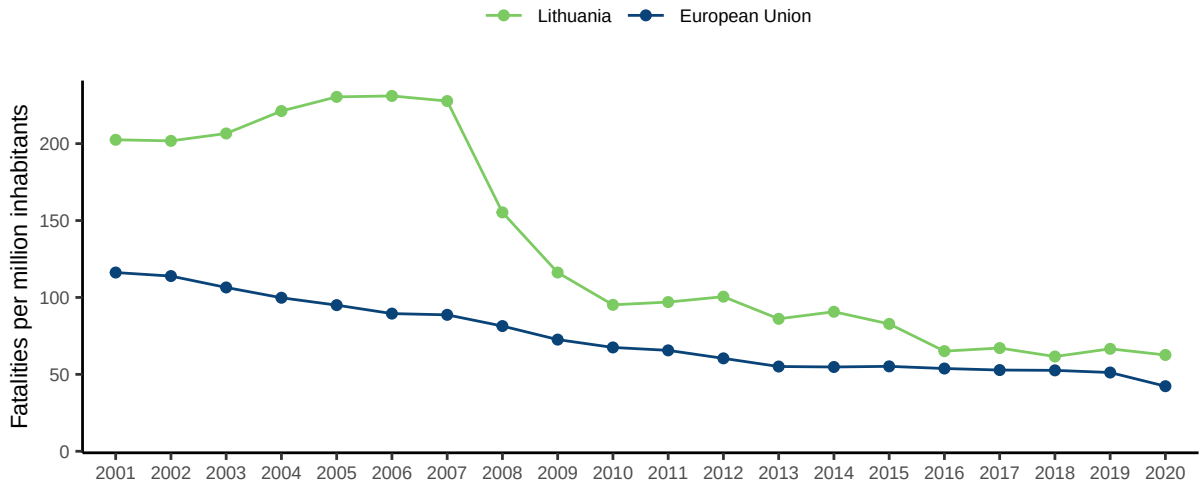


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2020, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for almost half of road traffic fatalities in Lithuania. The greatest difference with the EU as a whole is found in the road user category of pedestrians, which represented 30% of Lithuania's road fatalities, as opposed to 19% in the European Union. Powered two-wheelers on the other hand account for only 10% of road fatalities, which is well below the proportion that is seen in the European Union (18%).

[1] For more details about the categories used in this subsection, please see section 6.2 Definitions.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

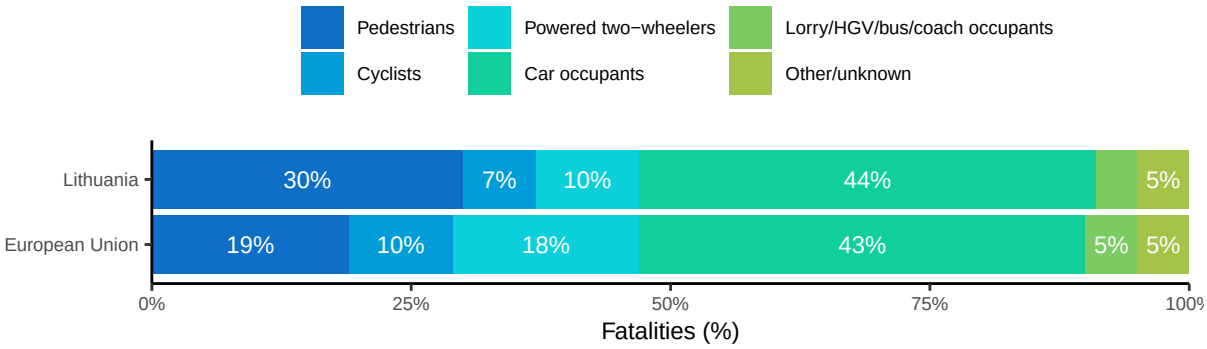


Table 2. Average number of road fatalities by transport mode (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
Pedestrians	95	61	-36%	5,184	4,328	-17%
Cyclists	20	10	/	1,980	1,971	+0%
Powered two-wheelers	16	17	+6%	4,268	3,940	-8%
Car occupants	114	78	-32%	10,995	9,597	-13%
Lorries, under 3.5t	1	2	/	801	732	-9%
Heavy goods vehicles	4	2	/	501	378	-25%
Bus/coach occupants	1	0	/	120	88	-27%
Other/unknown	4	7	/	806	837	/
Total	*255*	*178*	*-30%*	*24,241*	*21,640*	*-11%*

