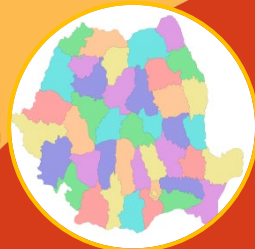




European
Commission



Country Profile
Romania



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
Author	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 Romania. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Disclaimer

Whilst every effort has been made to ensure that the matter presented in this document is relevant, accurate and up to date, the (sub)contractors cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this document are those of the author(s) and do not necessarily reflect the official opinion of the European Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained therein.

© European Commission, 2023. The EU does not own the copyright in relation to the following elements:

- Cover page photos, © www.shutterstock.com

Contents

1. Highlights	4
2. Road Safety Outcomes	5
2.1 Road Safety Trends	5
2.2 Risk Figures.....	6
2.3 Transport Mode.....	7
2.4 Age and Gender	9
2.5 Area and Road Type	11
2.6 Time Period	12
2.7 Lighting and Weather Conditions	13
3. Safety Performance Indicators	14
3.1 Road User Behaviour	14
3.2 Vehicle Safety.....	15
3.3 Enforcement.....	15
4. Road Safety Policy and Measures	16
4.1 National Road Safety Strategy.....	16
4.2 Traffic Laws and Regulations.....	16
4.3 Driving Licences	17
4.4 Road Infrastructure	18
5. Structure and Culture	19
5.1 Country Characteristics	19
5.2 Structure of Road Safety Management	20
5.3 Self-declared behaviour & Attitudes	20
6. Notes	21
6.1 Data Sources.....	21
6.2 Definitions.....	23

1. Highlights

Road Safety Outcomes

- In 2021, 1,779 people were killed and 3,796 people were seriously injured in road crashes in Romania.
- Out of 27 EU member countries, Romania has the highest traffic mortality rate with 93 fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Romania shows a relatively high proportion of pedestrian fatalities and a high proportion of fatalities on urban roads.
- Over the 2012-2021 period, fatalities have decreased at a lower rate than the EU average.

Road Safety Performance Indicators

- Romania has one of the oldest passenger car fleets in the EU.

Road Safety Policy Measures & Country Characteristics

- Romania is one of the few countries in the European Union with a zero-alcohol limit for all drivers.
- The Romanian road infrastructure is characterised by low road density.
- The per capita GDP in Romania is below the EU average, but the percentage of GDP dedicated for road infrastructure is higher than the percentage observed in the EU.

2. Road Safety Outcomes

2.1 Road Safety Trends

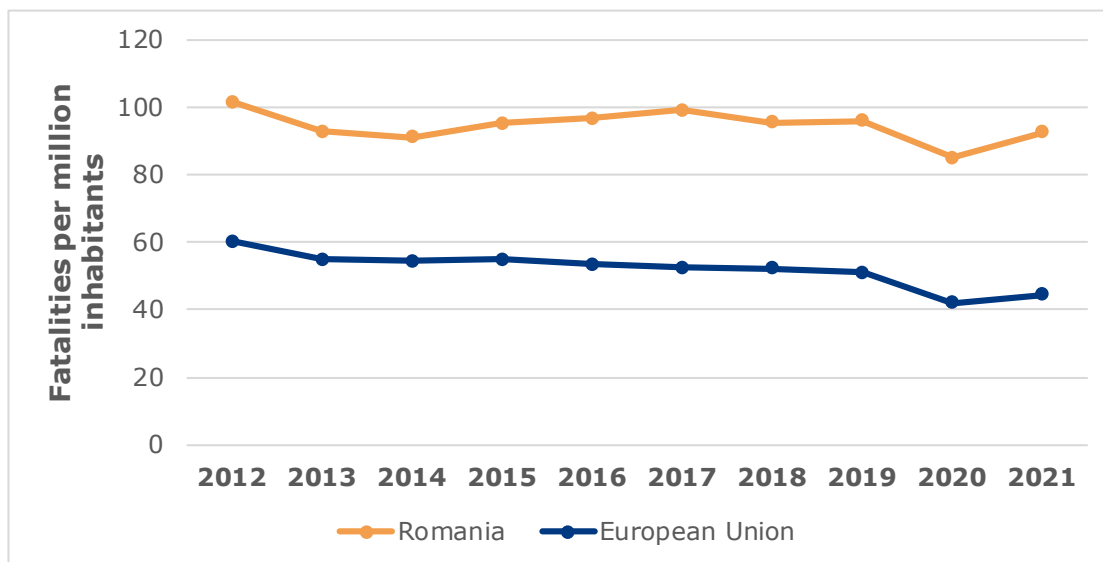
In Romania, 1,779 people were killed and 3,796 people were seriously injured in road crashes in 2021^a. Over the 2012-2021 period, the number of fatalities in Romania decreased by only 13%, which is much lower than the 25% decrease registered for the European Union (EU). The number of serious injuries in Romania showed a more significant decrease over the same period (57%), with the highest drop being recorded in 2020 and 2021.

