European Commission

Country Profile

Slovakia

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.

Contract:	This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2022-55/SI2.888215 with National Technical University of Athens (NTUA), SWOV Institute for Road Safety Research and Kuratorium für Verkehrssicherheit (KFV).
Version:	February 8, 2024
Authors:	Katerina Folla, Konstantinos Kaselouris (NTUA)
Internal Reviewers:	Govert Schermers, Ingrid van Schagen (SWOV)
Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2023), Country Profile Slovakia. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Contents

1. Highlights

Road Safety Outcomes

- In 2021, 247 people were killed in road crashes in Slovakia.
- Slovakia ranks 14th out of 27 EU countries in terms of number of fatalities per million inhabitants and this is equal to the average EU traffic mortality rate.
- The fatality rate in terms of vehicle population is significantly higher than the EU average.
- Proportionally more people are killed in crashes involving passenger cars and as pedestrians in traffic than is evident in the EU as a whole.
- Compared to the EU average, the distribution of fatalities in Slovakia shows a relatively high proportion of people aged between 25-49 years old.

Road Safety Performance Indicators

- The passenger car fleet in Slovakia is older than the EU average.

Road Safety Policy Measures & Country Characteristics

- Slovakia is one of the few countries in the European Union with a zero-alcohol limit for all drivers.
- Slovakia's road infrastructure is characterised by higher road network density when compared to EU average
- The proportion of GDP invested in road infrastructure is higher than that of the EU.

2. Road Safety Outcomes

2.1 Road Safety Trends

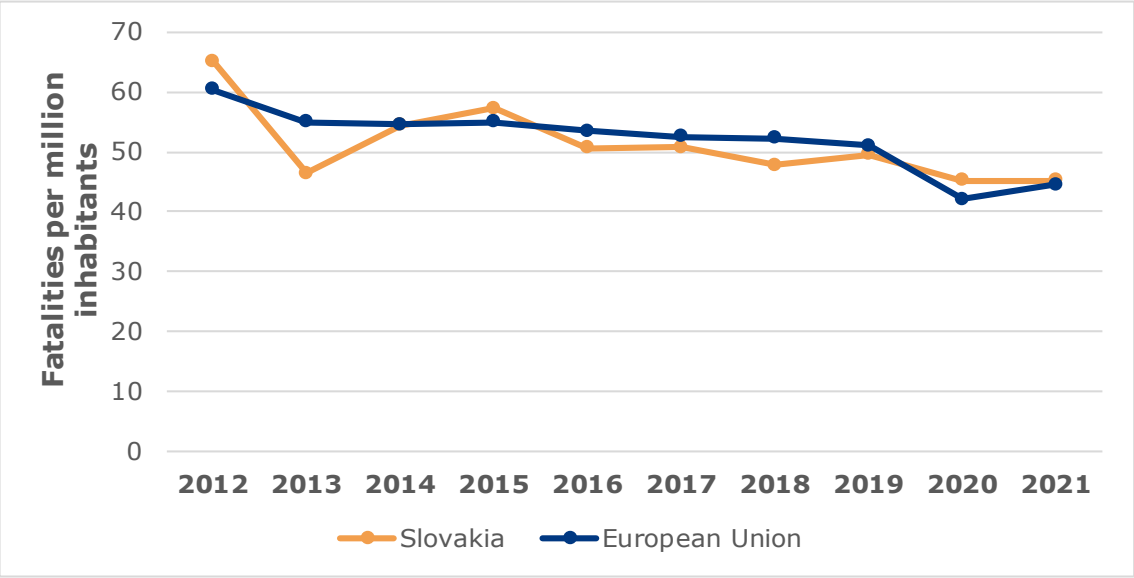
In Slovakia, 247 people were killed and 854 people were seriously injured in road crashes in 2021[a]. Over the 2012-2021 period, the number of fatalities in Slovakia decreased by 30%, which higher than the 25% registered by the European Union (EU). The number of serious injuries in Slovakia decreased by 24% over the same period.

In terms of mortality rate, 45 road fatalities per million inhabitants were recorded in 2021, which is the same as the average for the EU as a whole.

