European Commission

Country Profile

Greece

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.

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Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2023), Country Profile Greece. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Contents

1. Highlights

Road Safety Outcomes

- In 2021, 624 people were killed and 610 people were seriously injured in road crashes in Greece.
- Greece is 6th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Greece shows a high proportion of powered two-wheelers fatalities and fatalities that occurred on urban roads. The proportion of car occupants, pedestrians and cyclists on the other hand is lower than the EU average.
- Over the period 2012-2021, the number of fatalities in Greece has decreased more than the EU average.

Road Safety Performance Indicators

- The use rates of seat-belts among passenger car occupants and helmet among powered two wheelers in Greece is much lower than the EU average.
- Self-reported drink-driving is higher than the EU average.
- Greece is among the EU countries with the oldest passenger car fleet.

Road Safety Policy Measures & Country Characteristics

- National road safety legislation in Greece reflects the situation in the majority of EU countries.
- The overall road network density is lower than the EU average, while the ratio of motorways in the total road network is somehow higher than the EU average.
- The number of motorcycles per capita is much higher than the European average.

2. Road Safety Outcomes

2.1 Road Safety Trends

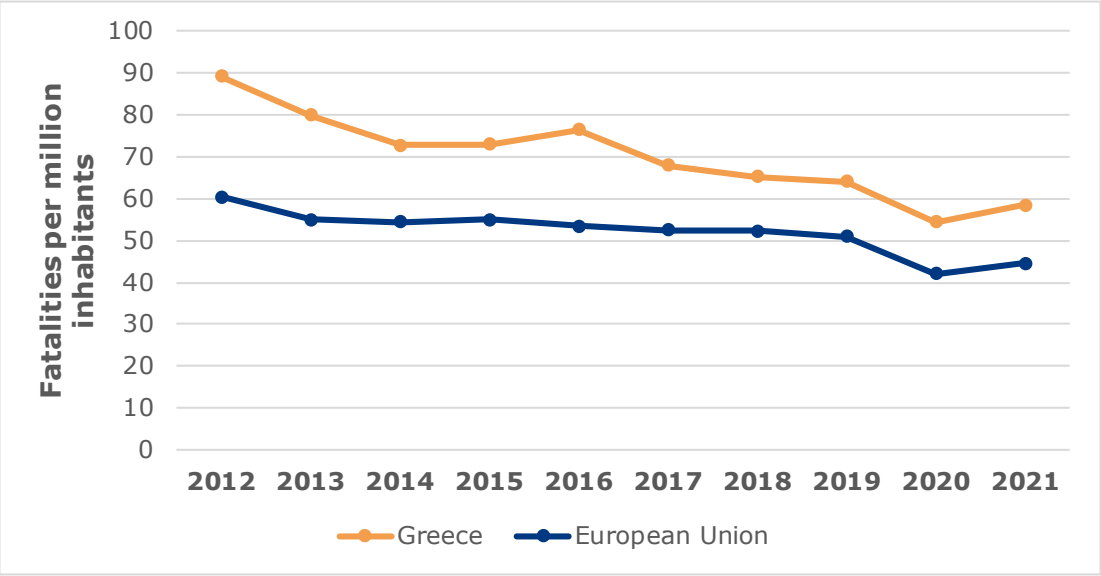
In Greece, 624 people were killed and 610 people were seriously injured in road crashes in 2021[a]. Over the period 2012-2021, the number of fatalities in Greece decreased by over 35%, which is higher than the European Union (EU) decrease (25%). The number of serious injuries also showed a significant decrease over the same period (56%).

In terms of mortality rates, 58 road fatalities per million inhabitants were recorded in 2021, which is well above the EU average (45). The downward trend of mortality rates in Greece is similar to the EU trend, with a slight increase in 2016.