In terms of mortality, Romania recorded 93 road fatalities per million inhabitants in 2021, which is the highest fatality rate in the EU.

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

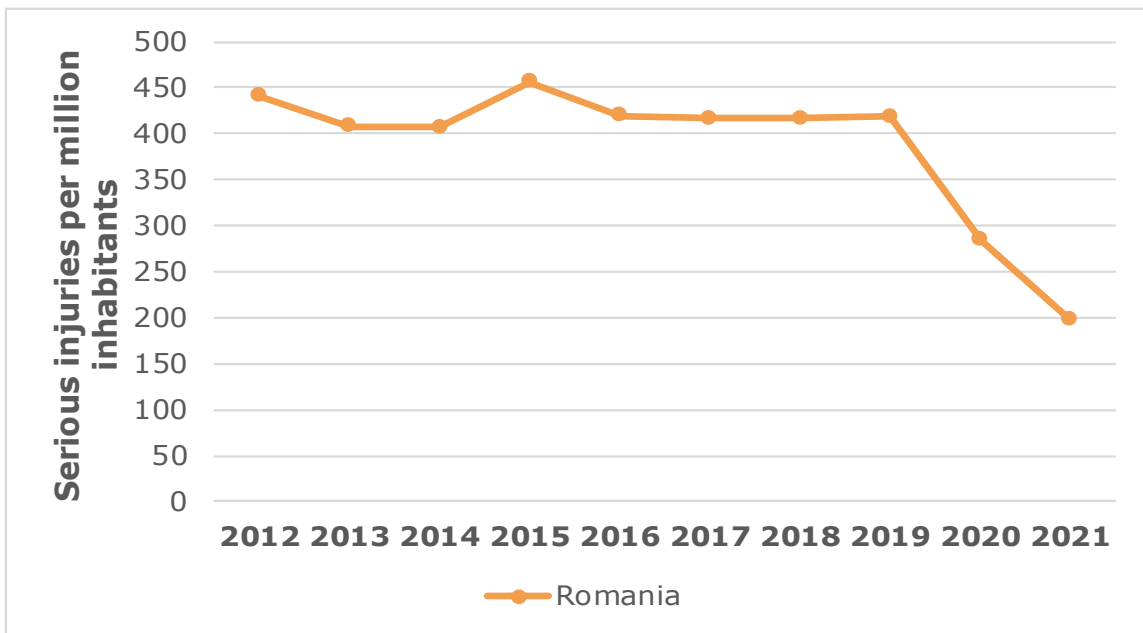
	2012	2021	Trend	EU trend
Fatalities	2,042	1,779	-13%	-25%
Serious Injuries	8,860	3,796	-57%	-