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

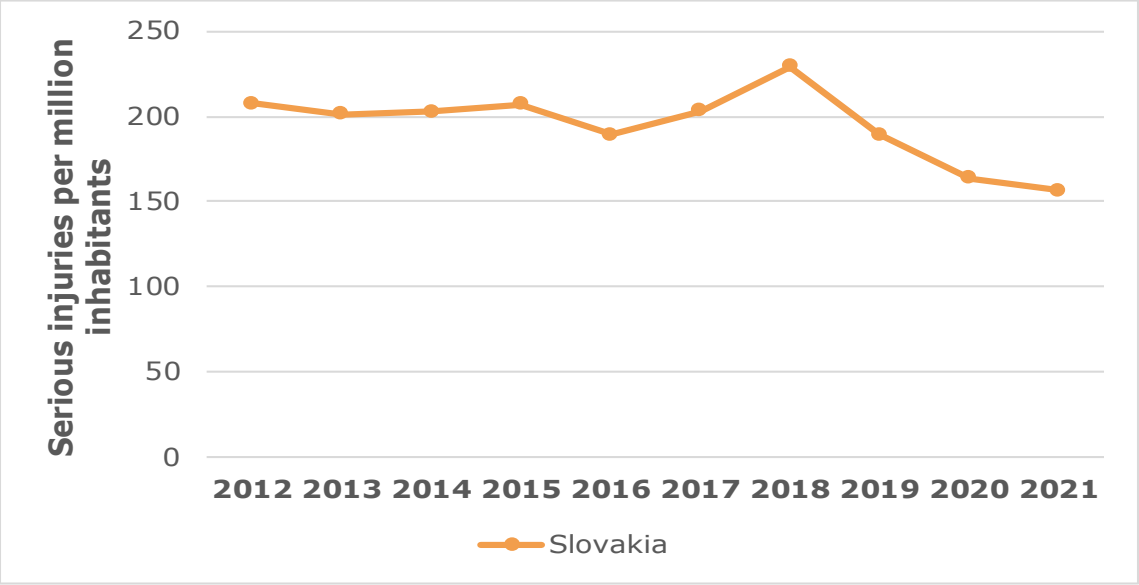
	2012	2021	Trend	EU trend
Fatalities	352	247	-30%	-25%
Serious Injuries	1,122	854	-24%	-

Figure 1. Mortality rate development, 2012 – 2021



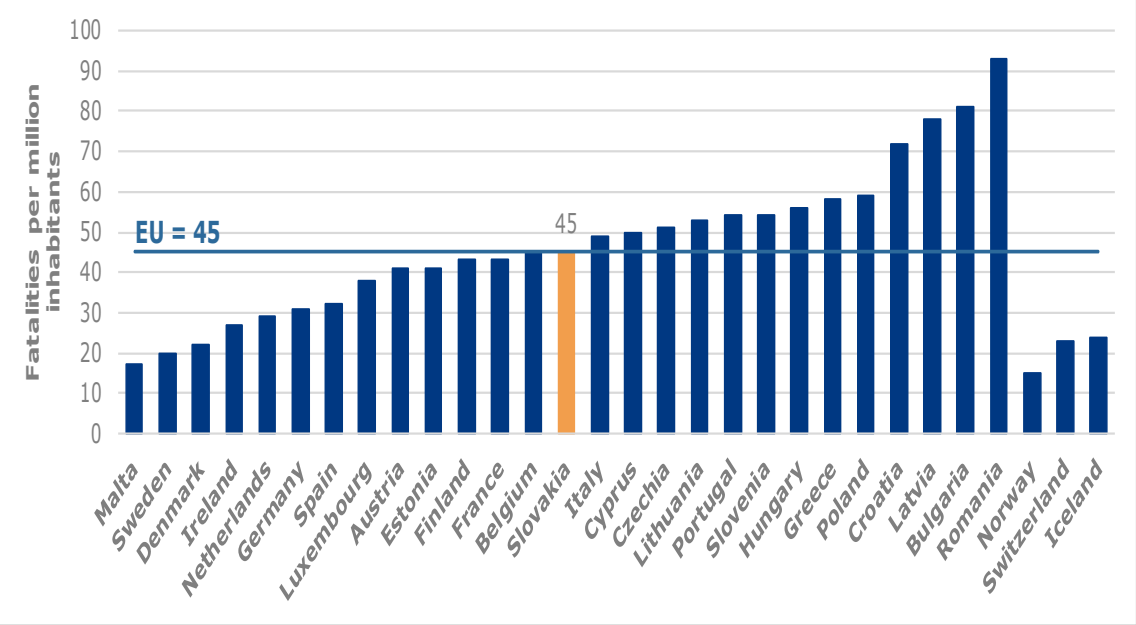
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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



