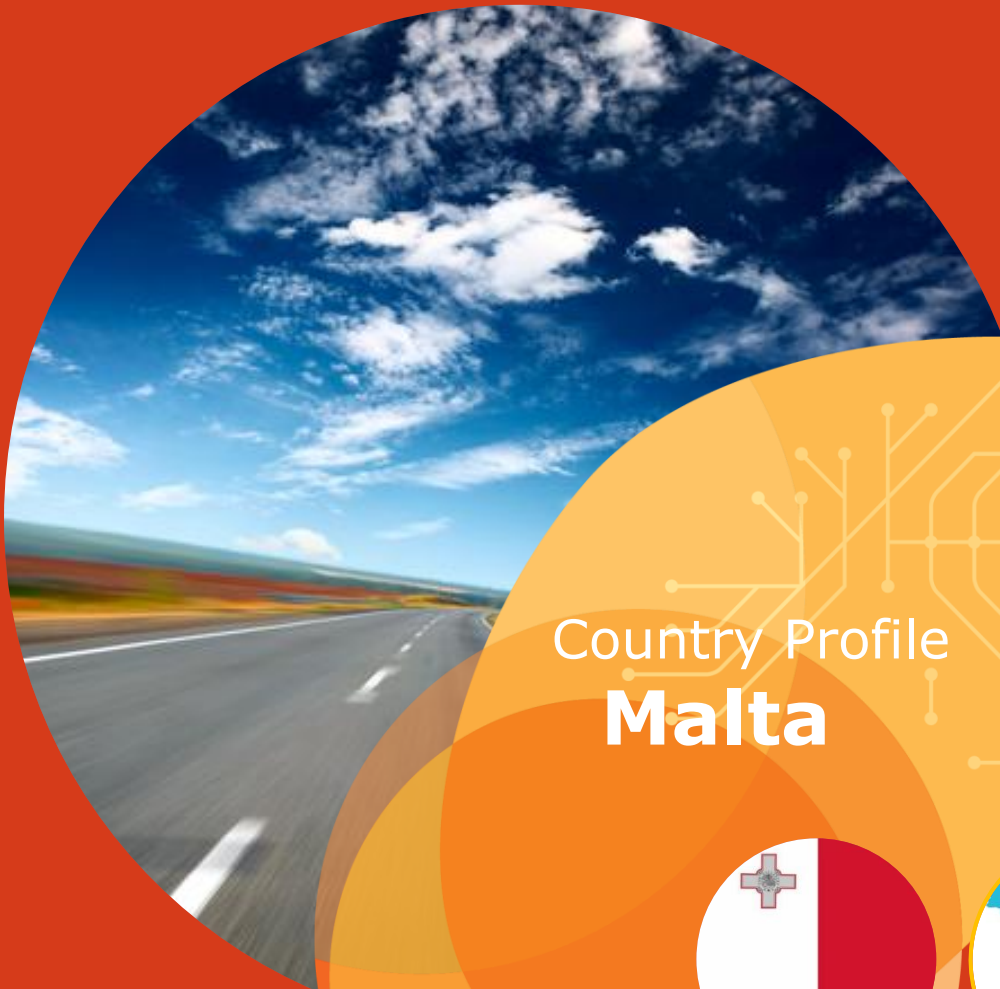




European
Commission



Country Profile
Malta



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 12, 2026
Author	Katerina Folla, Daphne Kyprouli (NTUA)
Internal Reviewer:	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 (2026), Country Profile Malta. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

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1. Highlights

Road Safety Outcomes

- In 2024, 12 people were killed and 315 people were seriously injured in road crashes in Malta.
- Malta ranks 2nd in the EU when it comes to the number of fatalities per million inhabitants (traffic mortality rate).

Road Safety Performance Indicators

- Helmet use percentage for cyclists in Malta is much higher than the percentage observed in the EU.
- Seat belt wearing rates are not available in Malta
- Malta has no self-reported behaviour and attitude data available.

