

Cyprus has a warm and dry climate and low population density.

Structure and Culture

Basic Data

Table 1: Basic data of Cyprus in relation to the EU average

Basic data of Cyprus	EU average
- Population: 0,848 million inhabitants (2015)[2]	18,2 million (2016)
- Area: 9.300 km ² (2015)[2] (0,11% water) (2015)[4]	159.678 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 12,9°C	5,1°C
- Average summer temperature (May to Oct.): 26,2°C	16,6°C
- Annual precipitation level: 324 mm	691,5 mm
- Exposure ¹ : 74.000 million passenger km (2014) [2]	168.260 million vehicle km (2015)
- 0,51 vehicles per person (2015) [2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

Country characteristics

Table 2: Characteristics of Cyprus in comparison to the EU average

Characteristics of Cyprus	EU average
- Population density: 92 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
16,4% children (0-14 years)	15,6% children
69,0% adults (15-64 years)	65,6% adults
14,6% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €20.790 (2015) [2]	€27.198 (2015)
- 66,8% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: central plain with mountains to north and south; scattered but significant plains along southern coast	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ No data available for traffic. Exposure is measured by billion passenger kilometres instead.

The Road Safety Council is the lead agency in road safety issues.

Structure of road safety management

The Road Safety Unit of the Ministry of Transport, Communications and Works was established in 2004 and is responsible for handling all matters in the field of road safety which are under the jurisdiction of the Ministry of Transport, Communications and Works. The Road Safety Unit functions, in addition to its other responsibilities, as the supporting unit of the Road Safety Council for the implementation of the Strategic Plan for Road Safety 2012-2020.

The following key actors are responsible for road safety (RS) policy making:

Table 3: Key actors per function in Cyprus

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Communications and Works - Road Safety Council which is the national statutory body for the coordination of all government authorities involved in road safety
2. Monitoring of the RS development in the country	- Road Safety Unit
3. Improvements in road infrastructure	- Department of Public Works of the Ministry of Communications and Works - District Administration of Ministry of Interior and Municipalities
4. Vehicle improvement	- Road Transport Department of the Ministry of Communications and Works
5. Improvement in road user education	- Ministry of Education and Culture - Ministry of Communications and Works (Department of Road Transport): driver training - Road Safety Unit
6. Publicity campaigns	- Road Safety Council - Traffic Police
7. Enforcement of road traffic laws	- Traffic Police - Road Safety Unit - Ministry of Justice and Public Order
8. Other relevant actors	- The Ministry of Health: responsible for emergency medical care - The Cyprus Radio Foundation, the Cyprus Scientific Technical Chamber, the Cyprus Safety and Health Association: involved in the Road Safety Council - The Cyprus Youth Organisation, the Automobile Association, the Association of Cyprus Insurance Companies - Universities and research institutes

Sources: national sources

Attitudes towards risk taking

As Cyprus is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

Cyprus follows the -50% reduction aim of casualties in 2020, formulated by the EC.

Programmes and measures

National strategic plans and targets

- The latest road safety plan (2012-2020) of Cyprus was approved in 2012.
- Targets (compared to 2010):

Table 4: Road safety targets for Cyprus

Year	Fatalities	Serious injuries
2020	-50%	-50%

- Priority topics:
 - Improved safety for vulnerable road users
 - Legislation, highway code and enforcement
 - Driver training and testing
 - Road safety education, publicity and enlightenment
 - Safer roads and mobility
 - Post-crash response
 - Safer vehicles
 - Organisational structure and operation

(Sources: national sources)

Road infrastructure

Table 5: Description of the road categories and their characteristics in Cyprus

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	80
Motorways	100

Source: EC DG-Move, 2017

- Special rules for:
 - Pedestrian zones: 30 km/h
- Guidelines and strategic plans for infrastructure are available in Cyprus.

Table 6: Obligatory parts of infrastructure management in Cyprus and other EU countries

Obligatory parts in Cyprus:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: no	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

Road safety audits are not obligatory in Cyprus, although they are obligatory in 82% of the EU countries.