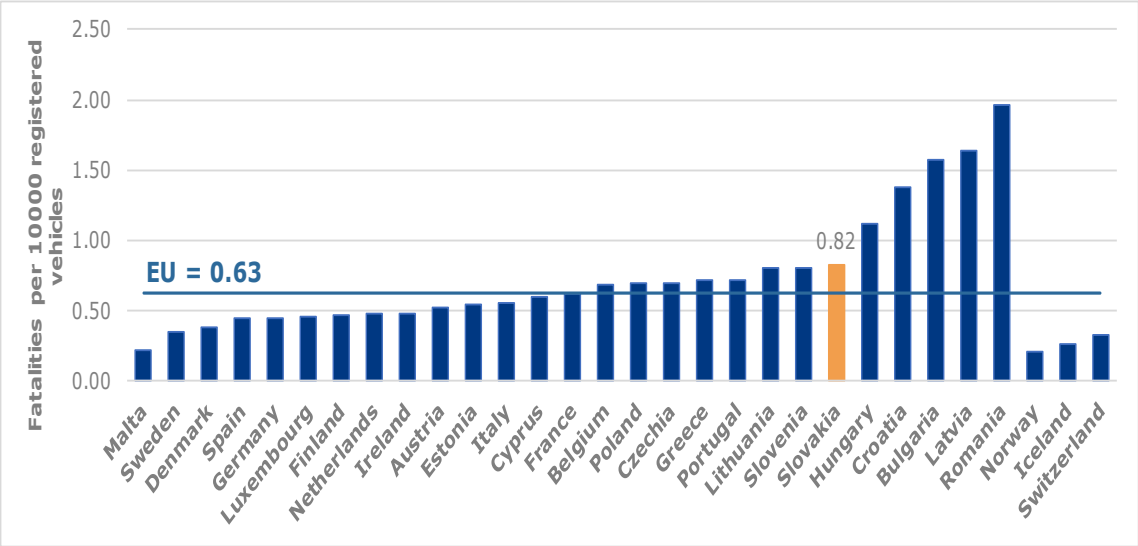
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Slovakia performs worse compared with a rate of 0.82 fatalities per 10,000 registered vehicles in Slovakia compared to 0,63 in the EU.

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2021[b], car occupants accounted for more than half of the road traffic fatalities in Slovakia. This percentage is higher than that observed in the EU as a whole (45%). Powered two-wheelers on the other hand accounted for only 13% of road fatalities, which is below the EU proportion (19%).

Over the period 2016-2021, there has been a decrease in road fatalities and serious injuries in Slovakia for the most transport modes. The highest decrease was recorded for HGV occupants and pedestrians (45% and 44% respectively). Concerning serious injuries, the highest decrease was recorded for occupants of light delivery vehicles (LDVs) (70%) and passenger cars (64%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Slovakia in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 76% were involved in crashes with passenger cars, and 20% were involved in crashes with a lorry or heavy goods vehicle (HGV).

In addition, the number of fatalities in single vehicle crashes increased by 23% in the period 2016-2021, this compared to a drop of 13% in the EU as a whole.