Road Safety Policy Measures & Country Characteristics

- The alcohol limits in Malta are the same as for the majority of EU countries with the exception of bus drivers where there a zero limit applied. In Malta, there is no specific probational period for novice drivers.
- Road infrastructure in Malta is characterized by very high road network density although the country has no motorways.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Malta, 12 people were killed and 315 people were seriously injured in road crashes in 2024. The number of serious injuries showed an increase of 8% during the period 2014-2024.

In terms of mortality rates, there were 21 road fatalities per million inhabitants, which is lower than the European Union (EU) average (45).

Detailed data for 2014 are not available in CARE, data from 2015 will be used instead.

Table 1. Number of fatalities and serious injuries, 2014 and 2024

	2014	2024	Trend	EU trend
Fatalities	10	12	-20%	-17%
Serious Injuries	292	315	+8%	-

Figure 1. Mortality rate development, 2014 – 2024

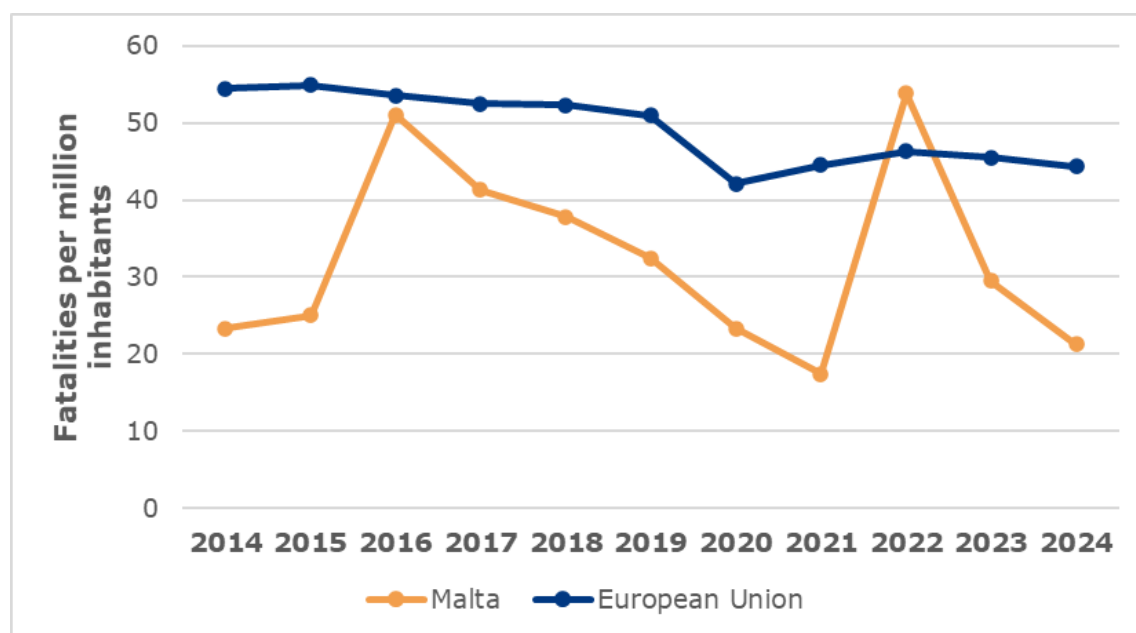
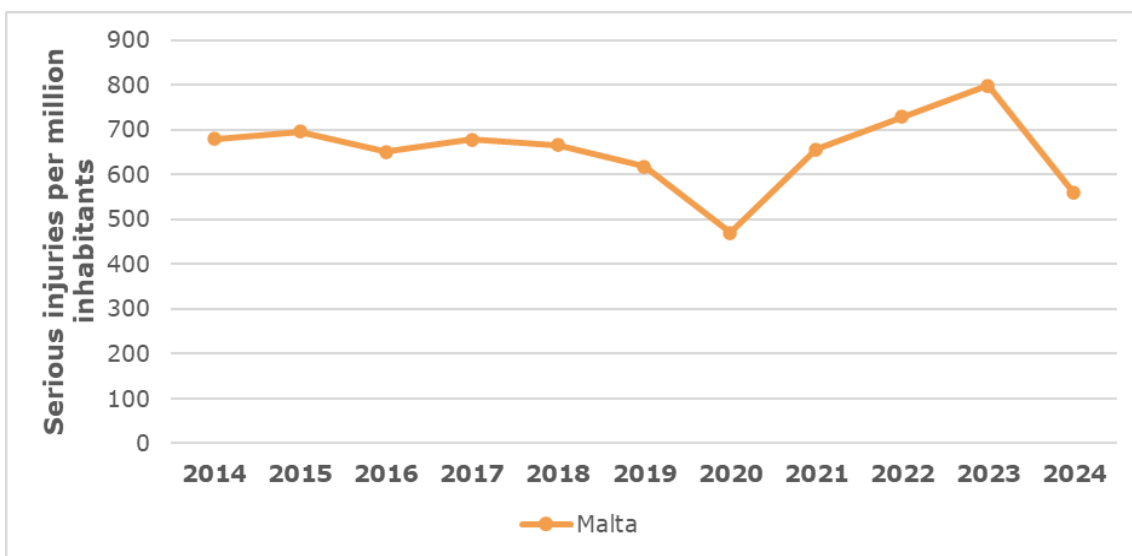
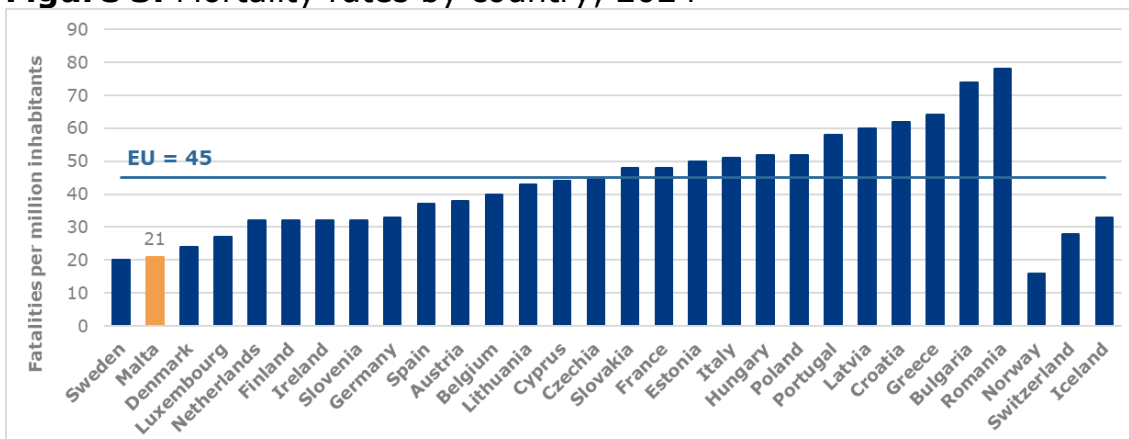