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

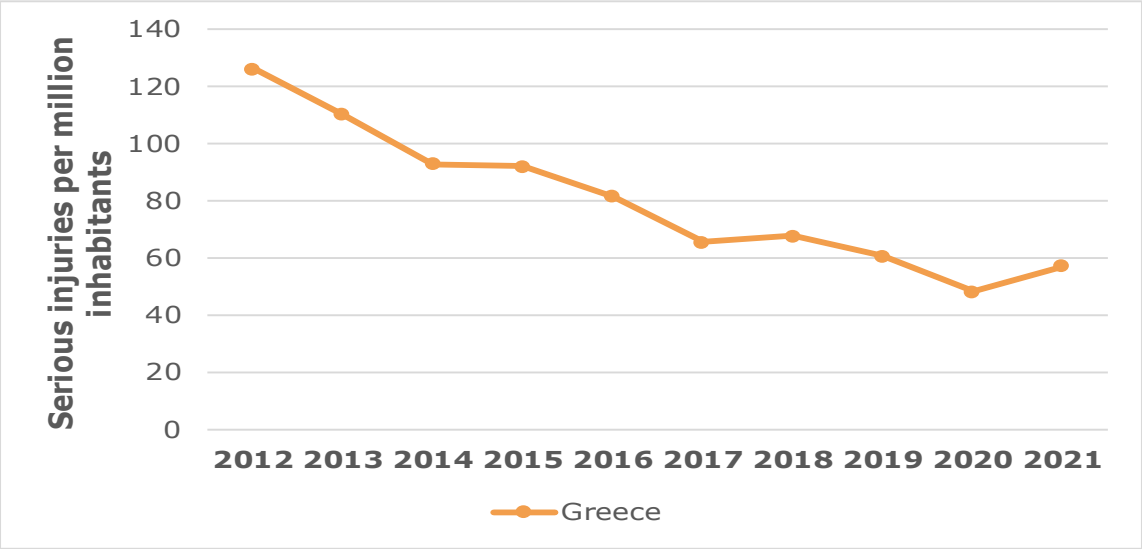
	2012	2021	Trend	EU trend
Fatalities	988	624	-37%	-25%
Serious Injuries	1,399	610	-56%	-

Figure 1. Mortality rate development, 2012 – 2021



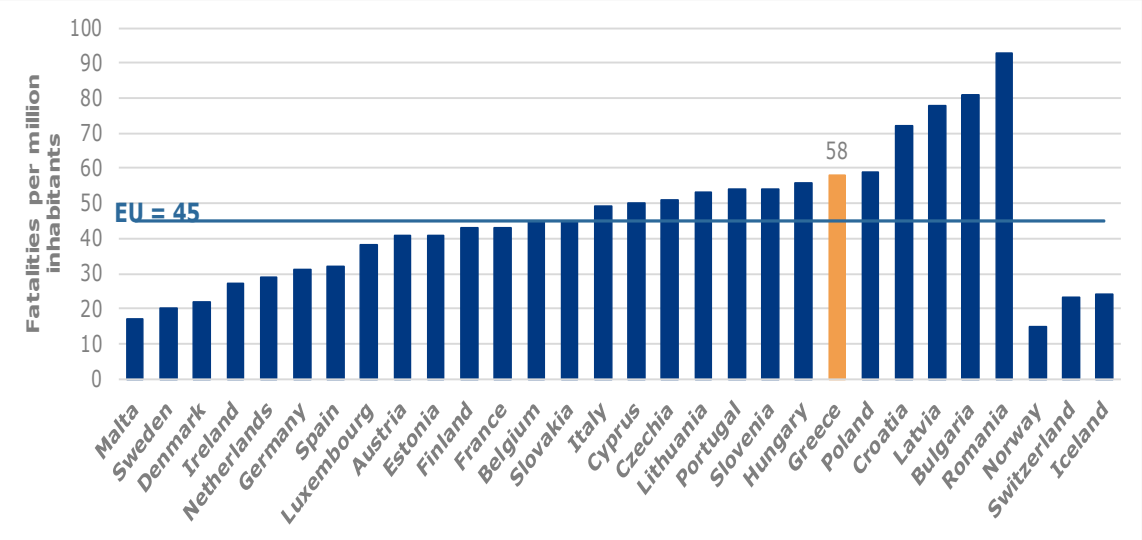
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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