Regulations in Cyprus are similar to regulations in most EU countries.

- Recent infrastructural actions have been addressing:
 - Traffic calming schemes
 - Improving pedestrian facilities
 - Improving high risk sites

(Source: DG-TREN, 2010)

Traffic laws and regulations

Table 7: Description of the regulations in Cyprus in relation to the most common regulations in other EU countries

Regulations in Cyprus [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,2‰;	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- Daytime running lights are mandatory only for motorcycles	
- A demerit point system is in place [2]	

Sources: [1] EC DG-Move, 2017; [2] WHO, 2013

Enforcement

Table 8: Effectiveness of enforcement effort in Cyprus according to an international respondent consensus (scale = 0-10)

Issue	Score for Cyprus	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	7	7 (25%) and 8 (25%)
Child restraint law enforcement	7	8 (39%)
Helmet legislation enforcement	7	9 (50%)
Drink-driving law enforcement	7	8 (43%)

Source: WHO, 2015

The effectiveness of helmet wearing, child restraint and drink-driving law enforcement in Cyprus is below the EU average.

² Blood Alcohol Concentration

Road safety education is integrated in the curriculum of schools in Cyprus.

Road User Education and Training

Table 9: Road user education and training in Cyprus compared to the situation in other EU countries

Education and training in Cyprus	Most common in EU (% of countries)
General education programmes:	
- Primary school: part of the curriculum when practical	Compulsory (71%)
- Secondary school: compulsory within Health Education	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 17 years for mopeds, 18 years for A1 (motorcycles <11 kW), 20 years for A2 (motorcycles <35 kW), 22 for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 21 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

Public Campaigns

Table 10: Public campaigns in Cyprus compared to the situation in other EU countries

Campaigns in Cyprus	Most common issues in EU (% of countries)
Organisation:	
- Road Safety Unit	
- Cyprus Traffic Police	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat belt (rear)	Speeding (86%)
- Speeding	Seat-belt (79%)
- Education of school children	
- Use of helmets	

Sources: SUPREME; ETSC, 2011; national sources

Vehicles and technology (national developments)

Table 11: Developments of vehicles and technology in Cyprus compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months	Every 12 months (39%)
Taxis: every 12 months	
Motorcycles: not submitted to checks	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Mandatory inspection periods in Cyprus vary between vehicle types.

The number of speed tickets per population increased during 2006-2015.

Road Safety Performance Indicators

Speed

Table 12: Number of speed tickets per population in Cyprus versus the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/ 1.000 population	87	108	2,4%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 13: Percentage of speed offenders per road type in Cyprus compared to the EU average

Road type	2004	2006	Average annual change	EU average
Motorways	n/a	75%	-	n/a
Rural roads	n/a	55%	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 14: Mean speed per road type in Cyprus compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	n/a	99 km/h	-	n/a
Rural roads	n/a	88 km/h*	-	n/a
Urban roads	n/a	48 km/h*	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

*Data from 2006

Alcohol

Table 15: Road side surveys for drink-driving in Cyprus compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	90	135	4,6%	209
% tested over the limit	6,2%	7,0%	1,4%	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The percentage of drink-driving offenders increased between 2006 and 2015.

The vehicle fleet is older than the EU average, however the share of cars with EuroNCAP occupant protection score of 5 stars is higher than the EU average.

Seat-belt wearing rates are quite low in Cyprus.