Figure 1. Mortality rate development, 2012 – 2021



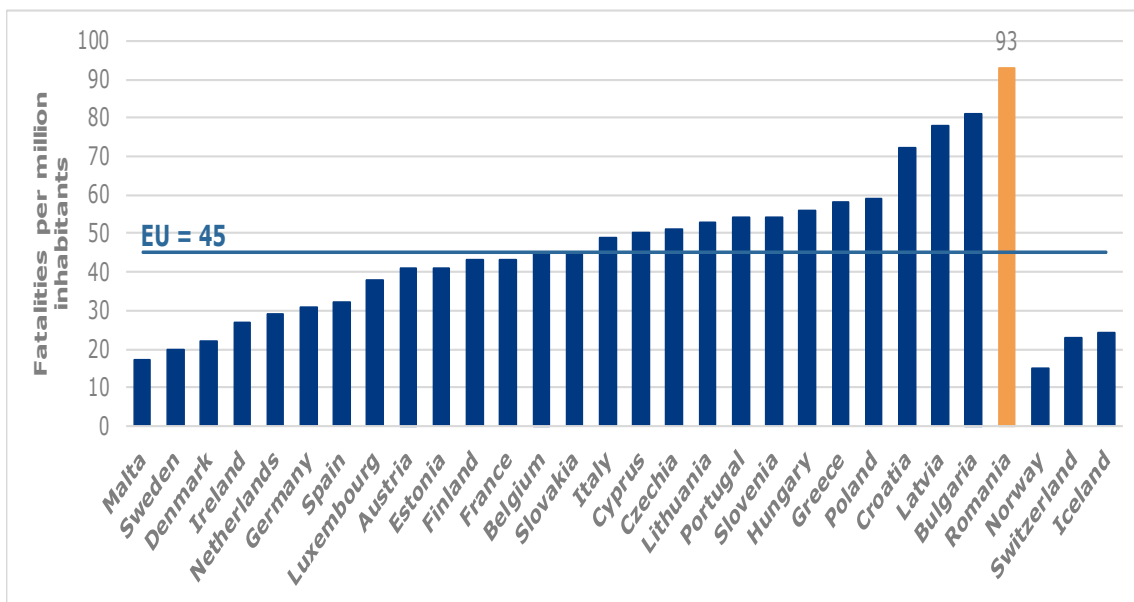
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

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

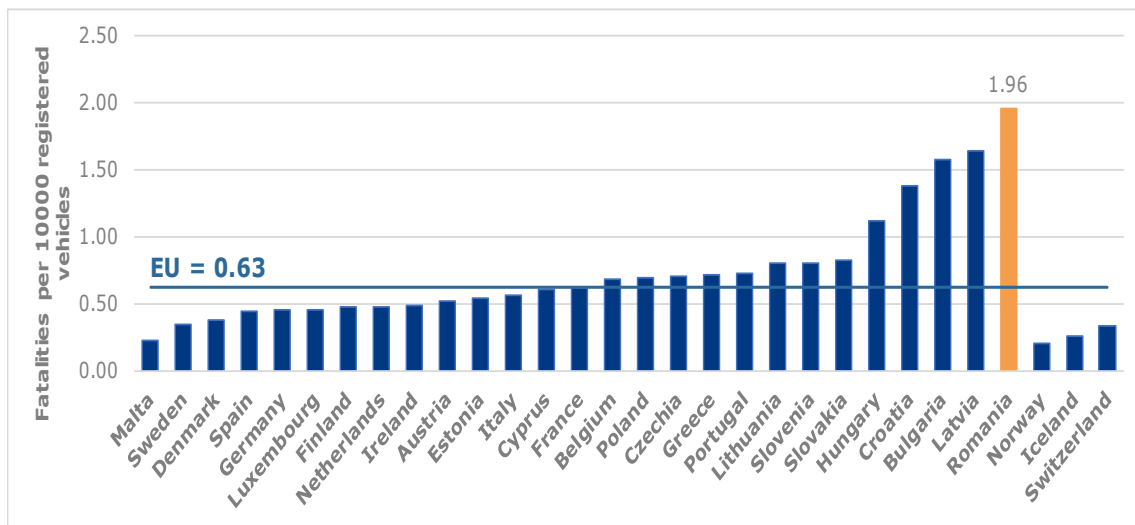


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Romania still performs worse compared to the EU average. The rate of 1.96 fatalities per 10,000 registered vehicles in Romania is the highest in the EU.