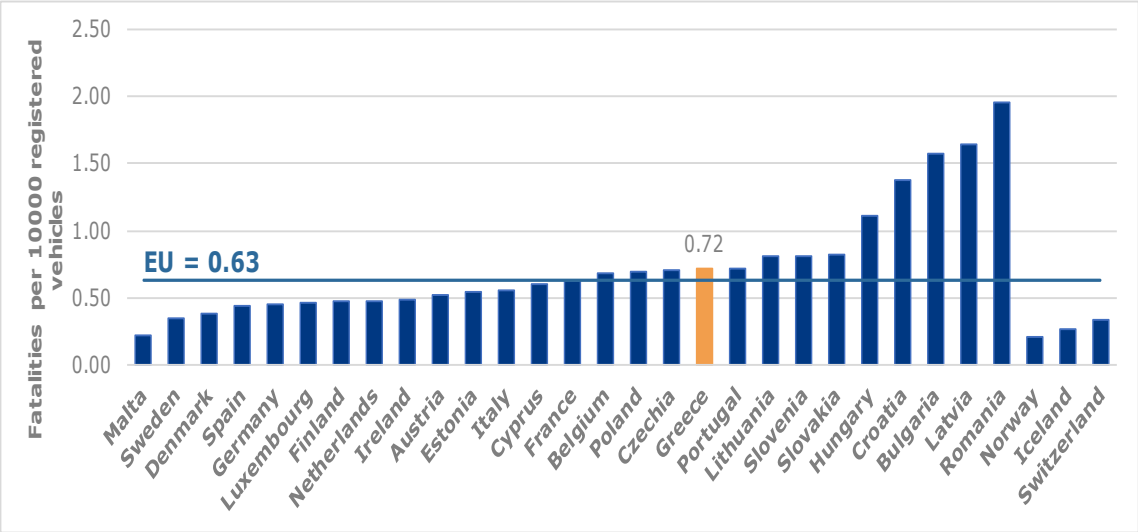
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Greece performs worse compared to the EU average. The rate of 0.72 fatalities per 10,000 registered vehicles in Greece is above the EU average of 0.63.

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2021[b], powered two-wheelers accounted for more than one third of road traffic fatalities in Greece. This percentage is higher than that observed in the EU as a whole (18%). Pedestrians and cyclists on the other hand accounted for 17% of road fatalities, which is well below the EU proportion (27%).

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries in Greece for all 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 lorries (70%) and passenger cars (64%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Belgium in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 75% were involved in a crash with a car, and 23% were involved in a crash with a lorry or heavy goods vehicle. Over time Greece shows a larger decrease of fatalities in crashes with a passenger car involved (38%) than the EU average (29%).

Also, the number of fatalities in single vehicle crashes has decreased more than in the European Union: 34% and 25%.

[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	8	1	-	+26%
Car occupants	383	226	-41%	-28%
Cyclists	21	14	-33%	-12%
Heavy goods vehicles	11	6	-45%	-11%
Lorries, under 3.5t	51	39	-24%	-14%
Other/unknown	27	8	-70%	-13%
Pedestrians	170	95	-44%	-34%
Powered two-wheelers	317	235	-26%	-18%
Total	988	624	-37%	-25%

