



European Road Safety Observatory

National Road Safety Profile - Malta



This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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1 Highlights

Road safety outcomes

- In 2019 a total of 16 people were killed in reported traffic accidents in Malta.
- Malta is 3rd out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Malta shows a relatively high proportion of powered two-wheelers and fatalities that occur on urban roads.

Road safety performance indicators

- Road infrastructure in Malta is characterized by very high road density. Its quality is perceived as very low compared to other EU countries.

Road safety policy and measures

- Except for motorcycle helmet legislation, enforcement in Malta is less widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Malta, a total of 16 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 32 road fatalities per million inhabitants, which is well below the EU average (51) and below the rates of its neighbouring countries. As opposed to the steady decrease in the European Union since 2001, the mortality rate in Malta has fluctuated over this period with no clear trend. When the number of vehicles is taken into account, Malta also performs better than most EU countries with a rate of 0.41 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities in Malta fluctuated between 9 in 2012 and 23 in 2016. The number of serious injuries increased substantially (by 55%) between 2010 and 2019.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

	Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	Fatalities	13	16	/	29611	22700	-23%
Serious injuries	Serious injuries	204	317	+55%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

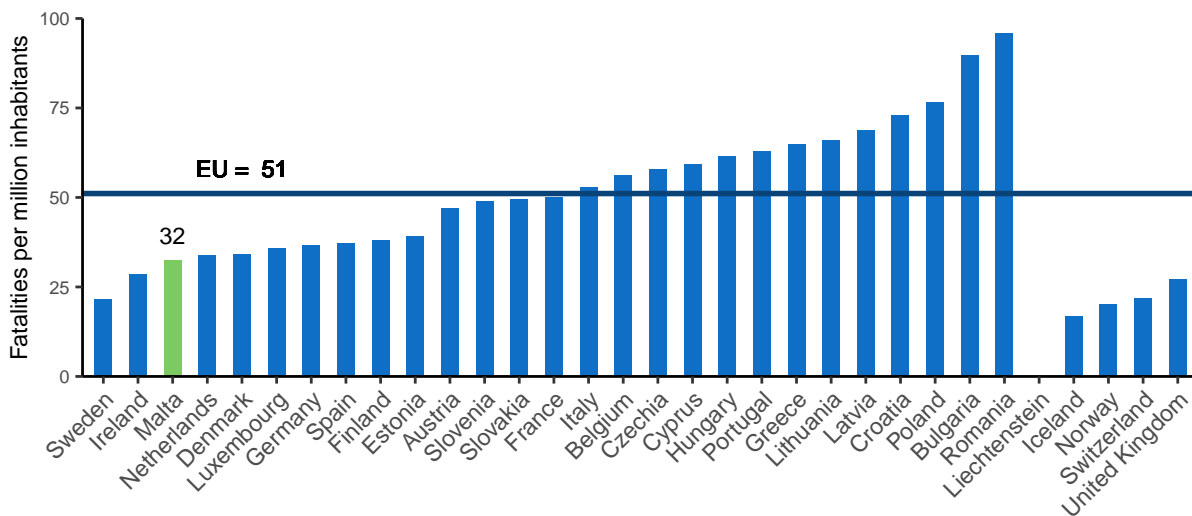


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

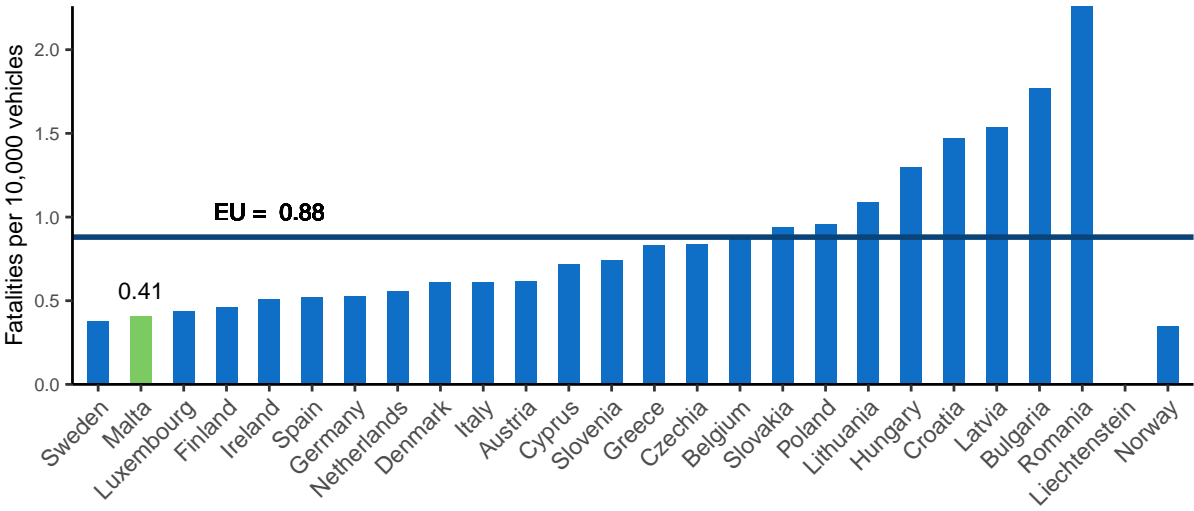


Figure 3. Number of road fatalities (2010-2019). Source: CARE

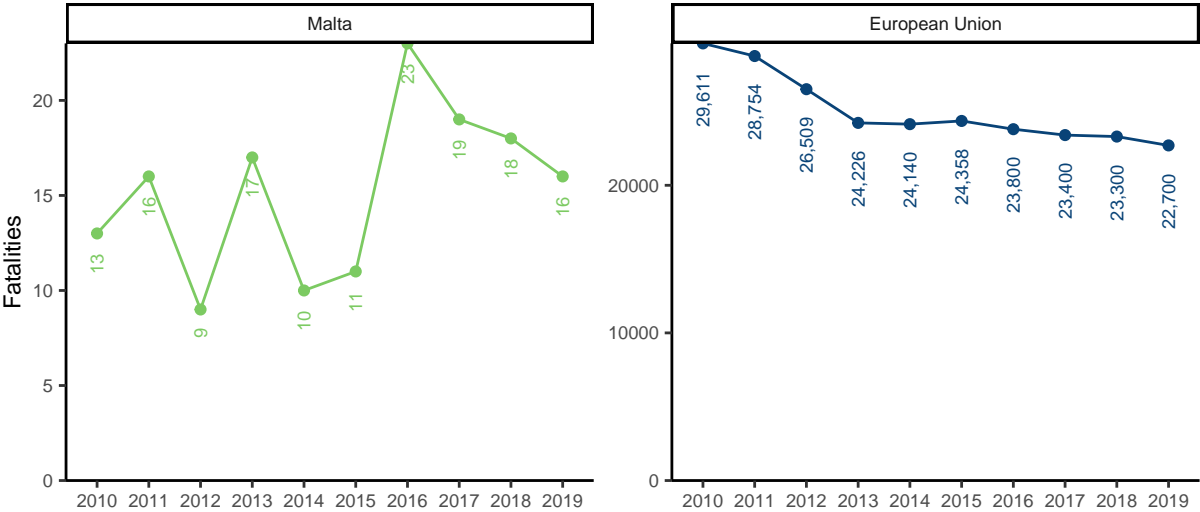
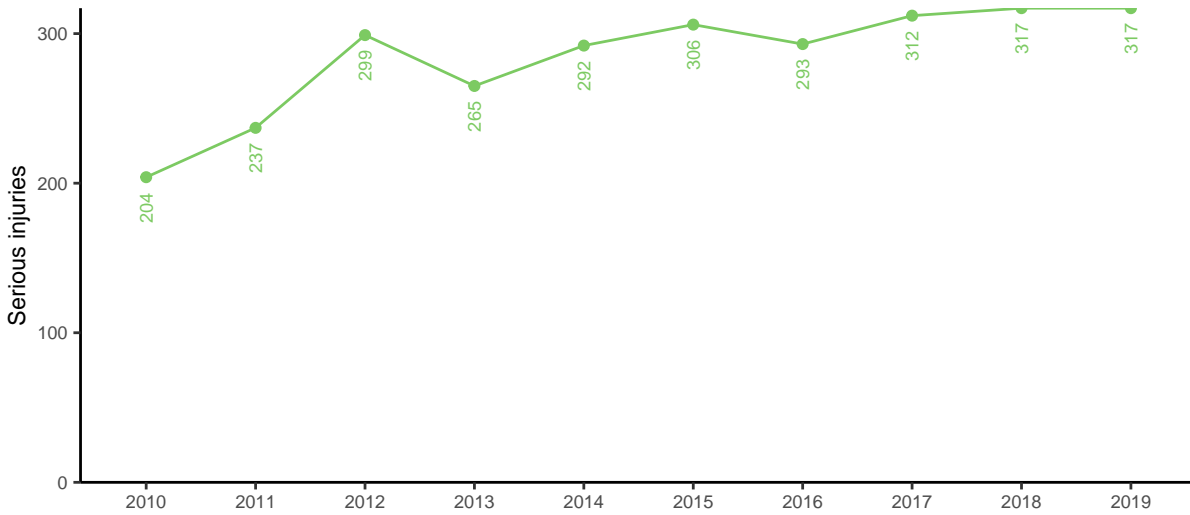
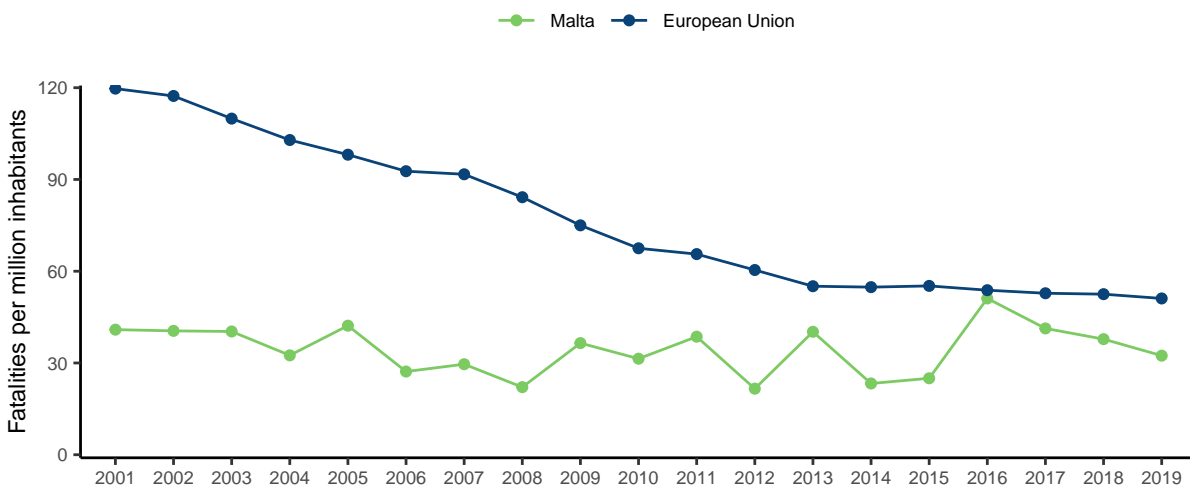