[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, 2016 and 2021

	2016	2021	Trend	EU trend
Bus/coach occupants	3	0	-	+22%
Car occupants	127	129	+2%	-20%
Cyclists	21	17	-19%	-8%
Heavy goods vehicles	4	1	-	-11%
Lorries, under 3.5t	14	4	-71%	+3%
Other/unknown	18	5	-72%	-1%
Pedestrians	80	60	-25%	-28%
Powered two-wheelers	8	31	-	-3%
Total	275	247	-10%	-16%

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

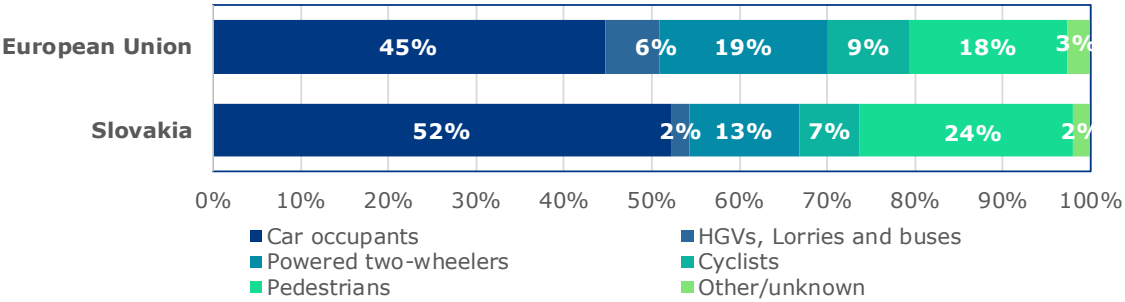


Table 3: Number of serious injuries by transport mode, 2016 and 2021

	2016	2021	Trend
Bus/coach occupants	12	6	-
Car occupants	471	405	-14%
Cyclists	91	81	-11%
Heavy goods vehicles	16	11	-31%
Lorries, under 3.5t	31	30	-3%
Other/unknown	99	11	-89%
Pedestrians	251	180	-28%
Powered two-wheelers	56	130	+132%
Total	1,027	854	-17%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2016 and 2021

	2016	2021	Trend	EU trend
Crashes involving buses or coaches	5	3	-	-34%
Crashes involving cars	76	68	-11%	-22%
Crashes involving lorries or heavy goods vehicles	17	18	+6%	-12%

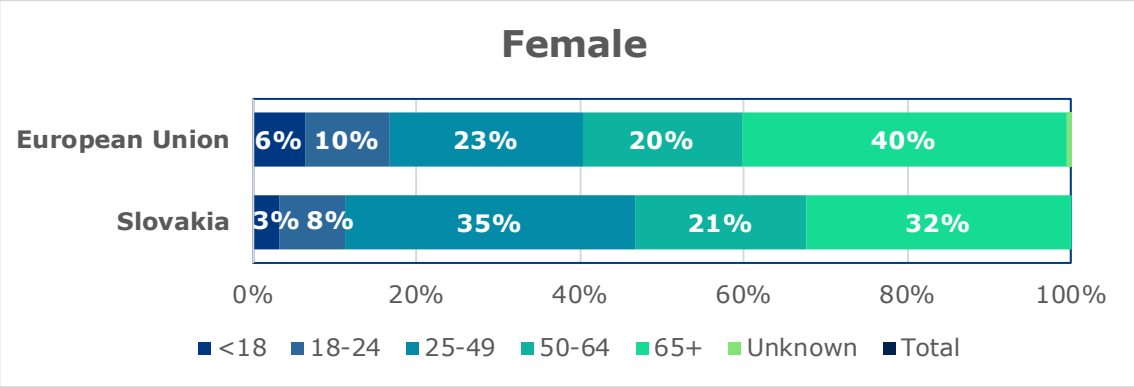
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2016 and 2021

	2016	2021	Trend	EU trend
Bus/coach occupants	2	0	-	127%
Car occupants	46	57	+24%	-17%
Cyclists	2	4	-	+36%
Heavy goods vehicles	1	1	-	-35%
Lorries, under 3.5t	4	1	-	+2%
Other/unknown	6	2	-	+1%
Powered two-wheelers	3	11	-	+2%
Total	62	76	+23%	-10%

2.4 Age and Gender

The distribution of road fatalities across age groups in Slovakia is similar to that of the EU, with a higher share of fatalities aged between 25 and 49 years old and a lower share of fatalities aged 65 or older. Over 2016-2021, the number of fatalities dropped for all age groups except for people aged 25 to 49 and females aged above 65. The number of seriously injured persons decreased for all age groups except for males aged above 65 years old.