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

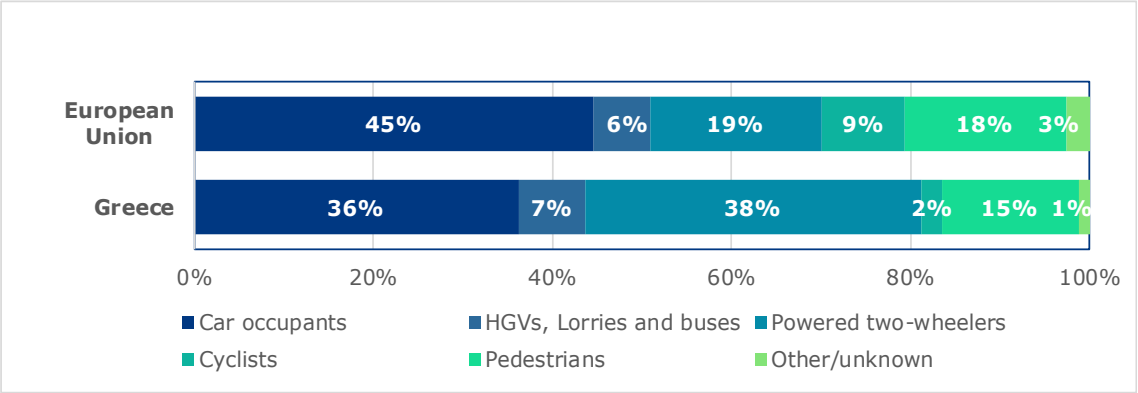


Table 3: Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend
Bus/coach occupants	5	1	-
Car occupants	416	150	-64%
Cyclists	28	14	-50%
Heavy goods vehicles	4	3	-
Lorries, under 3.5t	43	13	-70%
Other/unknown	20	6	-70%
Pedestrians	208	88	-58%
Powered two-wheelers	675	335	-50%
Total	1,399	610	-56%

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	8	5	-	-47%
Crashes involving cars	240	150	-38%	-29%
Crashes involving lorries or heavy goods vehicles	54	46	-15%	-15%

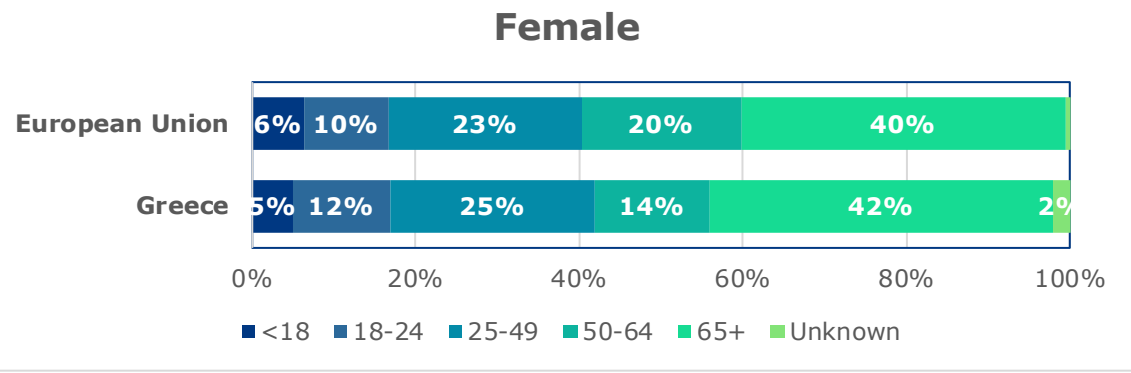
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	8	1	-	+47%
Car occupants	221	138	-38%	-28%
Cyclists	2	2	-	+37%
Heavy goods vehicles	7	6	-	-44%
Lorries, under 3.5t	32	28	-13%	-12%
Other/unknown	19	6	-68%	-20%
Powered two-wheelers	142	105	-26%	-16%
Total	431	286	-34%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Greece is similar to that of the EU. Over the period 2012-2021, the number of fatalities dropped for all age groups, with higher decrease having been recorded for persons aged below 18 years old. The number of seriously injured persons also decreased for all age groups.