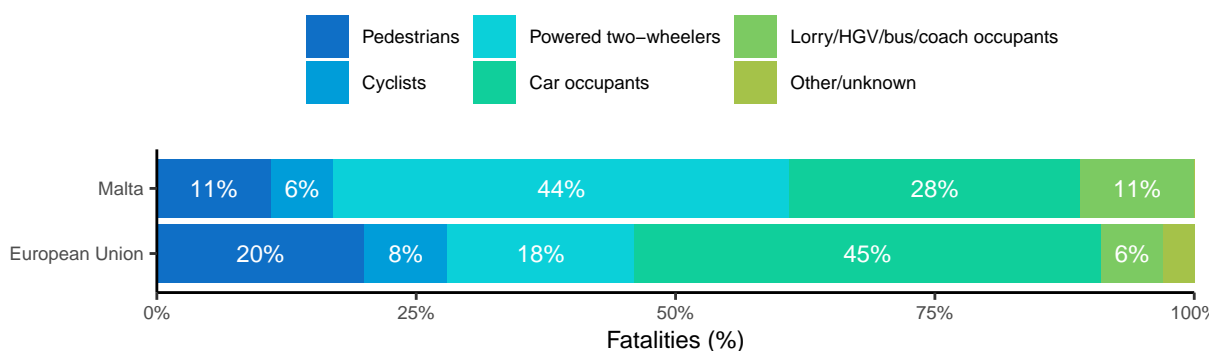
Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, powered two-wheelers account for almost half of road fatalities in Malta. This percentage is much more than that observed in the European Union as a whole (18%). Car occupants on the other hand, only represent 28% of fatalities, which is well below the EU average (45%). The share of pedestrian fatalities in Malta is also much lower (11%) than the EU average (20%).

Over the past ten years there was a significant increase of the number of serious injuries among occupants of powered two-wheelers in Malta.

