



European
Commission



Country Profile
Switzerland



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1. Highlights

Road Safety Outcomes

- In 2021, 200 people were killed and 3,933 were seriously injured in road crashes in Switzerland.
- Switzerland performs better than almost all EU countries in terms of the number of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Switzerland shows a relatively high proportion of fatalities among cyclists and elderly people.

Road Safety Performance Indicators

- The use of seat-belts among passenger car occupants in Switzerland is higher than the EU average.
- Self-reported drink-driving is higher than the EU average.

Road Safety Policy Measures & Country Characteristics

- Swiss road infrastructure is characterized by high road density.
- The maximum speed limits on rural roads and motorways are lower than in most EU countries.
- Unlike most other countries there is no age restriction to transport children on motorcycles in Switzerland.

2. Road Safety Outcomes

2.1 Road Safety Trends

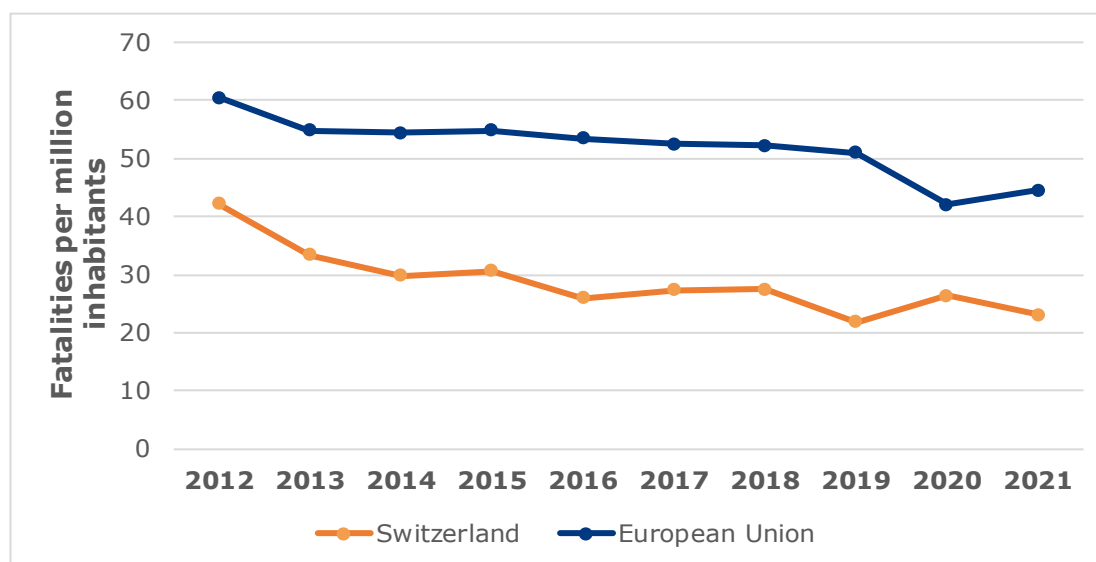
In Switzerland, 200 people were killed and 3,933 were seriously injured in road crashes in 2021^a. Over the period 2012-2021, the number of fatalities in Switzerland decreased by more than 40%, which is higher than the European Union (EU) decrease (25%). The number of serious injuries also showed a slight decrease over the same period (by 6%).

In terms of mortality rate, there were 23 road fatalities per million inhabitants, which is well above the EU average (45).

Table 1. Number of fatalities and serious injuries (2012 and 2021)