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



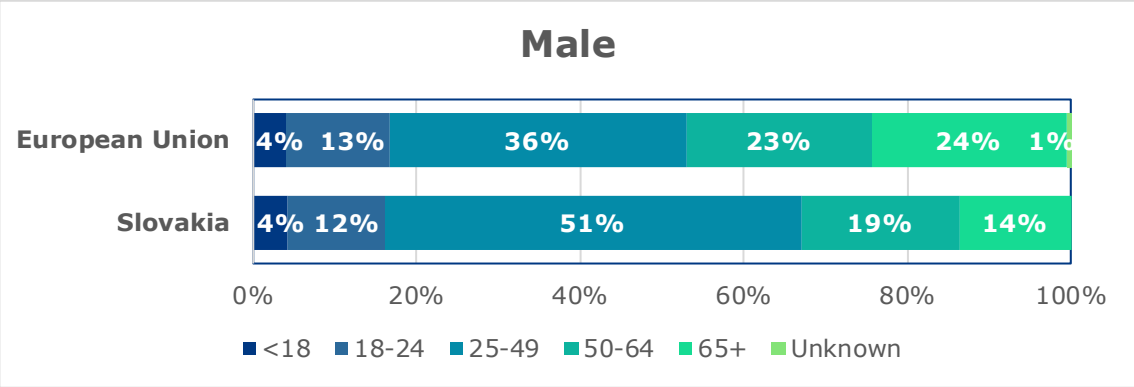


Table 6: Number of fatalities by age and gender, 2016 and 2021

	2016	2021	Trend	EU trend
Female				
<18	6	2	-	-24%
18-24	7	5	-	-26%
25-49	13	22	+69%	-28%
50-64	16	13	-19%	-17%
65+	18	20	+11%	-24%
Unknown	0		-	+49%
Total	60	62	+3%	-24%
Male				
<18	12	8	-	-11%
18-24	41	22	-46%	-20%
25-49	83	94	+13%	-15%
50-64	45	36	-20%	-8%
65+	31	25	-19%	-15%
Unknown	1	0	-	+54%
Total	213	185	-13%	-14%

Table 7: Number of serious injuries by age and gender, 2016 and 2021

	2016	2021	Trend
Female			
<18	49	32	-35%
18-24	41	40	-2%
25-49	121	87	-28%
50-64	91	58	-36%
65+	76	62	-18%
Unknown	1	0	-
Total	379	279	-26%

Male			
<18	67	35	-48%
18-24	100	90	-10%
25-49	294	267	-9%
50-64	137	119	-13%
65+	50	64	+28%
Unknown	0	0	-
Total	648	575	-11%

2.5 Area and Road Type

The majority of road fatalities in Slovakia occurred on rural roads (56%). The percentage of fatalities that occurred on motorways in Slovakia (5%) is much lower than the EU average (9%). It is worth mentioning that the proportion of motorways in terms of total network length, is also much lower in Slovakia. Over the period 2016-2021, the number of fatalities and serious injuries decreased on all road types in Slovakia, except for motorways.

Table 8: Number of fatalities by road type, 2016 and 2021

	2016	2021	Trend	EU trend
Motorway	11	12	+9%	-9%
Rural	156	138	-12%	-18%
Urban	108	97	-10%	-16%
Unknown	0	0	-	-33%
Total	275	247	-10%	-16%