Table 3. Average number of serious injuries by transport mode (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend
Pedestrians	197	72	-63%
Cyclists	42	17	-60%
Powered two-wheelers	46	34	-26%
Car occupants	194	132	-32%
Lorries, under 3.5t	4	5	/
Heavy goods vehicles	5	2	/
Bus/coach occupants	16	7	/
Other/unknown	11	14	/
Total	*514*	*283*	*-45%*

Table 4. Average number of road fatalities in urban areas by transport mode (2018-2020). Source: CARE

	2018 - 2020	EU 2018 - 2020
Pedestrians	36	3,079
Cyclists	5	1,125
Powered two-wheelers	9	1,562
Car occupants	22	2,109
Lorries, under 3.5t	0	137
Heavy goods vehicles	1	36
Bus/coach occupants	0	36
Other/unknown	4	254
Total	*77*	*8,406*

Table 5. Average number of road fatalities in single vehicle crashes by transport mode (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
Cyclists	0	0	/	323	400	+24%
Powered two-wheelers	7	5	/	1,479	1,429	-3%
Car occupants	54	33	-39%	4,834	4,187	-13%
Lorries, under 3.5t	0	0	/	336	271	-19%
Heavy goods vehicles	1	0	/	199	143	-28%
Bus/coach occupants	0	0	/	49	33	-33%
Other/unknown	2	2	/	276	309	/
Total	*64*	*40*	*-38%*	*7,496*	*6,772*	*-10%*

2.3 Age

The distribution of road fatalities across age groups in Lithuania is similar to that for the European Union.

Figure 7. Number of road fatalities by age group (2020). Source: CARE

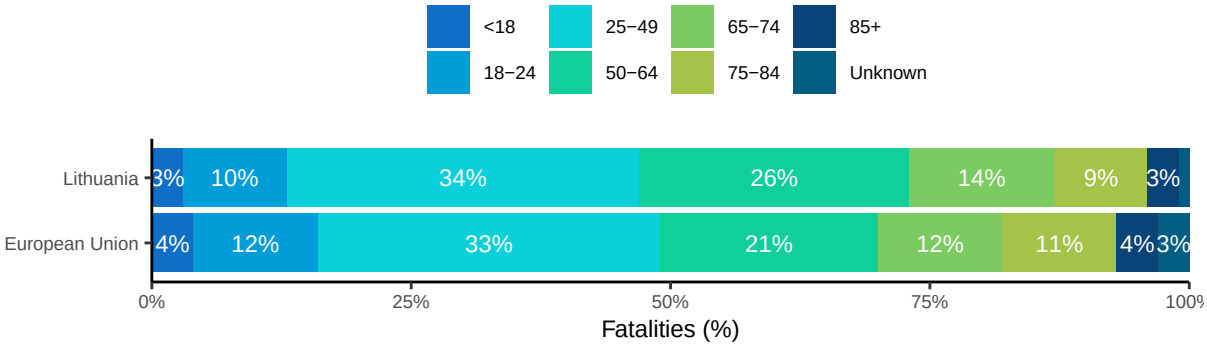


Table 6. Average number of road fatalities by age group (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
<18	15	8	/	1,176	918	-22%
18-24	34	24	-29%	3,315	2,589	-22%
25-49	93	58	-38%	8,539	7,311	-14%
50-64	55	44	-20%	4,845	4,605	-5%
65-74	25	22	-12%	2,605	2,627	+1%
75-84	21	17	-19%	2,639	2,414	-9%
85+	9	5	/	990	1,075	+9%
Unknown	2	1	/	420	360	/
Total	*255*	*178*	*-30%*	*24,241*	*21,640*	*-11%*