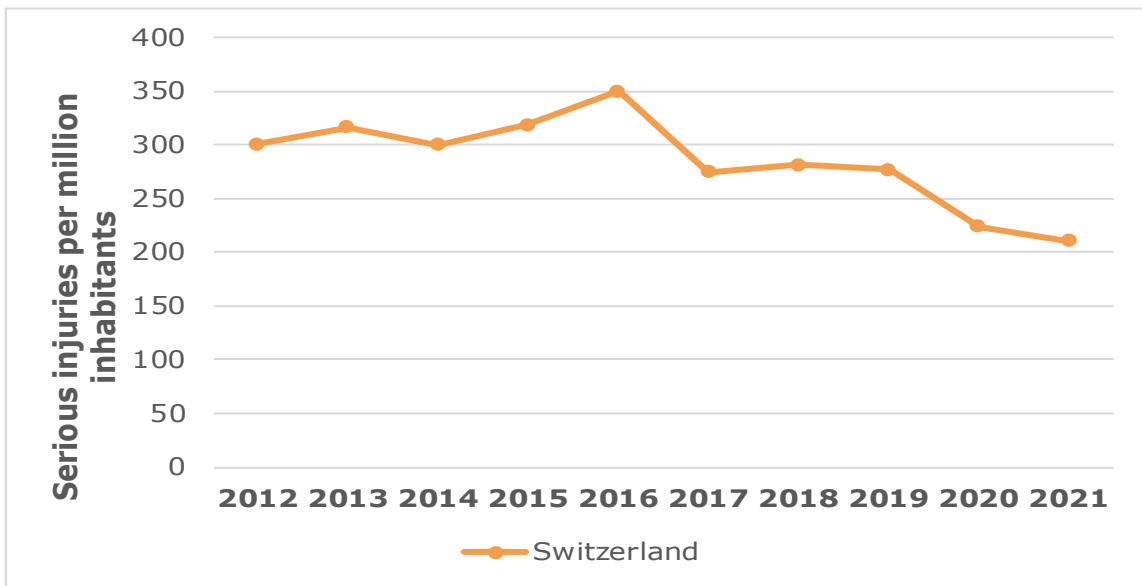
	2012	2021	Trend	EU trend
Fatalities	339	200	-41%	-25%
Serious Injuries	4,202	3,933	-6%	-

Figure 1. Mortality rate development, 2012 – 2021



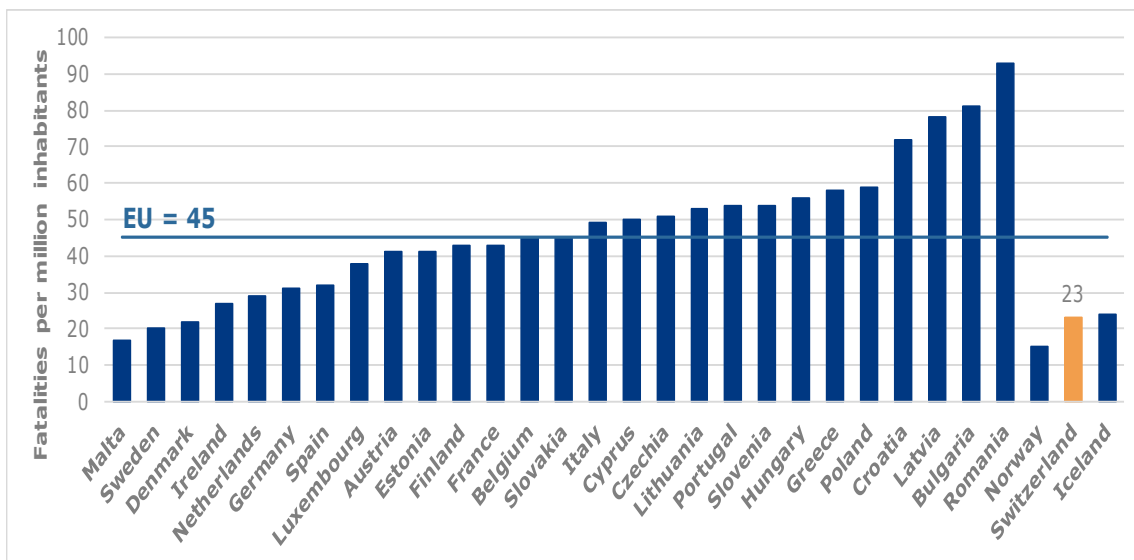
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