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

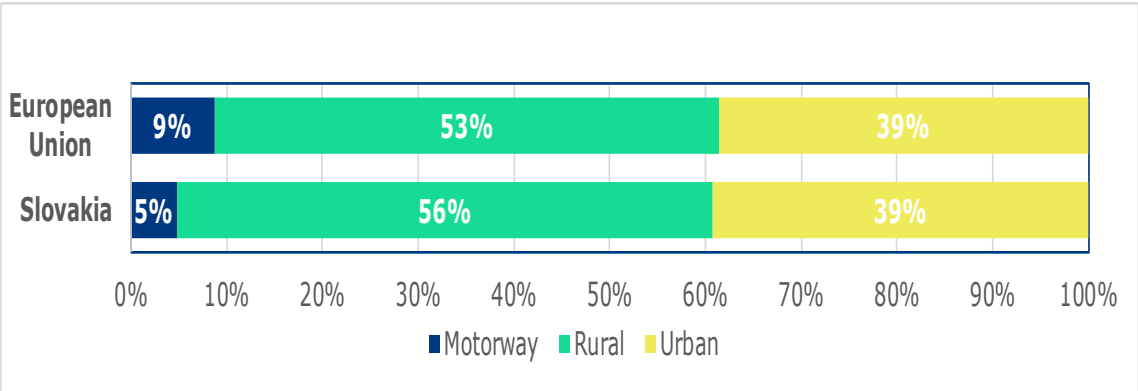
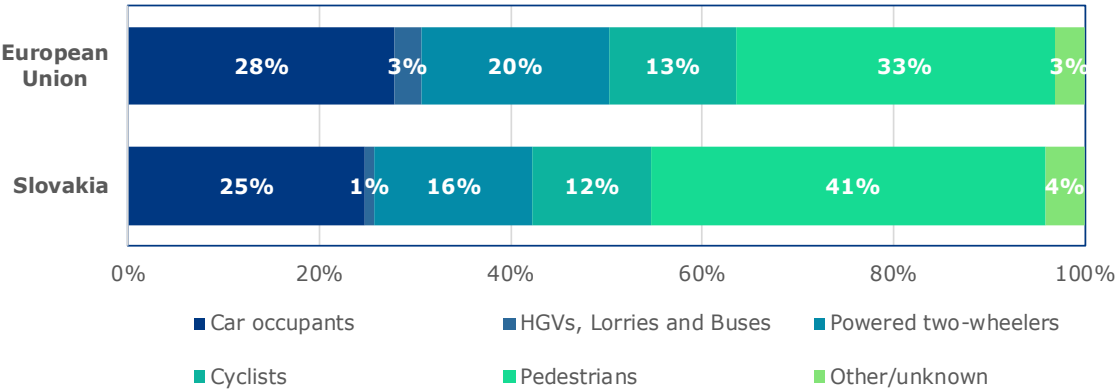


Table 9: Number of serious injuries by road type, 2016 and 2021

	2016	2021	Trend
Motorway	28	38	+36%
Rural	444	356	-20%
Urban	555	460	-17%
Unknown	0	0	-
Total	1,027	854	-17%

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



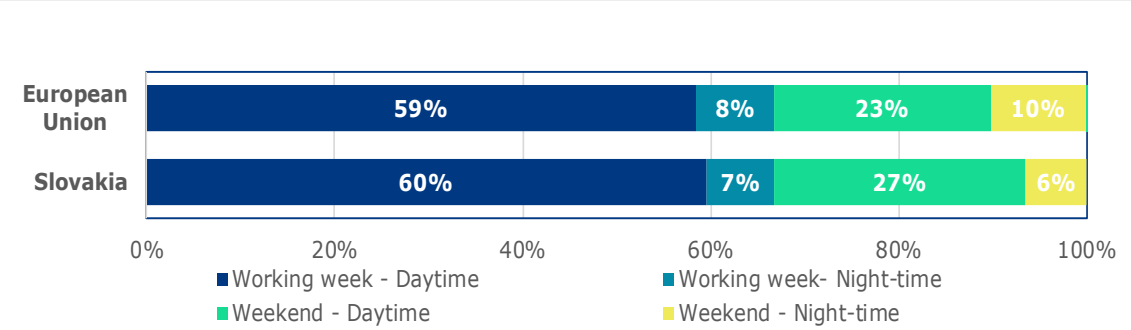
2.6 Time Period

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 2016-2021, Slovakia showed a more favourable downward trend regarding night-time fatalities at weekends but a less favourable increase in daytime fatalities over weekends.