Figure 4. Fatalities per thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, pedestrians accounted for one third of all road traffic fatalities in Romania. This percentage is much higher than that observed in the EU as a whole (18%). Powered two-wheelers on the other hand accounted for only 5% of road fatalities, which is well below the average in the EU (19%).

Over the period 2012-2021, there has been a decrease in road fatalities and serious injuries in Romania for all transport modes. The highest decrease in both fatalities and serious injuries was recorded for powered two-wheelers and HGV occupants.

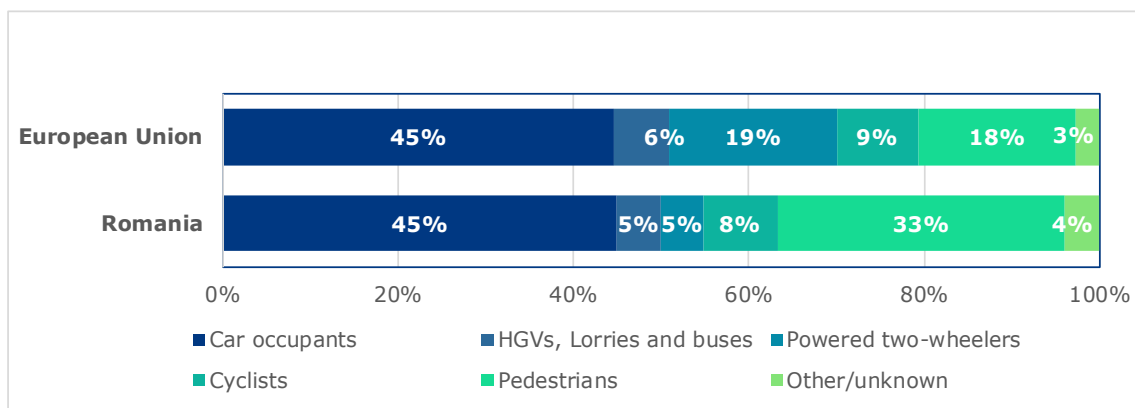
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Romania in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 73% were involved in crashes with passenger cars, and 24% were involved in crashes with a lorry or heavy goods vehicle. Over time, Romania showed a more substantial decrease of fatalities in these types of crashes than the European Union except for crashes involving cars.

Also, the number of fatalities in single vehicle crashes decreased for all transport modes except for cyclists.

^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	10	8	-	+26%
Car occupants	798	800	0%	-28%
Cyclists	154	149	-3%	-12%
Heavy goods vehicles	21	13	-38%	-11%
Lorries, under 3.5t	72	69	-4%	-14%
Other/unknown	98	71	-28%	-13%
Pedestrians	728	583	-20%	-34%
Powered two-wheelers	161	86	-47%	-18%
Total	2,042	1,779	-13%	-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	165	49	-70%
Car occupants	3,303	1,536	-53%
Cyclists	723	417	-42%
Heavy goods vehicles	45	6	-87%
Lorries, under 3.5t	280	127	-55%
Other/unknown	382	252	-34%
Pedestrians	2,859	1,104	-61%
Powered two-wheelers	1,103	305	-72%
Total	8,860	3,796	-57%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2021