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



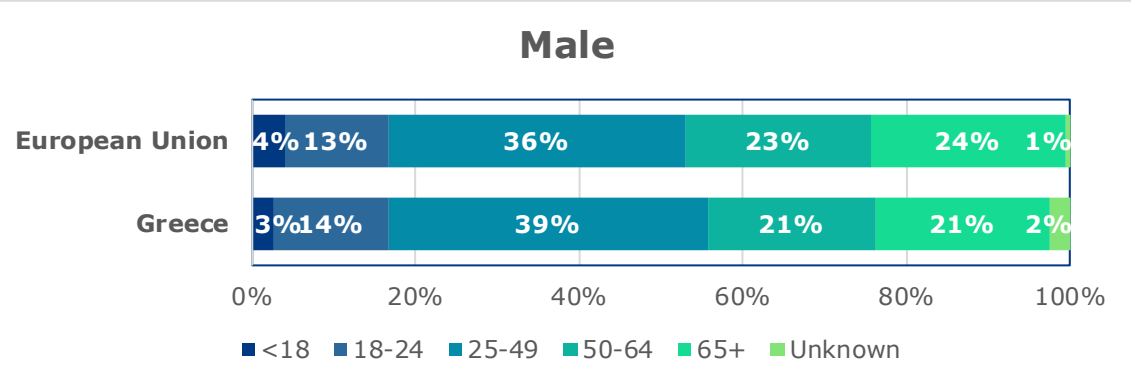


Table 6: Number of fatalities in by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	13	5	-62%	-44%
18-24	19	12	-37%	-40%
25-49	47	25	-47%	-37%
50-64	32	14	-56%	-23%
65+	68	42	-38%	-25%
Unknown	3	2	-	-22%
Total	182	100	-45%	-31%
Male				
<18	29	14	-52%	-27%
18-24	124	74	-40%	-37%
25-49	342	204	-40%	-30%
50-64	115	108	-6%	-13%
65+	180	111	-38%	-8%
Unknown	16	13	-19%	-9%
Total	806	524	-35%	-23%

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

	2012	2021	Trend
Female			
<18	27	10	-63%
18-24	40	18	-55%
25-49	128	45	-65%
50-64	39	15	-62%
65+	65	25	-62%
Unknown	4	3	-25%
Total	303	116	-62%

Male			
<18	71	34	-52%
18-24	245	104	-58%
25-49	516	198	-62%
50-64	123	77	-37%
65+	121	65	-46%
Unknown	20	16	-20%
Total	1,096	494	-55%

2.5 Area and Road Type

Contrary to the EU average, the majority of road fatalities in Greece occurred on urban roads (50%). Powered two-wheeler fatalities in Greece are much higher (45%) than in the EU on average (20%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Greece.

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

	2012	2021	Trend	EU trend
Motorway	57	38	-33%	-6%
Rural	432	272	-37%	-28%
Urban	499	314	-37%	-24%
Unknown	/	/	-	-48%
Total	988	624	-37%	-25%

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

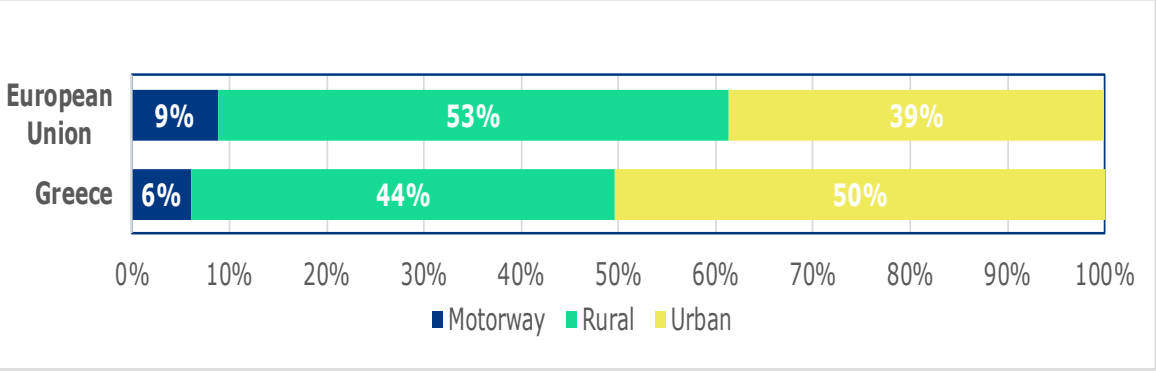
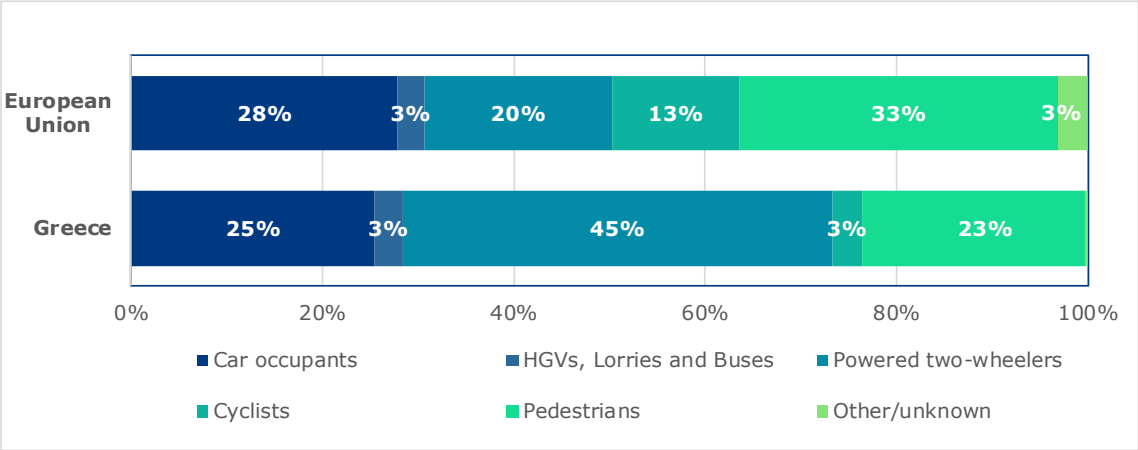