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

Figure 6. Number of road fatalities by transport mode (2018). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2016-2018). Source: CARE

	Transport mode	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Pedestrians	Pedestrians	/	6	/	5,793	4,866	-16%
Cyclists	Cyclists	0	1	/	2,023	1,976	-2%
Powered two-wheelers	Powered two-wheelers	3	6	/	5,058	4,062	-20%
Car occupants	Car occupants	9	6	/	13,309	10,790	-19%
Lorries, under 3.5t	Lorries, under 3.5t	0	0	/	898	762	-15%
Heavy goods vehicles	Heavy goods vehicles	0	0	/	590	466	-21%
Bus/coach occupants	Bus/coach occupants	0	1	/	102	103	+1%
Other/unknown	Other/unknown	9	0	/	1,119	653	/
Total	Total	13	20	/	28,291	23,500	-17%

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2016-2018). Source: CARE

	Transport mode	2010 - 2012	2016 - 2018	Trend
Pedestrians	Pedestrians	/	78	/
Cyclists	Cyclists	1	8	/
Powered two-wheelers	Powered two-wheelers	36	100	+178%
Car occupants	Car occupants	129	101	-22%
Lorries, under 3.5t	Lorries, under 3.5t	11	6	/
Heavy goods vehicles	Heavy goods vehicles	3	4	/
Bus/coach occupants	Bus/coach occupants	3	7	/
Other/unknown	Other/unknown	186	4	/
Total	Total	247	307	+24%

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

	Crash type	2010 - 2012	2017 - 2019	Trend	EU
Crashes involving buses or coaches	Crashes involving buses or coaches	/	0	/	
Crashes involving cars	Crashes involving cars	/	4	/	
Crashes involving lorries or heavy goods vehicles	Crashes involving lorries or heavy goods vehicles	/	2	/	

Table 5. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2016-2018). Source: CARE

	Transport mode	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Cyclists	Cyclists	0	0	/	299	347	+16%
Powered two-wheelers	Powered two-wheelers	1	2	/	1,746	1,405	-20%
Car occupants	Car occupants	6	2	/	5,905	4,615	-22%
Lorries, under 3.5t	Lorries, under 3.5t	0	0	/	365	287	-21%
Heavy goods vehicles	Heavy goods vehicles	0	0	/	241	179	-26%
Bus/coach occupants	Bus/coach occupants	0	1	/	40	38	-5%
Other/unknown	Other/unknown	0	0	/	327	321	/
Total	<i>Total</i>	7	5	/	8,923	7,192	-19%

2.3 Age

The distribution of road fatalities across age groups is different from that for the European Union. People aged 65 and above represent only 11% of road fatalities, which is much lower than what is seen in the European Union (29%). On the other hand, the proportion of victims aged 18 to 24 is much bigger. In 2018 there were no fatalities registered that were younger than 18. The number of serious injuries increased for all age groups, except the two youngest groups.

Figure 7. Number of road fatalities by age group (2018). Source: CARE

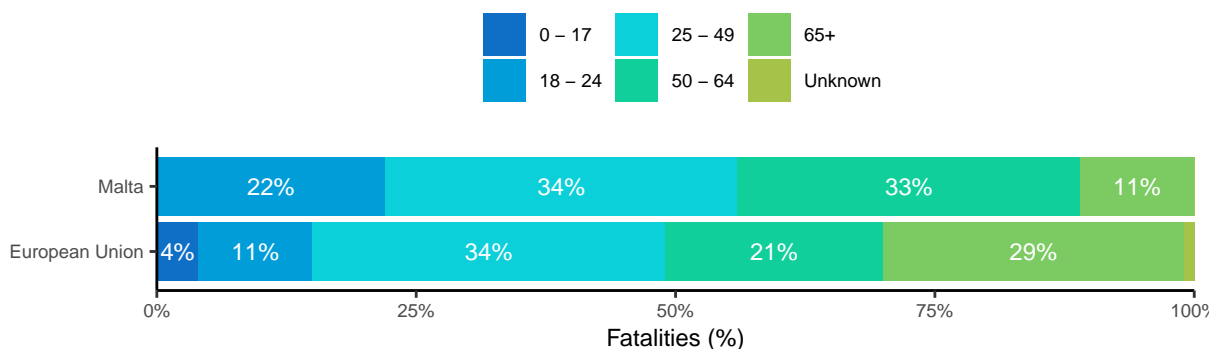


Table 6. Average number of road fatalities by age group (2010-2012 and 2016-2018). Source: CARE