Vehicles

Table 16: State of the vehicle fleet in Cyprus compared to the EU average

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 3,6%	<2 years: 10,5%
- 2 to 5 years: 8,7%	2 to 5 years: 12,5%
- 6 to 10 years: 30,1%	6 to 10 years: 26,0%
- > 10 years: 57,6%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2008) [2]:	
- 5 stars: 59,0%	5 stars: 52,5%
- 4 stars: 4,9%	4 stars: 4,5%
- 3 stars: 1,5%	3 stars: 2,9%
- 2 stars: 0,0%	2 stars: 0,5%
- not tested: 34,5%	not tested: 39,6% ³

Sources: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Cyprus versus the average in EU

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2010):	(2016)
- 86% front	not available
- no information on % driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 13% rear	70,9% rear
- no information on % child restraints	not available
Helmet use (2010):	
- 75% motorcycle drivers	
- 68% motorcycle passengers	not available
- no information on cyclists	

Source: WHO, 2015

³ Based on data of 25 EU countries (excl. HR, LU and MT).

⁴ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

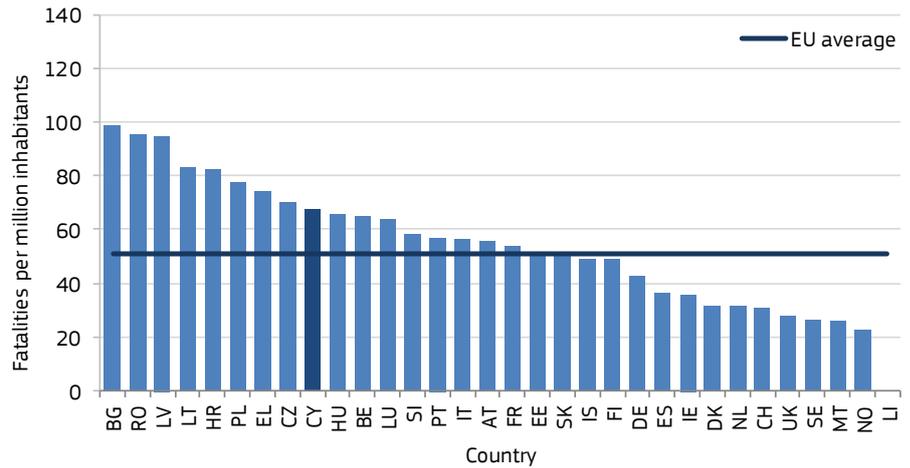
Road Safety Outcomes

General positioning

The fatality rate of Cyprus is higher than EU average (around 67 fatalities per million population in 2015). Since 2012, the Cyprian fatality rate and the EU average rate have shown equal developments but rose in 2015. Before 2012 the Cyprian rate was partially much higher than the EU average.

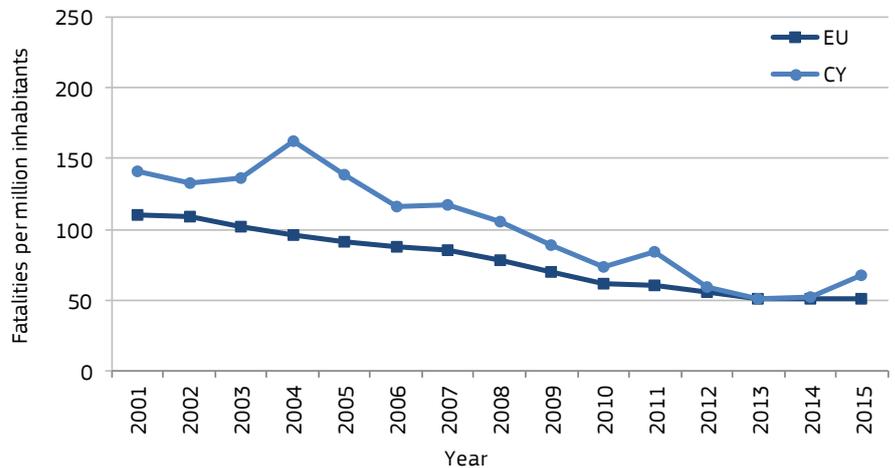
The fatality rate of Cyprus is at EU average. Since 2012, the Cyprian fatality rate and the EU average rate have shown equal developments but rose in 2015.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Cyprus and the EU average



Sources: CARE, Eurostat

The share of motorcyclist fatalities is much higher compared to the EU average.