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	53	30	-43%
Rural	425	183	-57%
Urban	921	397	-57%
Unknown	/	/	-
Total	1,399	610	-56%

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



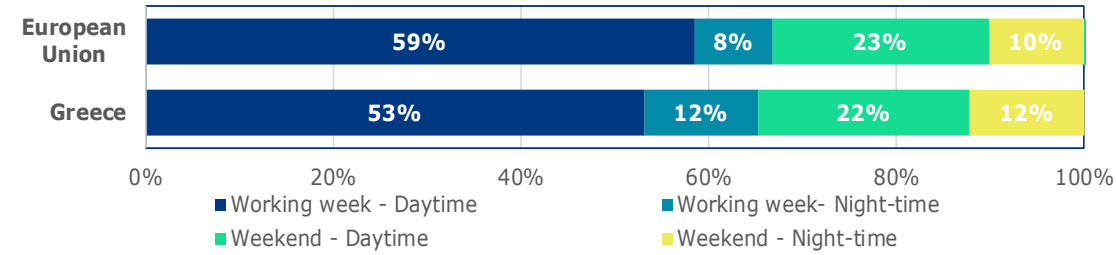
2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that for the European Union. Most fatalities occurred during working weekdays. Over the period 2012-2021, Greece showed the largest downward trend for weekend night-time fatalities, 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	474	332	-30%	-21%
Working week- Night-time	119	75	-37%	-30%
Weekend - Daytime	233	141	-39%	-25%
Weekend - Night-time	162	76	-53%	-39%
Unknown	/	/	-	-75%
Total	988	624	-37%	-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 Greece were during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2021, Greece recorded an increase in fatalities during daylight and twilight. 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	291	346	+19%	-17%
Twilight	29	35	+21%	-25%
Darkness	402	243	-40%	-33%
Weather Conditions				
Dry	854	557	-35%	-24%
Rain	95	51	-46%	-28%
Other/Unknown	39	16	-59%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Greece	EU
Speeding[c] % of passenger cars travelling within speed limits[1]		
Motorways	77.7	-
Rural Roads	84.4	-
Urban Roads	58.8	-
Seat belt & CRS use rates (%)[1,2]		
Front	71.0	93.3
Rear	55.8	75.5
Child restraint systems	/	67.0
Helmet use rates (%)[1]		
PTW driver	80.3	97.0
PTW passenger	65.5	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	12.5	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	92.7	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

	Greece	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	88.4	83.6
Average age of passenger car fleet (years)[2]	16.6	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	Greece	EU
Speeding	19.3	139.7
Non-use of seat-belt	2.8	5.7
Illegal use of mobile phone	1.3	4.4
Driving above legal alcohol limits	1.8	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

	Greece
Timeframe	2021-2030
Lead Authority	Ministry of Infrastructure and Transport
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	Yes, for the 8 KPIs
Link	https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Greece reflects the situation in the majority of EU countries. The age limit for children on motorcycles is very low compared to the respective limit of most EU countries.