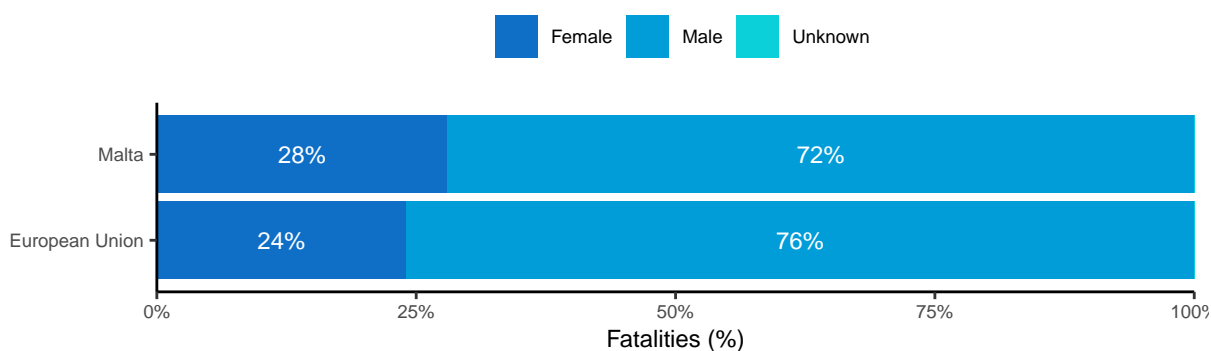
	Age	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
<15	<15	1	0	/	744	524	-30%
15 - 17	15 - 17	0	0	/	761	510	-33%
18 - 24	18 - 24	4	3	/	4,399	2,866	-35%
25 - 49	25 - 49	7	8	/	10,458	8,053	-23%
50 - 64	50 - 64	1	3	/	5,273	4,892	-7%
65+	65+	0	5	/	6,392	6,618	+4%
Unknown	Unknown	12	0	/	738	129	/
Total	<i>Total</i>	13	20	/	28,291	23,500	-17%

Table 7. Average number of serious injuries by age group (2010-2012 and 2016-2018). Source: CARE

	Age	2010 - 2012	2016 - 2018	Trend
<15	<15	19	17	-11%
15 - 17	15 - 17	8	6	/
18 - 24	18 - 24	43	48	+12%
25 - 49	25 - 49	91	129	+42%
50 - 64	50 - 64	30	57	+90%
65+	65+	13	48	/
Unknown	Unknown	268	3	/
Total	<i>Total</i>	247	307	+24%

2.4 Gender

The high proportion of males among total road fatalities in Malta (72%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2018). Source: CARE**Table 8.** Average number of road fatalities by gender (2010-2012 and 2016-2018). Source: CARE

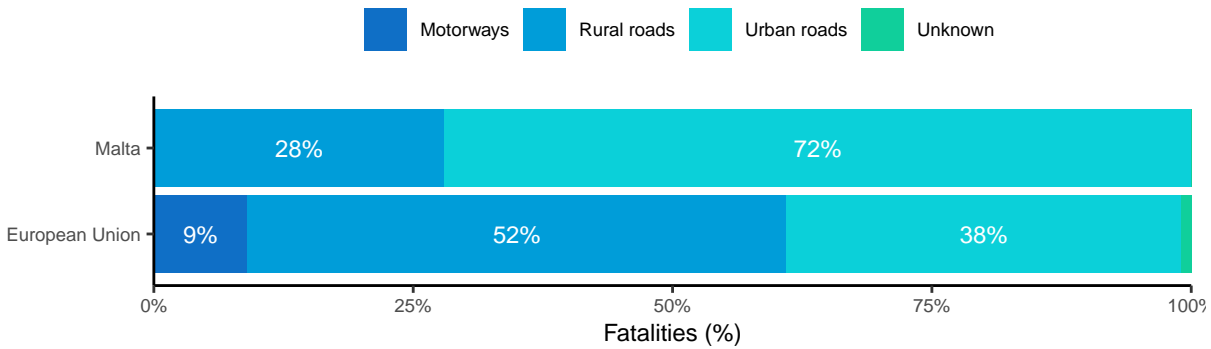
	Gender	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Female	Female	5	7	/	6,656	5,634	-15%
Male	Male	8	13	/	21,523	17,919	-17%
Unknown	Unknown	8	0	/	1,310	39	/
Total	<i>Total</i>	13	20	/	28,291	23,500	-17%

Table 9. Average number of serious injuries by gender (2010-2012 and 2016-2018). Source: CARE

	Gender	2010 - 2012	2016 - 2018	Trend
Female	Female	71	88	+24%
Male	Male	129	217	+68%
Unknown	Unknown	180	2	/
Total	<i>Total</i>	247	307	+24%

2.5 Area

Contrary to the EU average, the majority of road fatalities in Malta occurred on urban roads (72%). The percentage of fatalities that occur on rural roads in Malta (28%) is much smaller than the EU average (52%). There are no motorways in Malta.