Figure 2. Evolution of serious injuries per million inhabitants, 2014 – 2024

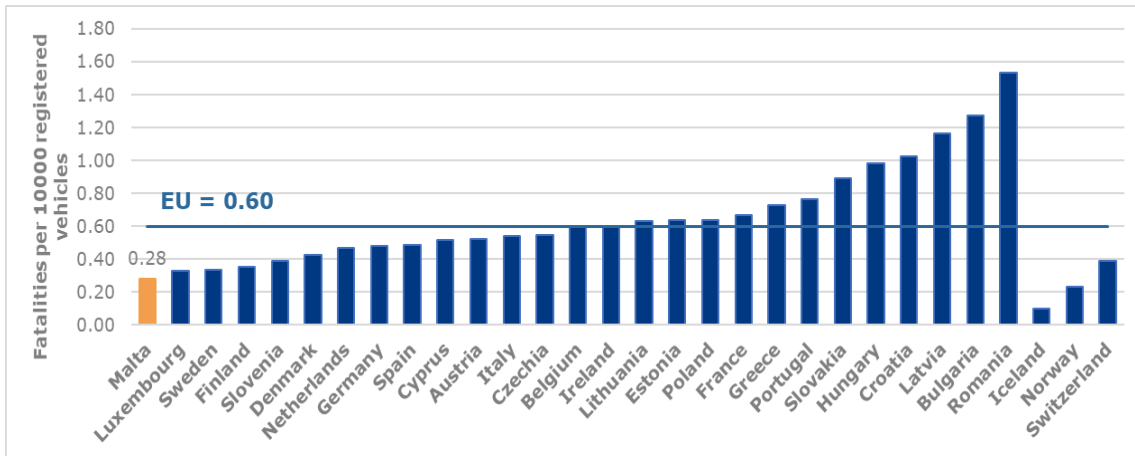


2.2 Risk Figures

Figure 3. Mortality rates by country, 2024



Taking into account the vehicle population, Malta performs better than the EU average (0.28 fatalities per 10,000 registered vehicles compared to the EU average of 0.60).

Figure 4. Fatalities per thousand registered vehicles, 2024

2.3 Transport Mode

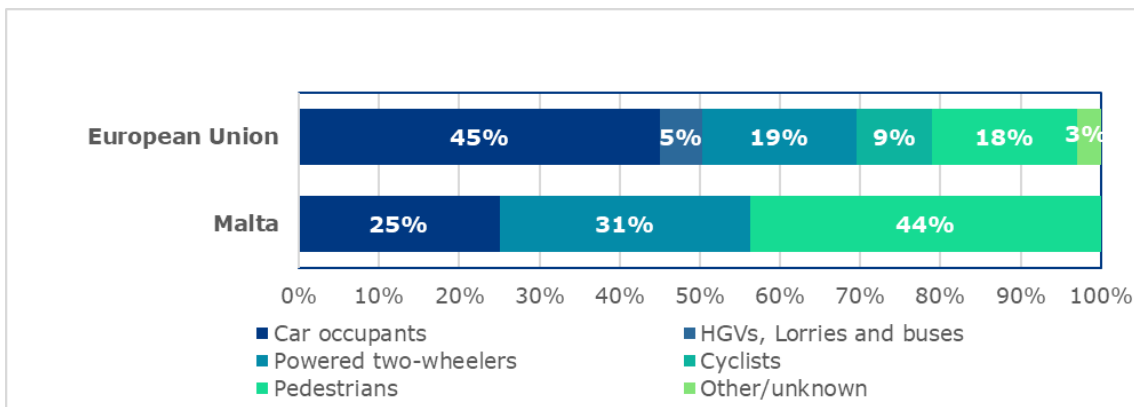
In 2023^a, 12 out of 16 fatalities were recorded in crashes involving pedestrians and powered two-wheelers.

Over the period 2015-2023, there has been an increase in serious injuries in Malta for most transport modes, except for car occupants, which decreased by 4%.

Table 2: Number of fatalities by transport mode, 2015 and 2023

	2015	2023	Trend	EU trend
Bus/coach occupants	0	0	-	-30%
Car occupants	4	4	-	-20%
Cyclists	0	0	-	-4%
Heavy goods vehicles	0	0	-	-16%
Lorries, under 3.5t	0	0	-	-18%
Other/unknown	0	0	-	+9%
Pedestrians	5	7	-	-27%
Powered two-wheelers	2	5	-	-11%
Total	11	16	+45%	-18%

^a 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.