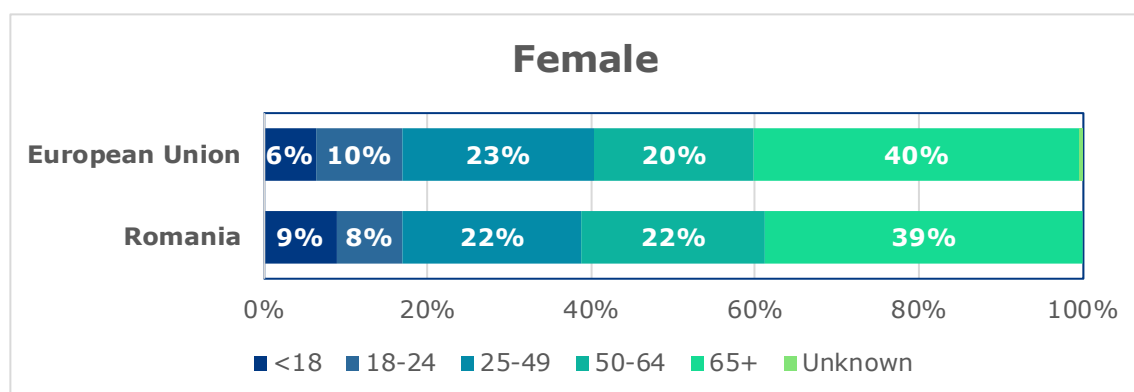
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	35	15	-57%	-47%
Crashes involving cars	643	525	-18%	-29%
Crashes involving lorries or heavy goods vehicles	217	175	-19%	-15%

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

	2012	2021	Trend	EU trend
Bus/coach occupants	3	0	-	+47%
Car occupants	379	311	-18%	-28%
Cyclists	32	48	+50%	+37%
Heavy goods vehicles	13	9	-31%	-44%
Lorries, under 3.5t	25	32	+28%	-12%
Other/unknown	49	38	-22%	-20%
Powered two-wheelers	69	35	-49%	-16%
Total	570	473	-17%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Romania is very similar to that of the EU. Over the period 2012-2021, the number of fatalities dropped for all age groups except for people aged 65 years old or above. The number of seriously injured persons decreased for all age groups.

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

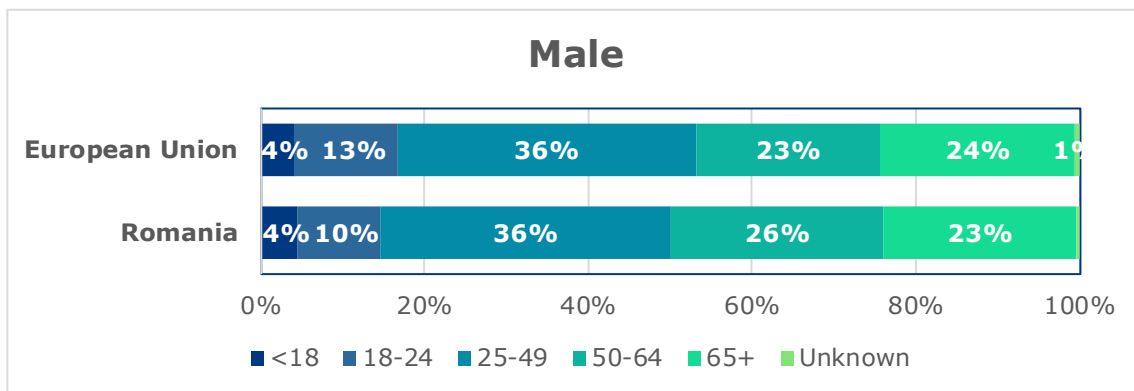


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	60	38	-37%	-44%
18-24	45	34	-24%	-40%
25-49	143	93	-35%	-37%
50-64	97	95	-2%	-23%
65+	155	165	+6%	-25%
Unknown		0	-	-22%
Total	500	425	-15%	-31%
Male				
<18	82	60	-27%	-27%
18-24	186	137	-26%	-37%
25-49	597	481	-19%	-30%
50-64	373	352	-6%	-13%
65+	302	318	+5%	-8%
Unknown	2	6	-	-9%
Total	1,542	1,354	-12%	-23%