Table 10: Number of fatalities by time period, 2016 and 2021

	2016	2021	Trend	EU trend
Working week - Daytime	168	147	-13%	-14%
Working week- Night-time	17	18	6%	-21%
Weekend - Daytime	56	66	18%	-16%
Weekend - Night-time	34	16	-53%	-25%
Unknown	0	0	-	-6%
Total	275	247	-10%	-16%

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 Slovakia and in the EU occurred during daylight and under dry weather conditions. However, over the period 2016-2021, Slovakia recorded an increase in crash fatalities during daylight whereas the EU showed a decrease. During 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, 2016 and 2021

	2016	2021	Trend	EU trend
Lighting Conditions				
Daylight	140	152	+9%	-13%
Twilight	17	12	-29%	-15%
Darkness	118	83	-30%	-23%
Weather Conditions				
Dry	227	222	-2%	-15%
Rain	29	17	-41%	-26%
Other/Unknown	19	8	-58%	-17%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

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

	Slovakia	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	/	83.6
Average age of passenger car fleet (years)[2]	14.3	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	Slovakia	EU
Speeding	46.4	139.7
Non-use of seat-belt	2.3	5.7
Illegal use of mobile phone	2.6	4.4
Driving above legal alcohol limits	0.4	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

	Slovakia
Timeframe	2021-2030
Lead Authority	Ministry of Transport and Construction, Road Safety Department
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	-
Link	https://www.mindop.sk/ministerstvo-1/doprava-3/bezpecnost-cestnej-premavky/national-road-safety-strategy-of-the-slovak-republic-2021-2030

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Slovakia generally reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is stricter than in most EU countries: there is a zero alcohol limit for all drivers.

Table 16: National road safety legislation

	Slovakia	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
Allowed BAC levels (g/l)		
General population	0.0	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		
CRS required	Up to 150cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27

	Slovakia	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	Cyclists up to 15 years on all roads, all cyclists outside built-up areas	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 15 years	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	Yes: 18/27
Allowed on pavements	Yes	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

Sources: EC (2023), WHO (2018), FERSI (2020), National sources

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Slovakia	Most common in EU
Novice Drivers		
Accompanied driving	17 years	17 years: 13/27, No: 7/27
Probation period for novice drivers	2 years	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Until 65: 15 years Above 65 yrs.: 5 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	-	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Slovakia	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	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

Population density in Slovakia is above the EU average. Its GDP per capita is below that of the European Union.

Table 19: Country Characteristics, 2021

	Slovakia	EU
Demographics[2]		
Population (inhabitants)	5,459,781	447,000,548
Population density (inh./km^2)	112.1	109.0
% children (0-17)	18.8	18.2
% adults (18-64)	64.1	61.6
% elderly (65+)	17.1	20.3
% of urban population	53.7	75.2
Economic Data[2]		
GDP per capita (euro)	18,440	32,560
Infrastructure[1]		
Country Area (km^2)	49,035	4,225,134
Road network length (km)	57,822	4,473,380
Road density (km/km^2)	1.2	1.10
% of motorways	0.94	1.67
% GDP spent to road infrastructure[3]	1.1	0.4
Vehicle Fleet[1]		
Vehicles per population	0.55	0.73
% of passenger cars	83.2	77.3
% of motorcycles	5.4	11.4
% of HGVs	11.1	11.1
% of buses	0.3	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	83.3	85.2
- Bus/coach/Metro/Tram	10.5	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	54.8	74.6
- Rail	27.2	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	7.2	739.8
Share of road transport emissions in total transport emissions (%)	96.1	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	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Ministry of Interior - Transport Research Institute - National Motorway Company
Monitoring of the road safety development	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Road administrators
Improvements in road infrastructure	- Slovak Road Administration - Chamber of Civil Engineers (KSI) - Scientific and research institutions
Improvement in vehicles	- Ministry of Interior of the Slovak Republic
Improvement in road user education	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Ministry of Interior of the Slovak Republic - Slovak Chamber of Driving Schools
Publicity campaigns	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Ministry of Interior of the Slovak Republic - Public Health Authority of the Slovak Republic - SRC (Slovak Red Cross) - Insurance companies
Enforcement of traffic laws	- Ministry of Interior of the Slovak Republic
Other relevant actors	- Ministry of Education, Science, Research and Sport of the Slovak Republic - Network of volunteers VAMOS - Self-governing authorities - SKP Slovak Chamber of Psychologists

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Slovakia, there are no data on self-declared behaviour and attitudes.

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, Iceland, Norway and Switzerland are 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)


Publications Office