Figure 5. Distribution of road fatalities by transport mode, 2023**Table 3:** Number of serious injuries by transport mode, 2015 and 2023

	2015	2023	Trend
Bus/coach occupants	4	2	-
Car occupants	102	98	-4%
Cyclists	14	8	-
Heavy goods vehicles	1	5	-
Lorries, under 3.5t	6	5	-
Other/unknown	7	19	-
Pedestrians	87	110	+26%
Powered two-wheelers	85	186	+119%
Total	306	433	+42%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2015 and 2023

	2015	2023	Trend	EU trend
Crashes involving buses or coaches	2	1	-	-9%
Crashes involving cars	3	9	-	-23%
Crashes involving lorries or heavy goods vehicles	2	1	-	-13%

Table 5: Number of fatalities in single vehicle crashes by transport mode, 2015 and 2023

	2015	2023	Trend	EU trend
Bus/coach occupants	0	0	-	0%
Car occupants	1	3	-	-30%
Cyclists	/	0	-	+54%
Heavy goods vehicles	0	0	-	-50%
Lorries, under 3.5t	0	0	-	-23%
Other/unknown	0	0	-	-4%
Powered two-wheelers	1	1	-	-11%
Total	2	4	-	-22%

2.4 Age and Gender

In 2023, 81% of registered crash fatalities in Malta were males. The ratio of seriously injured males was 79%. The distribution of road fatalities across age groups for males in Malta is similar to the EU, while for females, fatalities are concentrated among those aged 18 to 49 years old. Over the period 2015-2023, serious injuries increased for all age groups, except for males aged between 18 to 24 years old.

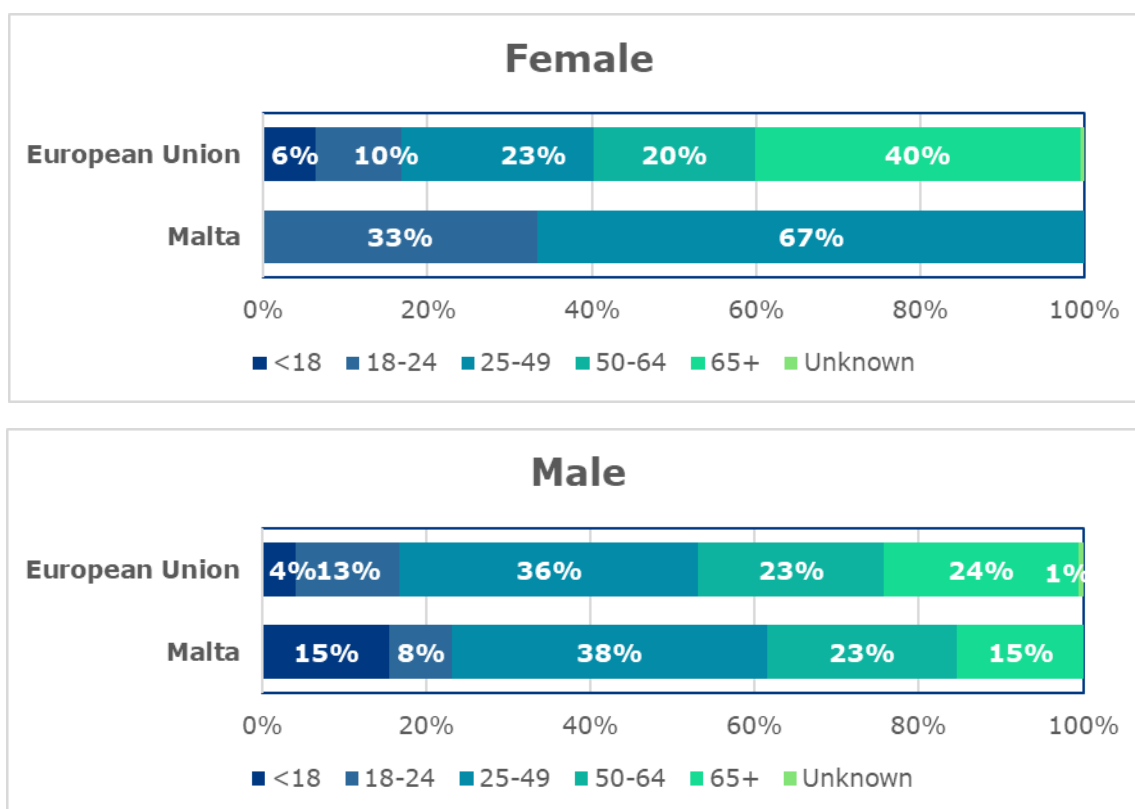
Figure 6. Distribution of road fatalities by age and gender, 2023