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

	2012	2021	Trend
Female			
<18	415	172	-59%
18-24	396	144	-64%
25-49	987	400	-59%
50-64	672	285	-58%
65+	607	318	-48%
Unknown	0	0	-
Total	3,077	1,319	-57%

Male			
<18	668	352	-47%
18-24	877	361	-59%
25-49	2,537	939	-63%
50-64	1,119	508	-55%
65+	578	313	-46%
Unknown	4	4	-
Total	5,783	2,477	-57%

2.5 Area and Road Type

Unlike the EU as a whole, the majority of road fatalities in Romania occurred on urban roads (62%). The percentage of fatalities that occurred on motorways (2%) is much lower than the EU average (9%). In part this is explained by the fact that Romania has a lower proportion of motorway in her total road network. Over the period 2012-2021, the number of fatalities decreased on all road types except for motorways. The highest share of fatalities inside urban areas was recorded for pedestrians.

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

	2012	2021	Trend	EU trend
Motorway	17	40	+135%	-6%
Rural	779	629	-19%	-28%
Urban	1,246	1,110	-11%	-24%
Unknown	0	0	-	-48%
Total	2,042	1,779	-13%	-25%

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

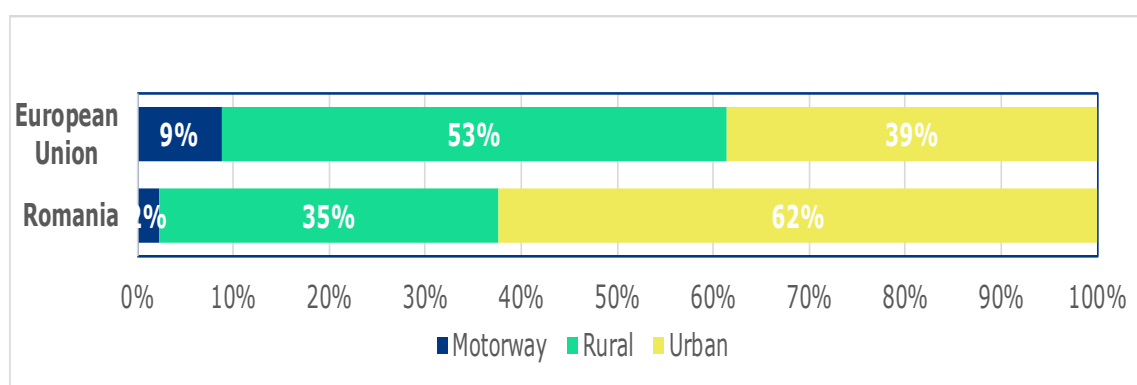
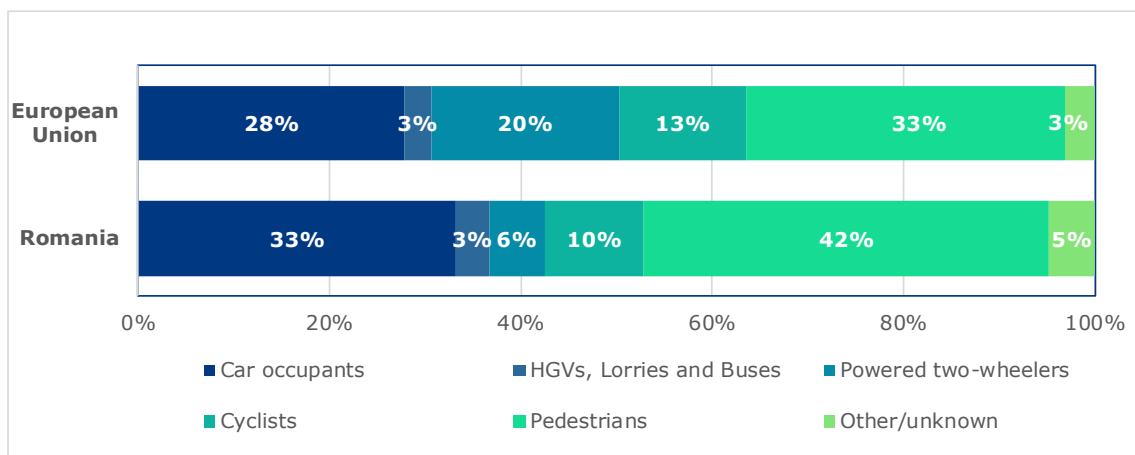