Table 7. Average number of serious injuries by age group (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend
<18	78	36	-54%
18-24	84	37	-56%
25-49	156	102	-35%
50-64	106	59	-44%
65-74	43	26	-40%
75-84	36	16	-56%
85+	10	6	/
Unknown	1	1	/
Total	*514*	*283*	*-45%*

2.4 Gender

The high proportion of males among total road fatalities in Lithuania (67%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE

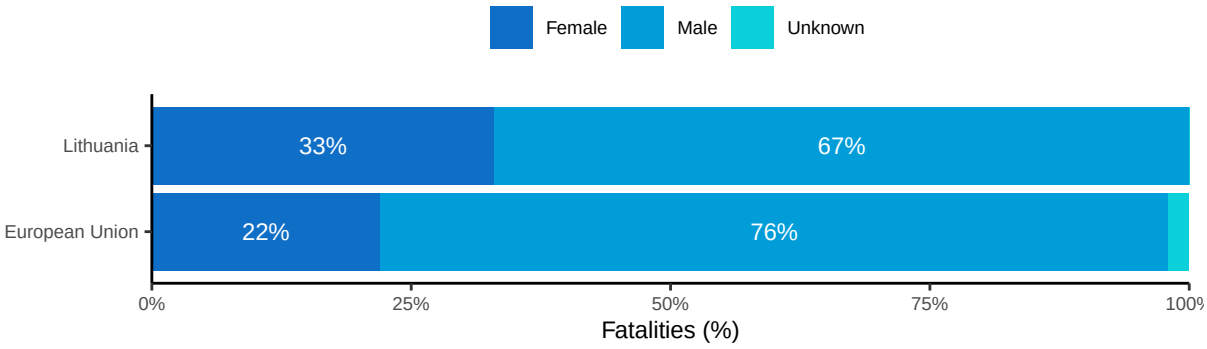


Table 8. Average number of road fatalities by gender (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
Female	70	52	-26%	5,804	4,960	-15%
Male	184	125	-32%	18,463	16,659	-10%
Unknown	1	1	/	990	254	/
Total	*255*	*178*	*-30%*	*24,241*	*21,640*	*-11%*

Table 9. Average number of serious injuries by gender (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend
Female	221	101	-54%
Male	292	181	-38%
Unknown	1	1	/
Total	*514*	*283*	*-45%*

2.5 Time [2]

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the daytime during the work week (66%).

[2] For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Figure 9. Number of road fatalities by period of time (2020). Source: CARE