Transport mode

The share of motorcyclist fatalities is much higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2015 was only 1%, it was 6% for car occupants. In the same period the annual reduction rate of pedestrian fatalities was 4%.

Table 19: Reported fatalities by mode of road transport in Cyprus compared to the EU average

Transport mode	2005	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	23	16	-4%	28%	21%
Car occupants	45	24	-6%	42%	46%
Motorcyclists	14	13	-1%	23%	14%
Mopeds	9	2	-14%	4%	3%
Cyclists	1	1	0%	2%	9%
Bus/coach occupants	0	0	0%	0%	0%
Lorries or truck occupants	9	0	-100%	0%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Cyprus versus the EU average

Age and gender	2005	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	2	1	-7%	2%	1%
15 - 17 years	1	0	-100%	0%	1%
18 - 24 years	2	2	0%	4%	3%
25 - 49 years	5	9	6%	16%	6%
50 - 64 years	5	2	-9%	4%	4%
65+ years	4	7	6%	12%	10%
Males					
0-14 years	3	0	-100%	0%	1%
15 - 17 years	3	1	-10%	2%	2%
18 - 24 years	30	9	-11%	16%	11%
25 - 49 years	32	15	-7%	26%	29%
50 - 64 years	7	2	-12%	4%	16%
65+ years	8	9	1%	16%	17%
Nationality of killed person					
National	68	41	-5%	72%	n/a
Non-national	34	16	-7%	28%	n/a

Sources: CARE, national sources

Cyprus has a much higher share of female road fatalities than the EU average. The share of non-national fatalities is 28%.

Fatalities in built-up areas and at junctions are over-represented in Cyprus.

Location

Fatalities in built-up areas and at junctions are over-represented in Cyprus compared to the EU average.

Table 21: Reported fatalities by location in Cyprus compared to the EU average

Location	2005	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	61	37	-5%	65%	37%
Rural areas	28	14	-7%	25%	53%
Motorways	13	6	-7%	11%	8%
Junctions	98	28	-12%	49%	20%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Cyprus compared to the EU average

Conditions	2005	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	44	29	-4%	51%	52%
During night-time	51	27	-6%	47%	31%
Weather conditions					
While raining	7	2	-12%	4	9%

Sources: CARE, national sources

Single vehicle accidents

Table 23: Reported fatalities by type in Cyprus compared to the EU average

Accident Type	2005	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	n/a	n/a	-	-	-

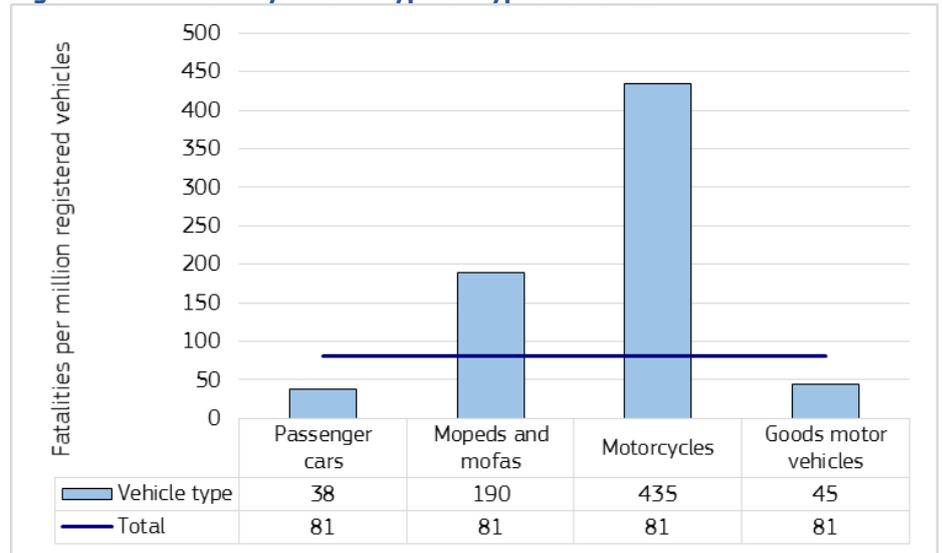
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