Table 6: Number of fatalities in by age and gender, 2015 and 2023

	2015	2023	Trend	EU trend
Female				
<18	0	0	-	-31%
18-24	1	1	-	-30%
25-49	0	2	-	-27%
50-64	1	0	-	-19%
65+	1	0	-	-11%
Unknown	0	0	-	-19%
Total	3	3	-	-20%
Male				
<18	1	2	-	-18%
18-24	1	1	-	-31%
25-49	3	5	-	-26%
50-64	1	3	-	-4%
65+	2	2	-	+10%
Unknown	0	0	-	-30%
Total	8	13	-	-14%

Table 7: Number of serious injuries in by age and gender, 2015 and 2023

	2015	2023	Trend
Female			
<18	9	2	-
18-24	14	9	-
25-49	27	34	+26%
50-64	15	21	+40%
65+	18	6	-
Unknown	1	1	-
Total	84	93	+11%
Male			
<18	16	82	+413%
18-24	29	16	-45%
25-49	98	141	+44%
50-64	49	66	+35%
65+	30	33	+10%
Unknown	0	2	-
Total	222	340	+53%

2.5 Area and Road Type

All road fatalities and serious injuries in Malta occurred on rural roads. It is noted that there are no motorways in Malta.

Table 8: Number of fatalities by road type, 2015 and 2023

	2015	2023	Trend	EU trend
Motorway	/	/	-	-12%
Rural	1	16	-	-18%
Urban	10	/	-	-13%
Unknown	/	/	-	-92%
Total	11	16	+45%	-16%

Figure 7. Distribution of road fatalities by road type, 2023

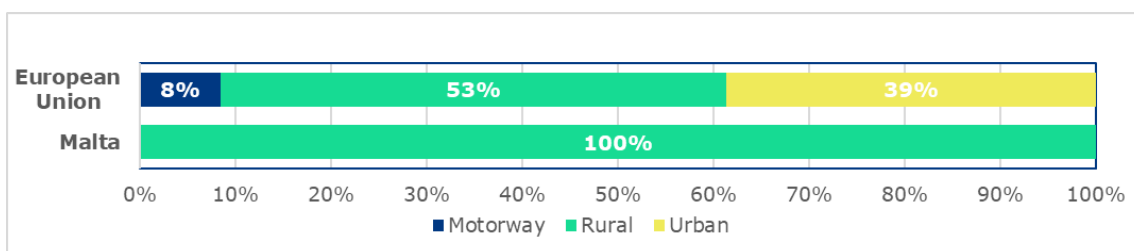


Table 9: Number of serious injuries by road type, 2015 and 2023

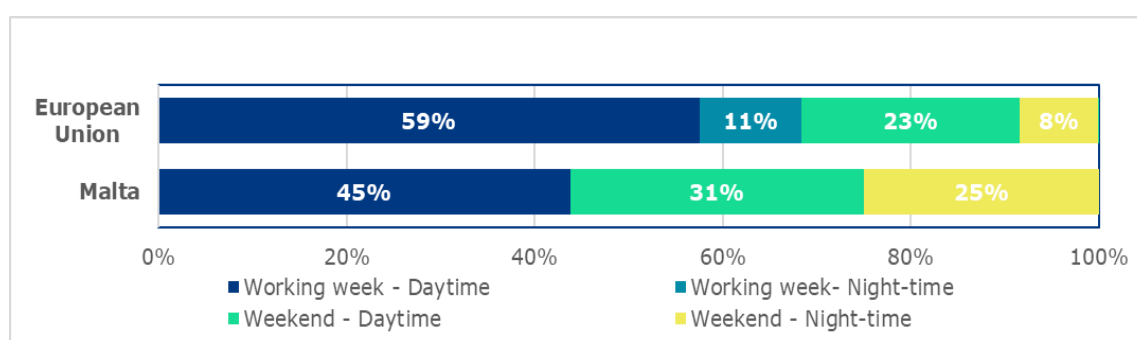
	2015	2023	Trend
Motorway	/	/	-
Rural	58	433	+647%
Urban	246	/	-
Unknown	2	0	-
Total	306	433	+42%

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. The proportion of night-time fatalities during the weekend (25%) is much higher than respective EU percentage (8%).