Figure 9. Number of road fatalities by road type (2018). Source: CARE**Table 10.** Average number of road fatalities by road type (2010-2012 and 2016-2018). Source: CARE

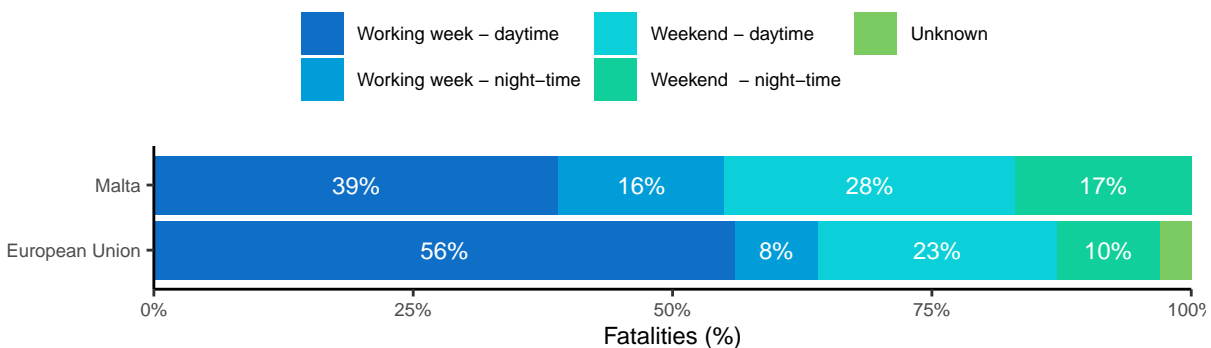
	Road type	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Motorway	Motorway	/	/	/	2,038	1,954	-4%
Rural	Rural	/	6	/	15,205	12,446	-18%
Urban	Urban	13	14	/	10,730	8,935	-17%
Unknown	Unknown	12	/	/	770	376	/
Total	Total	13	20	/	28,291	23,500	-17%

Table 11. Average number of serious injuries by road type (2010-2012 and 2016-2018). Source: CARE

	Road type	2010 - 2012	2016 - 2018	Trend
Motorway	Motorway	/	/	/
Rural	Rural	/	67	/
Urban	Urban	204	241	+18%
Unknown	Unknown	268	/	/
Total	Total	247	307	+24%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is different from the EU average: the country shows a higher proportion of fatalities that occur in the night-time, both during the working week as during the weekends.

Figure 10. Number of road fatalities by period of time (2018). Source: CARE

²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Table 12. Average number of road fatalities by period of time (2010-2012 and 2016-2018). Source: CARE

	Period of time	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Working week - daytime	Working week - daytime	2	7	/	15,404	13,518	-12%
Working week - night-time	Working week - night-time	3	3	/	2,566	2,000	-22%
Weekend - daytime	Weekend - daytime	5	7	/	6,353	5,424	-15%
Weekend - night-time	Weekend - night-time	3	3	/	3,540	2,612	-26%
Unknown	Unknown	8	/	/	4,071	664	/
Total	<i>Total</i>	<i>13</i>	<i>20</i>	<i>/</i>	<i>28,291</i>	<i>23,500</i>	<i>-17%</i>

2.7 Road conditions

In 2019, almost all road fatalities in Malta occurred on dry roads. Regarding light conditions, almost 40% of fatalities occurred when it was dark, which is more than the EU average.