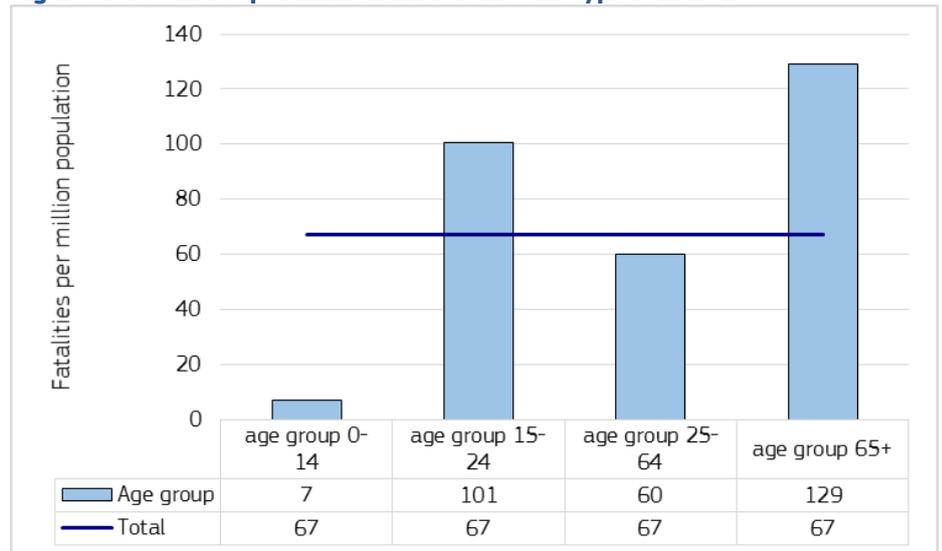
Risk Figures

Figure 3: Fatalities by vehicle type in Cyprus in 2012



Sources CARE, UNECE

Figure 4: Fatalities per million inhabitants in Cyprus in 2015



Sources: CARE, EUROSTAT

In Cyprus risk is highest for motorcyclists, youngsters and the elderly.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁵ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Cyprus versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Costs of road accident casualties are lower in Cyprus than in the EU on average.

⁵ Value of Statistical Life

Synthesis

Safety position

- The fatality rate of Cyprus is higher than the EU average (around 67 fatalities per million population in 2015).

Scope of problem

- The share of motorcyclist fatalities in Cyprus is much higher than the EU average.
- Cyprus has a much higher share of female road fatalities than the EU average.
- The share of non-national fatalities in 2015 was 28%.
- Fatalities in built-up areas and at junctions are over-represented in Cyprus.
- In Cyprus more fatal accidents happen during night-time than the EU average.
- Helmet wearing rates are quite low and rear seat-belt wearing rate is much lower than the EU average.
- The percentage of drink-driving offenders increased slightly between 2006 and 2015.

Recent progress

- Since 2012, the Cyprian fatality rate and the EU average rate have shown equal developments, while in 2015 Cyprus recorded a higher increase in the number of fatalities per population.
- The amount of drink-driving tests increased between 2006 and 2015.
- The number of speed tickets per population increased during 2006-2015.

Remarkable road safety policy issues

- Cyprus follows the -50% reduction aim of casualties in 2020, formulated by the EC according to the latest Road Safety Plan (2012-2020).
- Road safety inspections and high risk site treatment are obligatory in Cyprus. However, road safety audits are not obligatory, although they are obligatory in 82% of the EU countries.
- The effectiveness of helmet wearing and child restraint enforcement in Cyprus is below the EU average.
- Road safety education is integrated in the curriculum of schools in Cyprus.

Enforcement on most road safety issues needs improvement in Cyprus, as is also reflected by the quite low helmet and seat-belt wearing rates.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Cyprus, European Commission, Directorate General for Transport, September 2017.



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