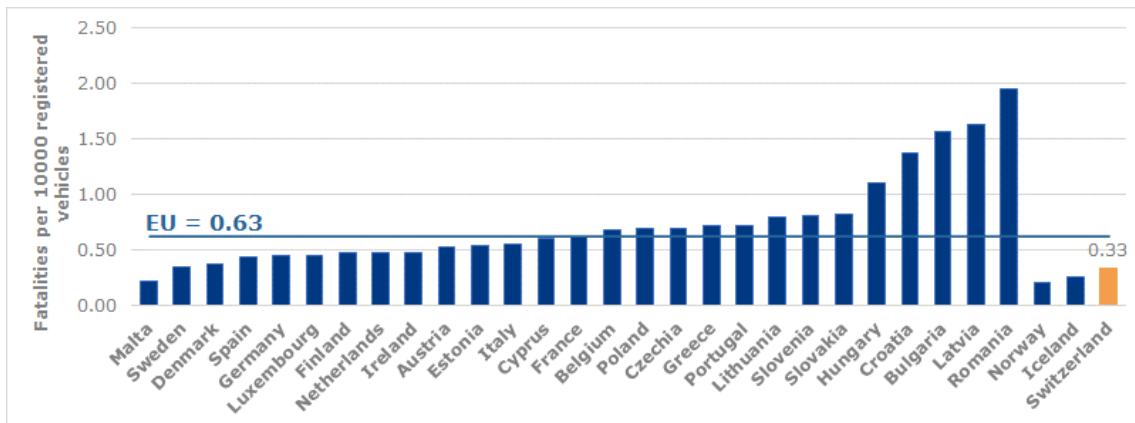


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Switzerland performs better compared to the EU average. The rate of 0.33 fatalities per 10,000 registered vehicles in Switzerland is well below the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, powered two-wheelers and cyclists accounted for 45% of road traffic fatalities in Switzerland. This percentage is higher than that observed in the EU as a whole (28%).

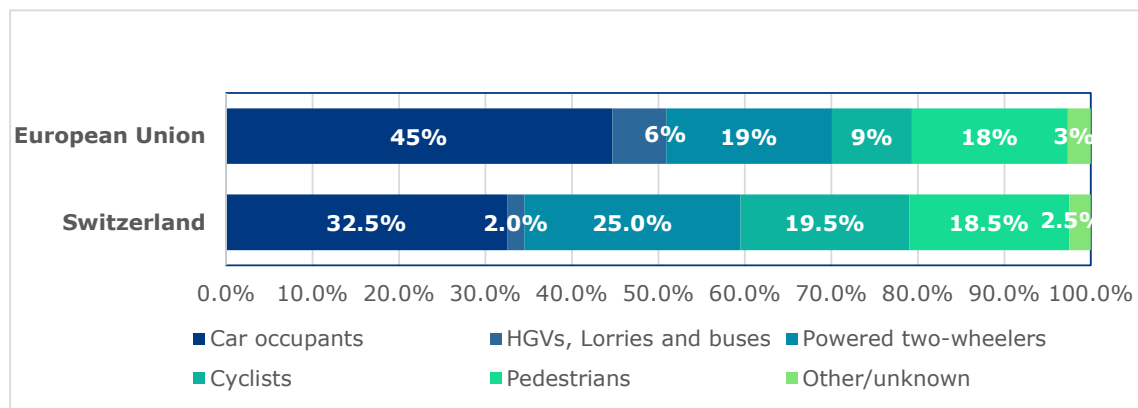
Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries in Switzerland for all transport modes except for cyclists. The highest decrease for both fatalities and serious injuries was recorded for bus occupants (100% and 62% respectively).