Figure 11. Number of road fatalities by surface conditions (2018). Source: CARE

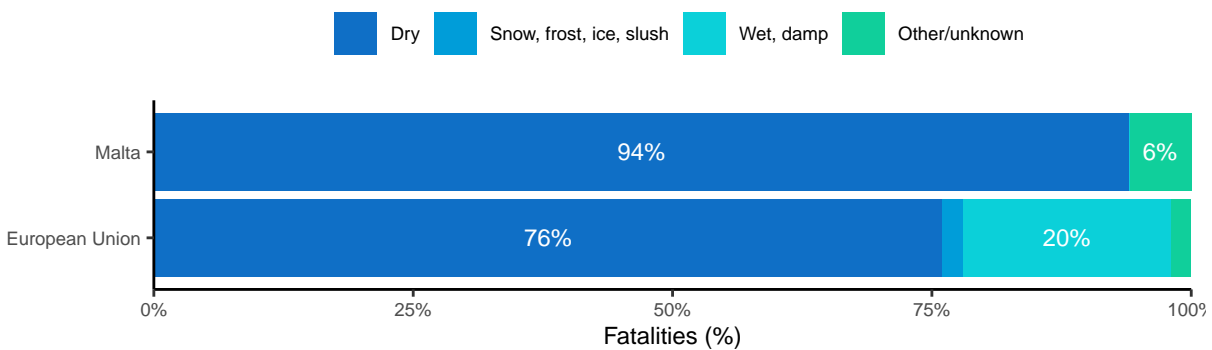


Table 13. Average number of road fatalities by surface conditions (2010-2012 and 2016-2018). Source: CARE

	Surface conditions	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Dry	Dry	/	16	/	21,091	17,787	-16%
Snow, frost, ice, slush	Snow, frost, ice, slush	/	/	/	988	468	-53%
Wet, damp	Wet, damp	1	1	/	5,636	4,828	-14%
Other/unknown	Other/unknown	12	3	/	2,458	519	/
Total	<i>Total</i>	<i>13</i>	<i>20</i>	<i>/</i>	<i>28,291</i>	<i>23,500</i>	<i>-17%</i>

Figure 12. Number of road fatalities by light conditions (2018). Source: CARE

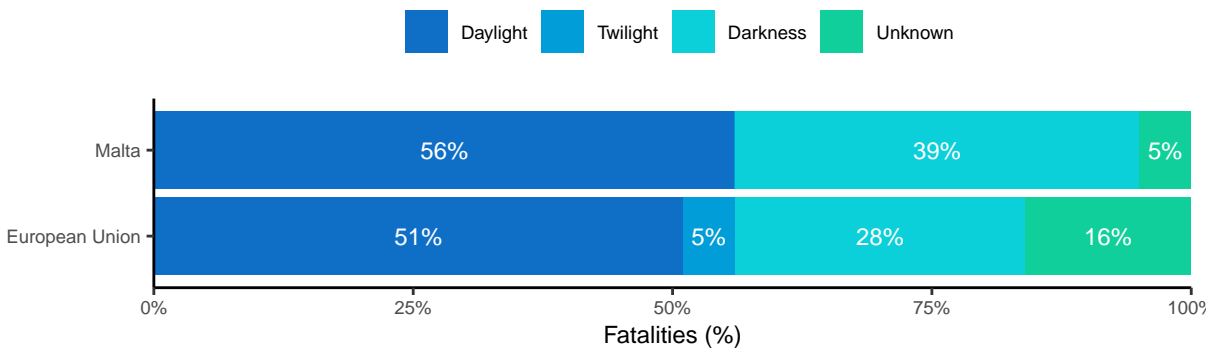


Table 14. Average number of road fatalities by light conditions (2010-2012 and 2016-2018). Source: CARE

	Light conditions	2010 - 2012	2016 - 2018	Trend	EU 2010 - 2012	EU 2016 - 2018	EU trend
Darkness	Darkness	7	8	/	8,918	6,889	-23%
Daylight	Daylight	3	8	/	13,706	12,111	-12%
Twilight	Twilight	/	/	/	1,498	1,228	-18%
Unknown	Unknown	9	3	/	5,301	4,075	/
Total	<i>Total</i>	<i>13</i>	<i>20</i>	<i>/</i>	<i>28,291</i>	<i>23,500</i>	<i>-17%</i>

3 Road safety performance indicators

3.1 Behaviour of road users

For Malta there is no data available about behaviour in traffic that is comparable with other EU countries.

3.2 Infrastructure

The overall road network in Malta shows extremely high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Malta, a score of 3.2 (on a value scale from 1 to 7) is given, which is one of the lowest scores.