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	57	40	-30%
Rural	2,045	871	-57%
Urban	6,758	2,885	-57%
Unknown	0	0	-
Total	8,860	3,796	-57%

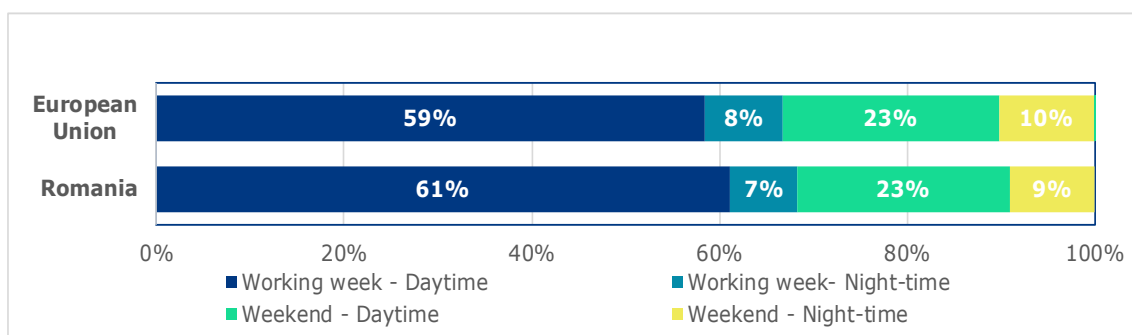
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2012-2021, Romania recorded a slightly higher decline in working week night-time fatalities when compared to the EU trend.

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

	2012	2021	Trend	EU trend
Working week - Daytime	1,155	1,088	-6%	-21%
Working week- Night-time	202	128	-37%	-30%
Weekend - Daytime	425	401	-6%	-25%
Weekend - Night-time	260	162	-38%	-39%
Unknown	0	0	-	-75%
Total	2,042	1,779	-13%	-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 Romania and in the EU occur during daylight and under dry weather conditions. Compared to the EU with decreases in fatalities over all conditions in the period 2012-2021, Romania recorded an increase in crash fatalities during daylight and under raining weather conditions. During twilight, 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	1,059	1,084	+2%	-17%
Twilight	183	114	-38%	-25%
Darkness	800	581	-27%	-33%
Weather Conditions				
Dry	1,862	1,578	-15%	-24%
Rain	122	150	+23%	-28%
Other/Unknown	58	51	-12%	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Romania	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 Alcohol³ (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
Driver Distraction¹		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

Sources: ¹Baseline project, ²ETSC (2022), ³ESRA3 project (2024), ⁴national sources

^c An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison. Please also note that for some Safety Performance Indicators of Section 3, the EU average is based on a small number of EU Member States with available data (see Section 6.1).

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Romania	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	/	83.6
Average age of passenger car fleet (years) ²	16.9	11.8

Sources: Baseline project, ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Romania	EU
Speeding	/	139.7
Non-use of seat-belt	15.3	5.7
Illegal use of mobile phone	2.6	4.4
Driving above legal alcohol limits	1.2	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

	Romania
Timeframe	-
Lead Authority	-
Targets	
Fatalities	-
Serious injuries	-
Baseline Year	-
SPIs	-
Link	-

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Romania generally reflects the situation in the majority of EU countries with one exception: it is one of the countries with the strictest general alcohol limit of 0.0 g/l for all drivers.