Table 16: National road safety legislation

	Greece	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	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 12/27, 0.0: 9/27
Professional drivers	0.2	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
Children on motorcycles	Prohibited under 5 years old	Prohibited under certain age/height: 18/27

	Greece	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 (recommended)	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	No	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	No (recommended)	Not required: 12/27
Allowed on road lanes	Yes (only on roads with speed limit 50km/h)	Yes: 18/27
Allowed on pavements	Yes (only up to 6km/h)	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

	Greece	Most common in EU
Novice Drivers		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers [d]	1 year	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 15 years	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	Yes	Yes: 22/27

Source: National sources

[d] Alcohol limits for novice drivers are lower for 2 years after obtaining a driving licence.

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Greece	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	Partial	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	Subnational	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density and GDP per capita in Greece are below the EU average.

Table 19: Country Characteristics, 2021

	Greece	EU
Demographics[2]		
Population (inhabitants)	10,678,632	447,000,548
Population density (inh./km²)	82.3	109.0
% children (0-17)	17.2	18.2
% adults (18-64)	60.2	61.6
% elderly (65+)	22.5	20.3
% of urban population	79.8	75.2
Economic Data[2]		
GDP per capita (euro)	17,070	32,560
Infrastructure[1]		
Country Area (km²)	131,694	4,225,134
Road network length (km)	117,852	4,473,380
Road density (km/km²)	0.90	1.1
% of motorways	1.83	1.67
% GDP spent to road infrastructure[3]	0.4	0.4
Vehicle Fleet[1]		
Vehicles per population	0.81	0.73
% of passenger cars	64.4	77.3
% of motorcycles	19.3	11.4
% of HGVs	16.0	11.1
% of buses	0.3	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	86.3	85.2
- Bus/coach/Metro/Tram	13.2	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	97.0	74.6
- Rail	2.8	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	14.3	739.8
Share of road transport emissions in total transport emissions (%)	57.5	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	- Government Committee on Road Safety: Deputy Ministers of Infrastructure & Transport; Citizen Protection; Education & Religion Affairs; Digital Governance; Alternate Ministers of Health; Interior - Road Safety Committee Secretariat
Monitoring of the road safety development	- Government Committee on road safety: coordination
Improvements in road infrastructure	- Ministry of Infrastructure & Transport: national, interurban and rural roads and Athens metropolitan area main road network. - 13 regions - Municipalities: urban roads
Improvement in vehicles	- Ministry of Infrastructure & Transport
Improvement in road user education	- Ministry of Infrastructure & Transport - Ministry of Education & Religious Affairs - Universities and Research centres - NGOs
Publicity campaigns	- Ministry of Infrastructure & Transport - Ministry of Interior - Regional and local authorities - NGOs
Enforcement of traffic laws	- The Traffic Police (under Ministry of Citizen Protection) - Regional police forces
Other relevant actors	- The Ministry of Health - Institute of Transportation Engineers - Technical Chamber - Road Safety Institute Panos Mylonas - Greek Motor Club - Greek Motorcyclists Federation - Make Roads Safe Hellas

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Greece	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	17.3	17.0	8/18
- drive faster than the speed limit inside urban areas	42.8	55.7	2/18
- transport children under 150cm without using CRS	20.6	17.2	15/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	21.6	16.8	4/18
- respecting speed limits	36.9	34.4	8/18
- using of hand-held mobile phone while driving	17.9	15.0	7/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	76.0	76.6	11/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	54.5	38.3	3/18
- requiring all cyclists to wear a helmet	77.5	60.1	4/18

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 European 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 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