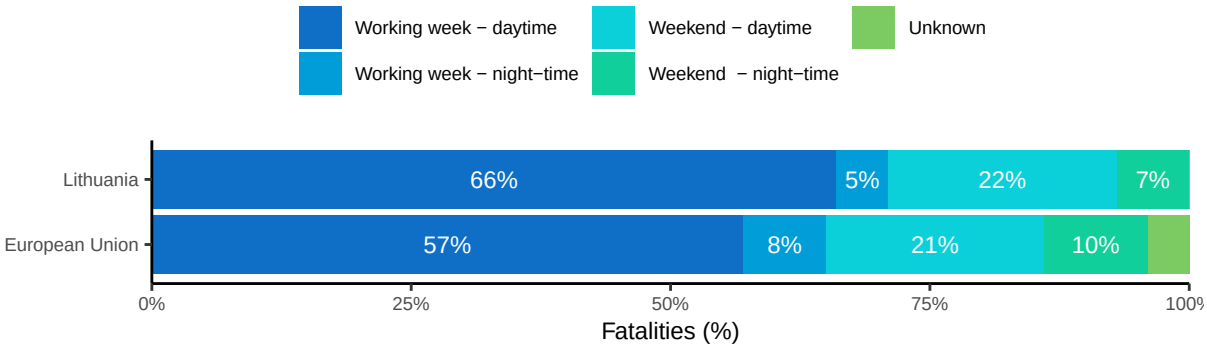


Table 10. Average number of road fatalities by period of time (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
Working week - daytime	139	106	-24%	13,805	12,506	-9%
Working week - night-time	14	13	/	2,048	1,848	-10%
Weekend - daytime	71	41	-42%	5,623	4,974	-12%
Weekend - night-time	31	17	-45%	2,738	2,327	-15%
Unknown	/	0	/	1,123	562	/
Total	*255*	*178*	*-30%*	*24,241*	*21,640*	*-11%*

2.6 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Lithuania, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

Figure 10. Number of road fatalities by surface conditions (2020). Source: CARE

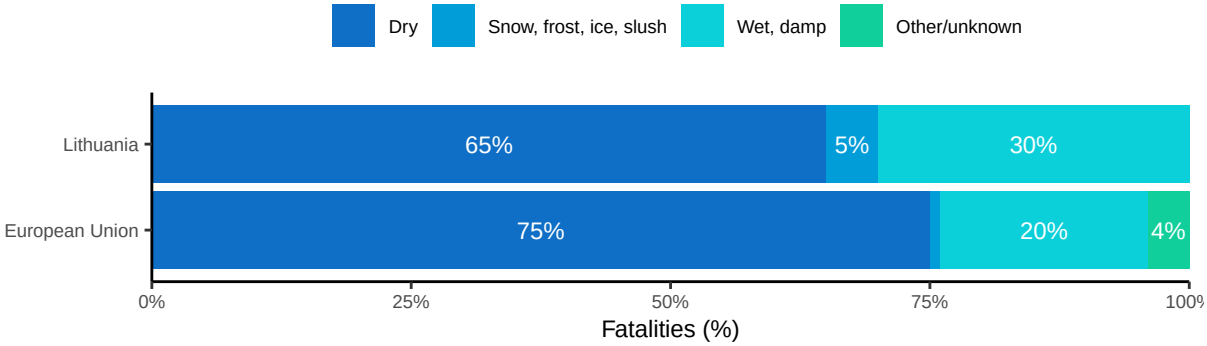


Table 11. Average number of road fatalities by surface conditions (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
Dry	155	113	-27%	17,882	16,582	-7%
Snow, frost, ice, slush	22	14	/	497	362	-27%
Wet, damp	78	51	-35%	5,139	4,328	-16%
Other/unknown	0	/	/	2,239	580	/
Total	*255*	*178*	*-30%*	*24,241*	*21,640*	*-11%*

Figure 11. Number of road fatalities by light conditions (2020). Source: CARE

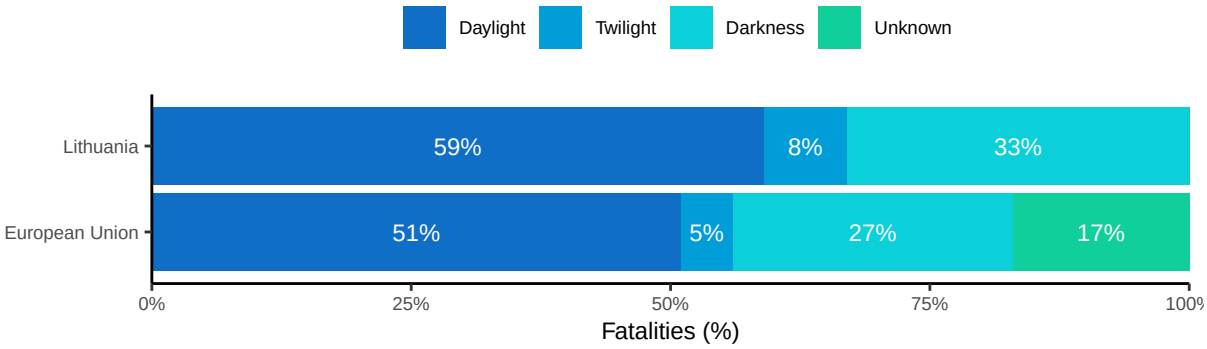


Table 12. Average number of road fatalities by light conditions (2013-2015 and 2018-2020). Source: CARE