Table 10: Number of fatalities by time period, 2015 and 2023

	2015	2023	Trend	EU trend
Working week - Daytime	4	7	-	-15%
Working week- Night-time	1	0	-	+9%
Weekend - Daytime	3	5	-	-17%
Weekend - Night-time	3	4	-	-38%
Unknown	/	/	-	+13%
Total	11	16	+45%	-16%

Figure 8. Distribution of road fatalities by time period, 2023

2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities in Malta occurred during daylight and under dry weather conditions.

Table 11: Number of fatalities by lighting and weather conditions, 2015 and 2023

	2015	2023	Trend	EU trend
Lighting Conditions				
Daylight	7	8	-	-47%
Twilight	0	0	-	-22%
Darkness	4	6	-	-19%
Weather Conditions				
Dry	10	12	+20%	-14%
Rain	0	0	-	-14%
Other/Unknown	1	4	-	-24%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022

	Malta	EU
Speeding^b		
% of passenger cars travelling within speed limits ^a		
Motorways ^c	-	-
Rural Roads	74.0	-
Urban Roads	70.0	-
Seat belt & CRS use rates (%) ^{a,b}		
Front	-	93.1
Rear	-	75.3
Child restraint systems (roadside observations)	-	67.0
Child restraint systems (in-vehicle inspections)	-	-
Helmet use rates (%) ^a		
PTW driver	99.8	97.0
PTW passenger	97.0	94.4
Cyclist	80.9	37.8
DUI of Alcohol^c (self-reported)		
% of car drivers who have driven at least once in the last 30 days over the legal limit	-	11.8
Driver Distraction ^a		
% of drivers not using hand-held mobile device/phone while driving	93.0	94.8

Sources: ^a Baseline, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024)

^b An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

^c Malta has no motorways.

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2022

	Malta	EU
Vehicle Safety		
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	89.2	83.6
Average age of passenger car fleet (years) ^d	-	12.3

Sources: ^a Baseline, ^d ACEA (2024)

3.3 Enforcement

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

Tickets per 1,000 population	Malta	EU
Speeding	/	139.7
Non-use of seat-belt	76.3	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

Malta	
Timeframe	2014-2024
Lead Authority	Ministry of Transport and Infrastructure
Targets	
Fatalities	50%
Serious injuries	30%
Baseline Year	2014
SPIs	-
Link	https://www.transport.gov.mt/include/filestreaming.asp?fileid=8147

Source: National sources

4.2 Traffic Laws and Regulations

National road safety legislation in Malta reflects the situation in the majority of EU countries. Remarkable is that there is a specific strict BAC limit for bus drivers.

Table 16: National road safety legislation

	Malta	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	80	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 13/27, 0.0: 9/27
Professional drivers	0.2 (0.0 for bus drivers)	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 12 years / 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

	Malta	Most common in EU
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No (Mandatory for power assisted pedal cycles and for children under 10 years)	Not mandatory: 19/27
Age restriction	Up to 10 years	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	/	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit (km/h)	/	25: 17/27
Helmet required	/	Not required: 11/27
Allowed on road lanes	/	Yes: 21/27
Allowed on pavements	/	No: 14/27, Yes: 9/27
Allowed on bicycle paths	/	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

	Malta	Most common in EU
Novice Drivers		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	No specific probationary period	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure	/	Yes: 26/27
Renewal interval (Age)	/	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Malta	Most common in EU
Presence of technical standards for new roads that take account of all road-user safety	/	Yes: 20/27
Audits or star rating required for new road infrastructure	Partial	Yes:22/27, Partial:5/27
Inspections / star rating of existing roads	No	Yes:21/27, No:6/27
Target for roads to meet technical safety standards for all users	Yes	Yes:18/27, No:4/27
Investments to upgrade high risk locations	No	Yes:21/27, No:6/27
Design standards for the safety of pedestrians / cyclists	Partial	Yes:25/27, Partial:2/27
Policies & investment in urban public transport	Yes	Yes:23/27, No:4/27
Policies promoting walking and cycling	Yes	Yes:21/27, No:3/27, Subnational:1/27