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, 72% were involved in a crash with a car, and 27% were involved in a crash with a lorry or heavy goods vehicle. Over time Switzerland showed a more substantial decrease of fatalities in these types of crashes than 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	32	0	-100%	+26%
Car occupants	104	65	-38%	-28%
Cyclists	36	39	+8%	-12%
Heavy goods vehicles	1	2	-	-11%
Lorries, under 3.5t	6	2	-	-14%
Other/unknown	8	5	-	-13%
Pedestrians	75	37	-51%	-34%
Powered two-wheelers	77	50	-35%	-18%
Total	339	200	-41%	-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	42	16	-62%
Car occupants	1,100	737	-33%
Cyclists	918	1,350	+47%
Heavy goods vehicles	19	14	-26%
Lorries, under 3.5t	46	25	-46%
Other/unknown	64	208	+225%
Pedestrians	691	424	-39%
Powered two-wheelers	1,322	1,159	-12%
Total	4,202	3,933	-6%

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	7	1	-	-47%
Crashes involving cars	96	54	-44%	-29%
Crashes involving lorries or heavy goods vehicles	25	20	-20%	-15%

2.4 Age and Gender

The distribution of road fatalities across age groups in Switzerland is similar to that of the EU, with a higher share of fatalities aged 65 years old or above and a lower share of fatalities aged 25 to 49 years old. Over the period 2012-2021, the number of fatalities and seriously injured persons dropped for all age groups.