	2013 - 2015	2018 - 2020	Trend	EU 2013 - 2015	EU 2018 - 2020	EU trend
Darkness	111	66	-41%	7,280	6,275	-14%
Daylight	124	100	-19%	12,226	11,235	-8%
Twilight	19	12	/	1,314	1,156	-12%
Unknown	125	/	/	4,853	3,729	/
Total	*255*	*178*	*-30%*	*24,241*	*21,640*	*-11%*

3 Road safety performance indicators

3.1 Behaviour of road users

For Lithuania there is currently no data available about behaviour in traffic that is comparable with other EU countries.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link[3]. For Lithuania the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Distraction: % of drivers not using a handheld mobile device.

3.2 Infrastructure

The overall road network in Lithuania shows relatively high road density in comparison with the EU average. Motorway density on the other hand is much lower compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Lithuania, a score of 4.8 (on a value scale from 1 to 7) is given, which is average compared to other countries.

In the framework of the EU Baseline-project a new road safety performance indicator related to road infrastructure is estimated. The KPI is defined as the percentage of distance driven over roads with a safety rating above an agreed threshold. The values should be available from early 2023 via this link[4].

3.2.1 Road density

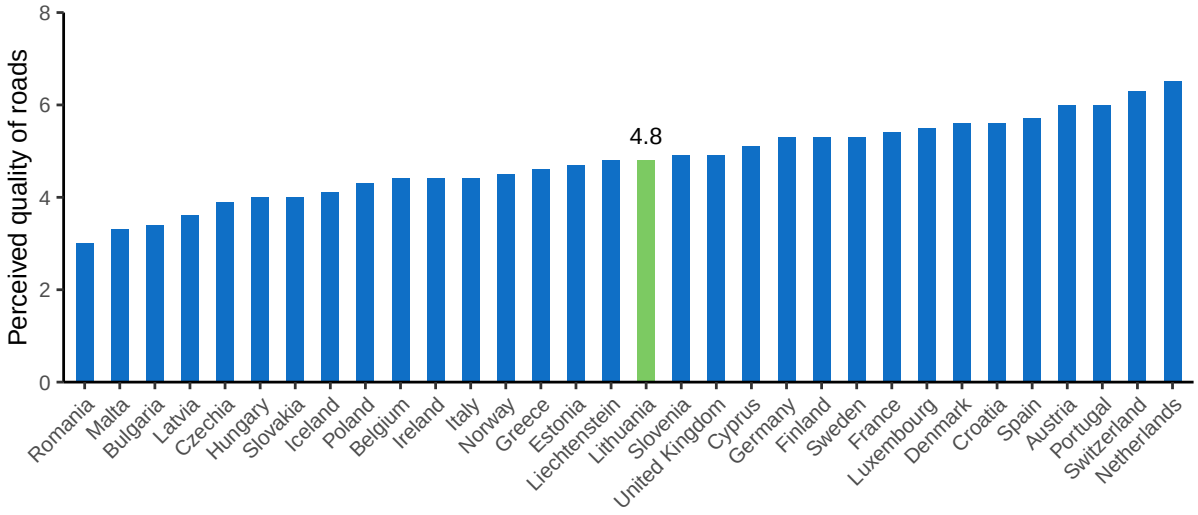
Table 13. Road density. Source: EUROSTAT (2020)

	Lithuania	European Union
Inside built-up areas	102 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	1190 km road/1000 km²	607 km road/1000 km²
Motorways	6 km road/1000 km²	15 km road/1000 km²
Total	1298 km road/1000 km²	918 km road/1000 km²

[3] https://baseline.vias.be/
[4] https://baseline.vias.be/

3.2.2 Road quality

Figure 12. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link[5].