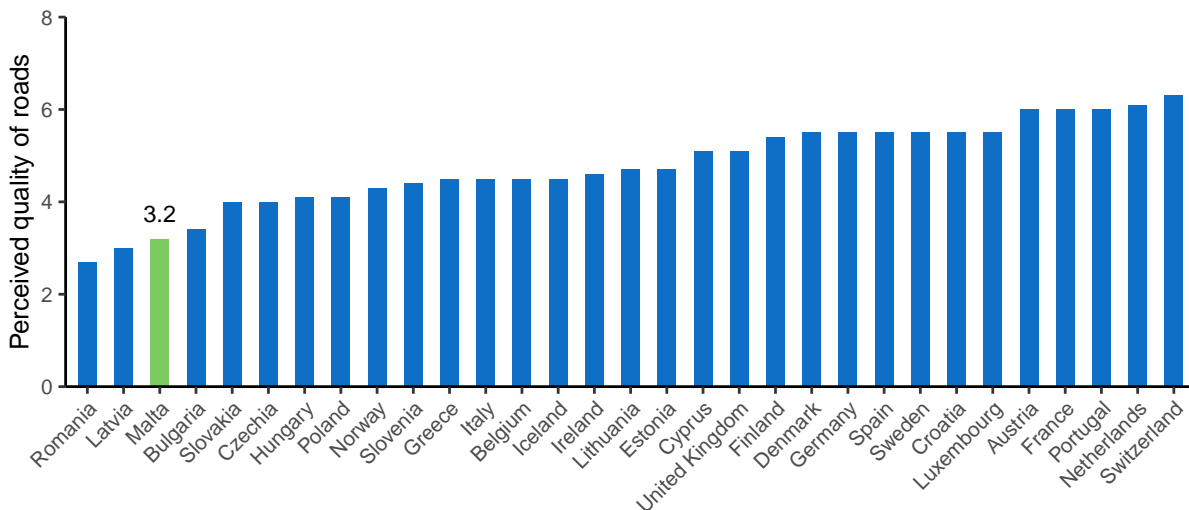
3.2.1 Road density

Table 15. Road density. Source: EUROSTAT (2019)

	Malta	European Union
Total	9035 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 13. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

Passenger cars in Malta appear to be slightly older than the EU average, with over 60% passenger cars over 10 years.

Table 16. Age of registered passenger cars. Source: EUROSTAT (2019)

	Malta	European Union
Percentage of total number of passenger cars		
Less than 2 years	7%	12%
From 2 to 5 years	11%	15%
From 5 to 10 years	22%	21%
From 10 to 20 years	39%	42%
Over 20 years	21%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Malta reflects the situation in the majority of EU countries with some exceptions. The maximum speed on rural roads is 80 km/h which is lower than in most countries (90 km/h). Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Malta.

Table 17. National road safety legislation. Source: WHO (2018)

	Malta	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	80 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	/	No limit ¹ ; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.3 g/l: 0; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 12 yrs / 150 cm	Up to 150 cm: 13; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	Yes: 19; No: 8
Standard referred to and / or specified	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Malta scores below the EU average all legislation surveyed, except for motorcycle helmet legislation.

Table 18. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Malta	European average
Speed legislation	4	6.8
Drink-driving legislation	4	7
Seatbelt legislation	6	7
Child restraint system legislation	3	7
Motorcycle helmet legislation	9	8

4.3 Road infrastructure

Table 19. Infrastructure-related policy. Source: WHO (2018)

	Malta	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Partial	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	No	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 20. Policy related to post-crash care. Source: WHO (2018)

	Malta	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	Yes	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	No	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

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 below that of the European Union.

Table 21. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Malta
Population-related data (2020)		
Population (2020)	447319916	514564
Population density (inhabitants/km ²)	106	1628
% Children (0-14)	15%	13%
% Adults (15-64)	64%	68%
% Elderly (65+)	21%	18%
Urbanization (2019)		
% living in cities	38%	90%
% living in suburbs and towns	34%	10%
% living in rural areas	28%	0%
Economic data		
GDP per capita (EUR, 2020)	29768.3	24683.8
Unemployment rate (2020)	7%	4%
% GDP dedicated to road spending (2014)	0.7%	0.6%

5.2 Structure of road safety management

Table 22. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Transport Malta
	Local Councils
	Ministry of Finance
Monitoring of the road safety development	Transport Malta
	Local Councils
Improvements in road infrastructure	Transport Malta
	Kummissjoni Nazzjonali Persunib'Disabbilta'
Improvement in vehicles	Transport Malta
	Ministry of Finance, Malta Insurance Association
Improvement in road user education	Transport Malta
	Education Division
	Malta Police
	Motoring Schools
Publicity campaigns	Transport Malta
	Malta Police
	Motoring Schools
Enforcement of traffic laws	Transport Malta
	Malta Police
	Regional Committees
Other relevant actors	Department of Health
	Motorcyclist Groups
	User Groups

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was 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/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident 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 (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

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.

Lorry, under 3.5 tonnes

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

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

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.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

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.