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

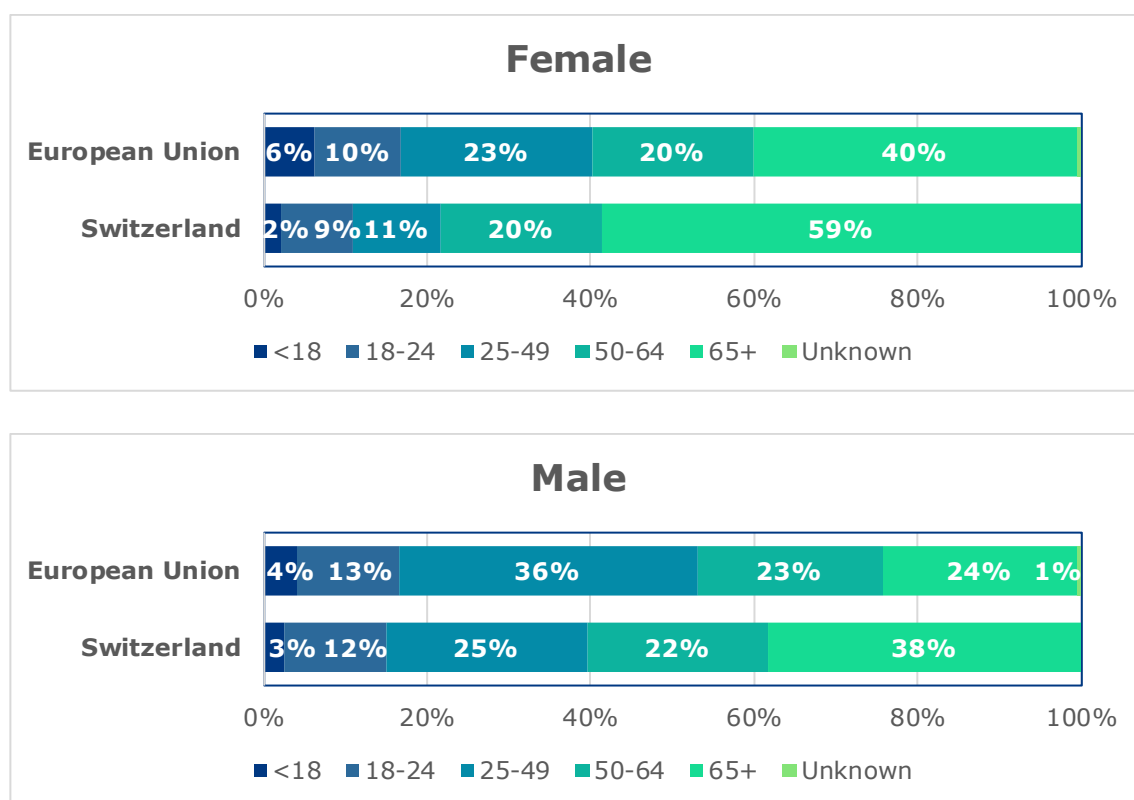


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	20	1	-95%	-44%
18-24	5	4	-	-40%
25-49	18	5	-72%	-37%
50-64	14	9	-36%	-23%
65+	33	27	-18%	-25%
Unknown	0	0	-	-22%
Total	90	46	-49%	-31%
Male				
<18	17	4	-76%	-27%
18-24	34	19	-44%	-37%
25-49	74	38	-49%	-30%
50-64	64	34	-47%	-13%
65+	60	59	-2%	-8%
Unknown	0	0	-	-9%
Total	249	154	-38%	-23%

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

	2012	2021	Trend
Female			
<18	175	121	-31%
18-24	202	124	-39%
25-49	459	382	-17%
50-64	282	357	+27%
65+	301	331	+10%
Unknown	0	0	-
Total	1,419	1,315	-7%
Male			
<18	319	256	-20%
18-24	388	301	-22%
25-49	1,125	896	-20%
50-64	592	661	+12%
65+	359	504	+40%
Unknown	0	0	-
Total	2,783	2,618	-6%

2.5 Area and Road Type

The majority of road fatalities in Switzerland occurred on rural roads (51%) which is comparable to the EU average (53%). The percentage of fatalities that occurred on urban roads in Switzerland (42%) is also similar to the EU average (39%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in

Switzerland.

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

	2012	2021	Trend	EU trend
Motorway	63	15	-76%	-6%
Rural	151	102	-32%	-28%
Urban	125	83	-34%	-24%
Unknown	0	0	-	-48%
Total	339	200	-41%	-25%

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

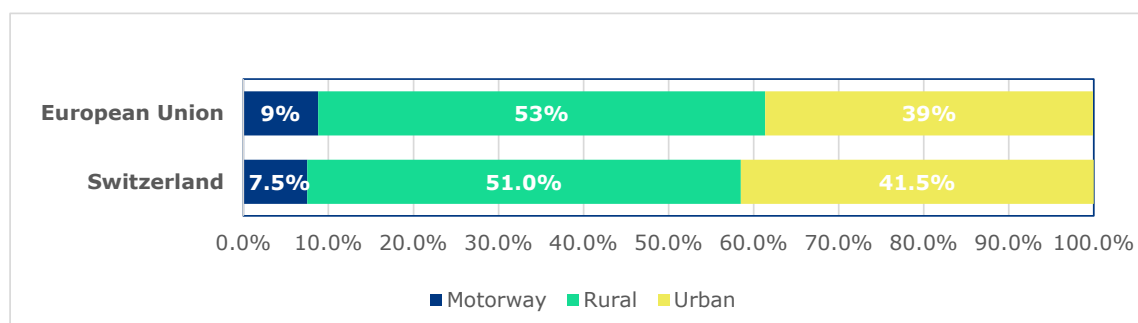
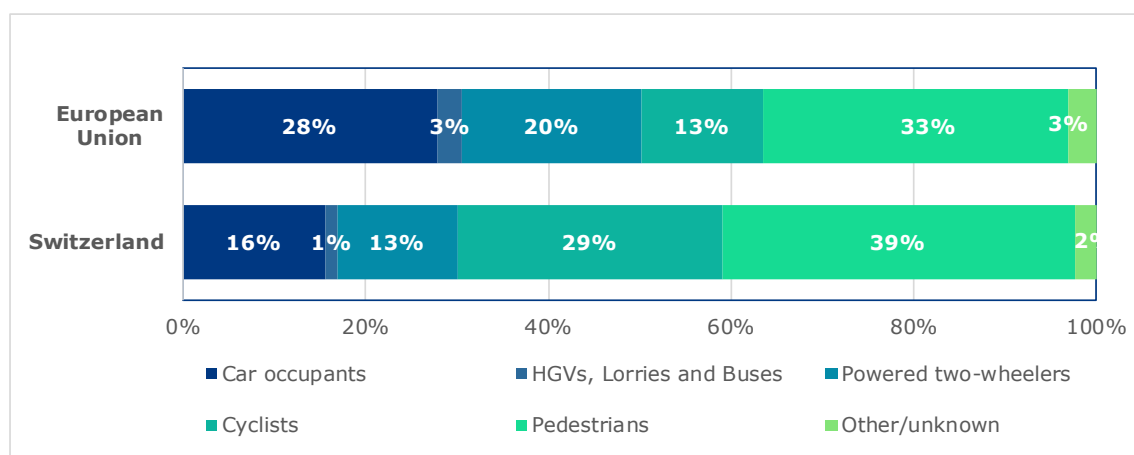