Source: WHO (2018), WHO (2023)

5. Structure and Culture

5.1 Country Characteristics

Population density in Malta is considerably higher than the EU average, and its population is primarily settled in cities. Its GDP per capita is similar to that of the European Union.

Table 19: Country Characteristics, 2023

	Malta	EU
Demographics²		
Population (inhabitants)	542,051	447,695,350
Population density (inh./km ²)	1,766.0	106.0
% children (0-17)	9.4	10.6
% adults (18-64)	72.1	68.1
% elderly (65+)	18.6	21.3
% of urban population	95.6	74.9
Economic Data²		
GDP per capita (euro)	33,380	33,400
Infrastructure¹		
Country Area (km ²)	316	4,225,134
Road network length (km)	2,855	4,582,936
Road density (km/km ²)	9.0	1.1
% of motorways	-	1.67
% GDP spent to road infrastructure ³	/	0.4
Vehicle Fleet¹		
Vehicles per population	0.79	0.73
% of passenger cars	76.0	77.4
% of motorcycles	10.3	11.8
% of HGVs	12.9	10.6
% of buses	0.6	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	82.0	82.0
- Bus/coach/Metro/Tram	-	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	100.0	75.0
- Rail	-	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	0.7	749.1
Share of road transport emissions in total transport emissions (%)	8.0	79.2

Sources: ¹EC (2025b), ²Eurostat, ³OECD (2025)

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"> - Transport Malta - Local Councils - Ministry of Finance
Monitoring of the road safety development	<ul style="list-style-type: none"> - Transport Malta - Local Councils
Improvements in road infrastructure	<ul style="list-style-type: none"> - Transport Malta - Kummissjoni Nazzjonali Persunib'Disabbilta'
Improvement in vehicles	<ul style="list-style-type: none"> - Transport Malta - Ministry of Finance, Malta Insurance Association
Improvement in road user education	<ul style="list-style-type: none"> - Transport Malta - Education Division - Malta Police - Motoring Schools
Publicity campaigns	<ul style="list-style-type: none"> - Transport Malta - Malta Police - Motoring Schools
Enforcement of traffic laws	<ul style="list-style-type: none"> - Transport Malta - Malta Police - Regional Committees
Other relevant actors	<ul style="list-style-type: none"> - Department of Health - Motorcyclist Groups - User Groups

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Malta there are no data available 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 (2024). 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: January 2026

ACEA (2022, 2024, 2025)

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.

https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2024/2025*. ACEA, 2024.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2024-2025.pdf>

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2052/2026*. ACEA, 2025.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2025-2026.pdf>

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 25 EU countries. Date of extraction: January 2026

Baseline project

Information in section 3 is based on Key Performance Indicators collected within the Baseline project.

https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/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: October 2025

European Commission 2025

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: January 2026

European Commission – Statistical Pocketbook 2025 (b)

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2025*. Publications Office of the European Union, 2025. Date of extraction: January 2026

<https://op.europa.eu/en/publication-detail/-/publication/52c07e98-a3f4-11f0-97c8-01aa75ed71a1>

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: January 2026

ESRA project

Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023).

<https://www.esranet.eu/>

The European average is the average of 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: October 2025

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: January 2026

Trendline project

Information in section 3 is based on Key Performance Indicators collected within the Trendline project.

<https://trendlineproject.eu/dashboard>

The European average is based on the average of 19 EU countries for seat-belt use, 13 EU countries for CRS use, 17 EU countries for helmet use, 17 EU countries for driver distraction and 14 EU countries for vehicle safety. Date of extraction: October 2025

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: January 2026

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)