Table 16: National road safety legislation

	Romania	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 135cm	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 14 years	Prohibited under certain age/height: 18/27

	Romania	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	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 14 years	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	Up to 16 years	Not required: 12/27
Allowed on road lanes	Yes (if there is no bicycle path)	Yes: 18/27
Allowed on pavements	No	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

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

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Romania	Most common in EU
Novice Drivers		
Accompanied driving	No	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	Every 10yrs	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

	Romania	Most common in EU
Audits or star rating required for new road infrastructure	Yes	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	No	Yes: 20/27
Policies & investment in urban public transport	Yes	Yes: 23/27
Policies promoting walking and cycling	No	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

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

Table 19: Country Characteristics, 2021

	Romania	EU
Demographics²		
Population (inhabitants)	19,201,662	447,000,548
Population density (inh./km ²)	82.2	109.0
% children (0-17)	19.0	18.2
% adults (18-64)	61.7	61.6
% elderly (65+)	19.3	20.3
% of urban population	54.1	75.2
Economic Data²		
GDP per capita (euro)	12,610	32,560
Infrastructure¹		
Country Area (km ²)	238,398	4,225,134
Road network length (km)	86,199	4,473,380
Road density (km/km ²)	0.4	1.10
% of motorways	1.08	1.67
% GDP spent to road infrastructure ³	1.1	0.4
Vehicle Fleet¹		
Vehicles per population	0.47	0.73
% of passenger cars	84.3	77.3
% of motorcycles	1.9	11.4
% of HGVs	13.2	11.1
% of buses	0.6	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	80.0	85.2
- Bus/coach/Metro/Tram	16.8	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	48.7	74.6
- Rail	24.8	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	18.6	739.8
Share of road transport emissions in total transport emissions (%)	94.5	76.3

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

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	<ul style="list-style-type: none"> - The Sectoral Operational Programme Transport - Romanian Road Authority - Ministry of Transport and Infrastructure, Directorate for Road Transport - Ministry of Transport and Infrastructure - Directorate for Road Transport
Monitoring of the road safety development	<ul style="list-style-type: none"> - Romanian Road Authority
Improvements in road infrastructure	<ul style="list-style-type: none"> - Romanian Road Authority
Improvement in vehicles	<ul style="list-style-type: none"> - Romanian Automotive Register
Improvement in road user education	<ul style="list-style-type: none"> - Romanian Road Authority Improvement - Road Traffic Assistance Association
Publicity campaigns	<ul style="list-style-type: none"> - Traffic Police
Enforcement of traffic laws	<ul style="list-style-type: none"> - The Traffic Police (under Ministry of Administration and Interior)
Other relevant actors	<ul style="list-style-type: none"> -

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Romania, there are no data available on self-reported 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, Switzerland is also included. Date of extraction: November 2023

ETSC

Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022.
<https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/>

FERSI (2020)

Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. <https://fersi.org/>. Date of extraction: July 2023

IRTAD (International Traffic Safety Data and Analysis Group)

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database: <https://stats.oecd.org/>. Date of extraction: July 2023

WHO

Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.
https://www.who.int/violence_injury_prevention/road_safety_status/

[2018/en/](#). Date of extraction: July 2023

6.2 Definitions

Road Crash

Any crash involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Seriously injured (at 30 days)

Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

Lorry, under 3.5tn

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicles used only for the transport of goods.

Heavy Goods Vehicles

Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.
Thursday 10 p.m. to Friday 5.59 a.m.

Weekend – Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend – Night-time

Friday 10 p.m. to Saturday 5.59 a.m.
Saturday 10 p.m. to Sunday 5.59 a.m.
Sunday 10 p.m. to Monday 5.59 a.m.

Speeding

The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

Seat belt & CRS use rates

The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

Helmet use rates

The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries the use of helmets is not obligatory for cyclists (see Table 16).

DUI of Alcohol

The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

Driver Distraction

The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

Explanations of symbols in tables:

/ : not available

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