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	291	199	-32%
Rural	1,380	1,343	-3%
Urban	2,531	2,391	-6%
Unknown	0	0	-
Total	4,202	3,933	-6%

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

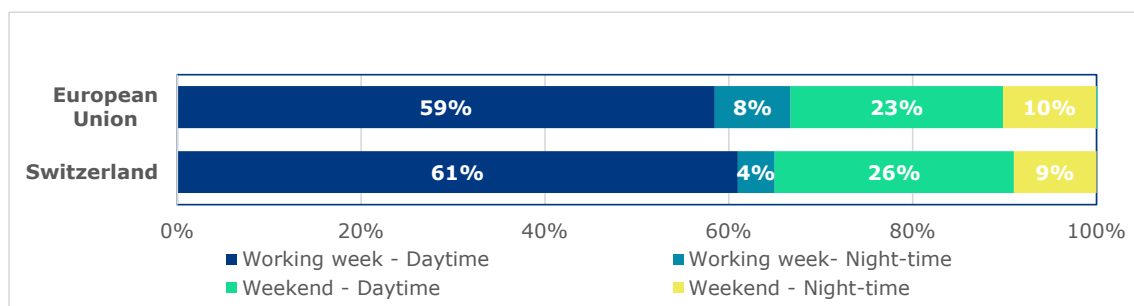


2.6 Time Period

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

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

	2012	2021	Trend	EU trend
Working week - Daytime	205	122	-40%	-21%
Working week- Night-time	31	8	-74%	-30%
Weekend - Daytime	75	52	-31%	-25%
Weekend - Night-time	28	18	-36%	-39%
Unknown	0	0	-	-75%
Total	339	200	-41%	-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 Switzerland and in the EU occurred during daylight and under dry weather conditions. During darkness and under raining 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	188	141	-25%	-17%
Twilight	25	10	-60%	-25%
Darkness	124	49	-60%	-33%
Weather Conditions				
Dry	281	114	-59%	-24%
Rain	43	17	-60%	-28%
Other/Unknown	15	69	+360%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Switzerland	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	/	-
Rural Roads	/	-
Urban Roads	/	-
Seat belt & CRS use rates (%)^{1,2}		
Front	97.0	93.3
Rear	90.0	75.5
Child restraint systems	/	67.0
Helmet use rates (%)¹		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist	/	37.8
DUI of Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	16.7	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 13: Vehicle Safety Performance Indicators, 2019

	Switzerland	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

Sources: ¹Baseline project, ²ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Switzerland	EU
Speeding	/	139.7
Non-use of seat-belt	/	5.7
Illegal use of mobile phone	/	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

Switzerland	
Timeframe	No time limit
Lead Authority	Swiss Federal Council
Targets	
Fatalities	2030: Max. 100 fatalities per year, Max. 25 fatalities among soft mobility users per year (such as pedestrians, bicycles and e-bikes, scooters and e-scooters, inline skates or skateboards)
Serious injuries	2030: Max. 2,500 seriously injured per year, Max. 500 seriously injured among soft mobility users (such as pedestrians, bicycles and e-bikes, scooters and e-scooters, inline skates or skateboards)
Baseline Year	2019
SPIs	There are no targets for SPIs
Link	-

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Switzerland reflects the situation in the majority of EU countries with a few exceptions. The maximum speed limit on rural roads (80km/h) and on motorways (120 km/h) is lower than in most EU countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Switzerland.