[5] https://baseline.vias.be/

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Lithuania reflects the situation in the majority of EU countries with some exceptions. The legislation regarding drink driving is somewhat stricter than in most EU countries: the alcohol limit for the general population is 0.4 g/l while in most countries the limit is 0.5 g/l. There is also a zero-percent alcohol limit for novice drivers and professional drivers.

Table 14. National road safety legislation. Source: WHO (2018)

	Lithuania	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	130 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.4 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Lithuania scores above average for almost all legislation surveyed.

Table 15. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Lithuania	European average
Speed legislation	7	6.8
Drink-driving legislation	8	7
Seatbelt legislation	7	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	9	8

4.3 Road infrastructure

Table 16. Infrastructure-related policy. Source: WHO (2018)

	Lithuania	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 17. Policy related to post-crash care. Source: WHO (2018)

	Lithuania	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	No	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Lithuania is much lower than the EU average, and its population is mainly settled in cities and rural areas. Its GDP per capita is below that of the European Union, but the percentage of GDP that is dedicated to road spending is higher than the EU average (1.2%).

Table 18. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Lithuania
Population-related data (2021)		
Population (2021)	447218763	2795680
Population density (inhabitants/km²)	106	43
% Children (0-14)	15%	15%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	20%
Urbanization (2021)		
% living in cities	39%	42%
% living in suburbs and towns	35%	14%
% living in rural areas	26%	44%
Economic data		
GDP per capita (EUR, 2021)	32438.4	20095.0
Unemployment rate (2021)	7%	7%
% GDP dedicated to road spending (2020)	0.7%	1.2%

5.2 Structure of road safety management

Table 19. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Communications
Monitoring of the road safety development	The National Traffic Safety Commission (The Commission approved by the Government of the Republic of Lithuania consists of governmental bodies)
	Ministry of Transport and Communications
Improvements in road infrastructure	Lithuanian Road Administration (LRA)
	Local Municipality Administrations
Improvement in vehicles	Lithuanian Transport Safety Administration (LTSA)
Improvement in road user education	Ministry of Education, Science and Sport
	LTSA
	LRA
Publicity campaigns	Ministry of Transport and Communications
	Police Department under the Ministry of Interior (Police)
	LTSA
	LRA
	The Transport Competence Agency (TCA)
Enforcement of traffic laws	Police
	Local Municipality Administrations
Other relevant actors	Ministry of Transport and Communications
	Ministry of Health
	Ministry of Education, Science and Sport
	Ministry of Interior
	LTSA
	LRA
	TCA
	Local Municipality Administrations
	Police
	Vilnius Gediminas Technical University (VILNIUS TECH)
	Road Research Institute (VILNIUS TECH)
	Associations working in the field of road safety

Table 20. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	The National Progress Plan for 2021 – 2030 (Resolution of The Government of the Republic of Lithuania No. 998 September 9, 2020 „On the Approval of The National Progress Plan for 2021-2030“) **https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/c1259440f7dd11eab72ddb4a109da1b5/asr**
2022-2030	The Transport Development Program 2022–2030 (Resolution of The Government of the Republic of Lithuania No. 245 March 16, 2022 „On the Approval of The Transport Development Program of The Ministry of Transport and Communications of the Republic of Lithuania, Managing the 2022–2030 Development Program“) **https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/a9ada246a8f711ecaf79c2120caf5094?positionInSearchResults=39&searchModelUUID=e6c47e71d-4e31-a7ca-8dd6d22b9366**

Table 21. National road safety authority. Source: National sources

National road safety authority	References
Ministry of Transport and Communications of the Republic of Lithuania	https://sumin.lrv.lt/en/ **Gedimino Av. 17, 01505 Vilnius, Lithuania**

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf

Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was 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/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident 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 (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

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.

Lorry, under 3.5 tonnes

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

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

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.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

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.