Table 16: National road safety legislation

	Switzerland	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	120	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

	Switzerland	Most common in EU
Child restraint systems		
CRS required	Up to 12 years old/ 150 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
Children on motorcycles	Not restricted	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	20 km/h	25 km/h: 18/27
Helmet required	No	Not required: 12/27
Allowed on road lanes	Yes	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

	Switzerland	Most common in EU
Novice Drivers		
Accompanied driving	17 years	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: 26/27
Renewal interval (Age)	75 years old	Every 10 years: 13/27 Every 15 years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Switzerland	Most common in EU
Audits or star rating required for new road infrastructure	Partial	Yes: 10/27, Partial:17/27
Inspections / star rating of existing roads	Yes	Yes:26/27
Design standards for the safety of pedestrians / cyclists	No	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

Population density in Switzerland is above the EU average and its GDP per capita is above that of the European Union.

Table 19: Country Characteristics, 2021

	Switzerland	EU
Demographics²		
Population (inhabitants)	8,670,300	447,000,548
Population density (inh./km ²)	216.7	109.0
% children (0-17)	17.9	18.2
% adults (18-64)	63.3	61.6
% elderly (65+)	18.8	20.3
% of urban population	74.3	75.2
Economic Data²		
GDP per capita (euro)	77,750	32,560
Infrastructure¹		
Country Area (km ²)	41,287	4,225,134
Road network length (km)	84,113	4,473,380
Road density (km/km ²)	2.0	1.1
% of motorways	1.84	1.67
% GDP spent to road infrastructure ³	0.7	0.4
Vehicle Fleet¹		
Vehicles per population	0.73	0.73
% of passenger cars	74.7	77.3
% of motorcycles	16.4	11.4
% of HGVs	7.4	11.1
% of buses	1.6	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	81.7	85.2
- Bus/coach/Metro/Tram	5.8	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	66.2	74.6
- Rail	33.5	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	13.4	739.8
Share of road transport emissions in total transport emissions (%)	84.1	76.3

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

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	<ul style="list-style-type: none"> - Federal Department of the Environment, Transport, Energy and Communication - Federal Roads Office - Federal Office of Transport - Canton Transportation Administrations
Monitoring of the road safety development	<ul style="list-style-type: none"> - Federal Roads Office - Cantonal and communal offices dedicated to road safety
Improvements in road infrastructure	<ul style="list-style-type: none"> - Federal Department of the Environment, Transport, Energy and Communication - Federal Roads Office - Cantonal and communal civil engineering offices
Improvement in vehicles	<ul style="list-style-type: none"> - Federal Roads Office - Cantonal Road Traffic Offices (Strassenverkehrsämter)
Improvement in road user education	<ul style="list-style-type: none"> - Swiss Council for Accident Prevention
Publicity campaigns	<ul style="list-style-type: none"> - Federal Roads Office - Road Safety Fund (FVS) - Swiss Council for Accident Prevention
Enforcement of traffic laws	<ul style="list-style-type: none"> - Federal Department of Justice and Police - Cantonal Police - Regional Police
Other relevant actors	<ul style="list-style-type: none"> - Automobile and Bike Clubs - Private Initiatives and Foundations

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Switzerland	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	22.6	17.0	14/18
- drive faster than the speed limit inside urban areas	45.4	55.7	3/18
- transport children under 150cm without using CRS	17.4	17.2	8/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	16.3	16.8	10/18
- respecting speed limits	37.6	34.4	7/18
- using of hand-held mobile phone while driving	14.4	15.0	11/18
Support for policy measures			
<i>% of support to a legal obligation for</i>			
- zero tolerance for all novice drivers	73.1	76.6	16/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	32.9	38.3	11/18
- requiring all cyclists to wear a helmet	64.0	60.1	8/18

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 EU 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)

