



European
Commission



Country Profile
Cyprus



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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1. Highlights

Road Safety Outcomes

- In 2021, 45 people were killed, while in 2020 211 were seriously injured in road crashes in Cyprus.
- Cyprus is 16th out of 27 EU countries in terms of the lowest numbers of mortality rate.
- Compared to the EU average, the distribution of fatalities in Cyprus shows a relatively high proportion of powered two-wheelers and of 18 to 24 year olds.

Road Safety Performance Indicators

- The use rates of helmet among powered two wheelers in Cyprus are lower than in the EU on average.
- The passenger car fleet of Cyprus is older than the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum legal speed limits on rural roads and motorways in Cyprus are lower than in most EU countries.
- Road infrastructure in Cyprus is characterized by high road density

2. Road Safety Outcomes

2.1 Road Safety Trends

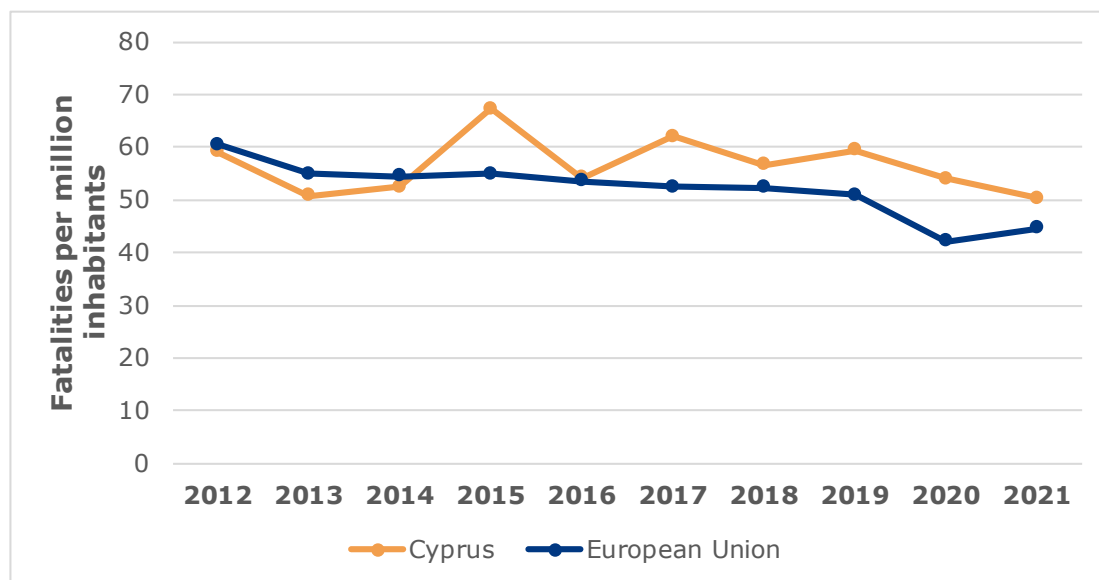
In Cyprus, 45 people were killed and 252 were seriously injured in road crashes in 2021^a. Over the period 2012-2021, the number of fatalities in Cyprus decreased by 12%, which is less than the European Union (EU) decrease (25%). The number of serious injuries on the other hand shows a significant decrease over the period 2012-2021 (54%).

In terms of mortality rates, 50 road fatalities per million inhabitants were recorded in 2021, which is slightly higher than the EU average (45).

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

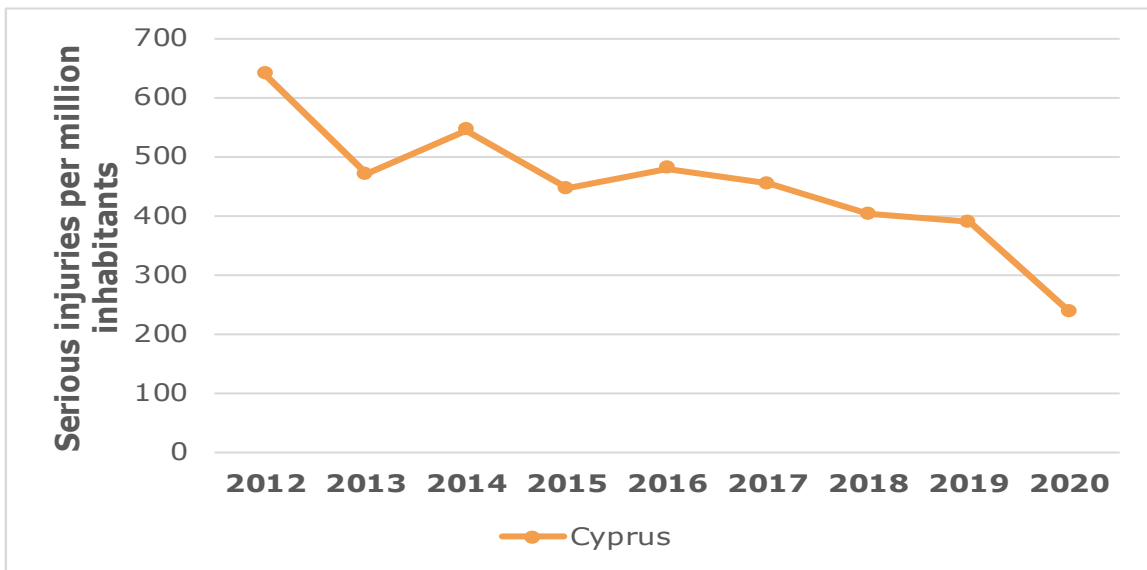
	2012	2021	Trend	EU trend
Fatalities	51	45	-12%	-25%
Serious Injuries	551	252	-54%	-

Figure 1. Mortality rate development, 2012 – 2021



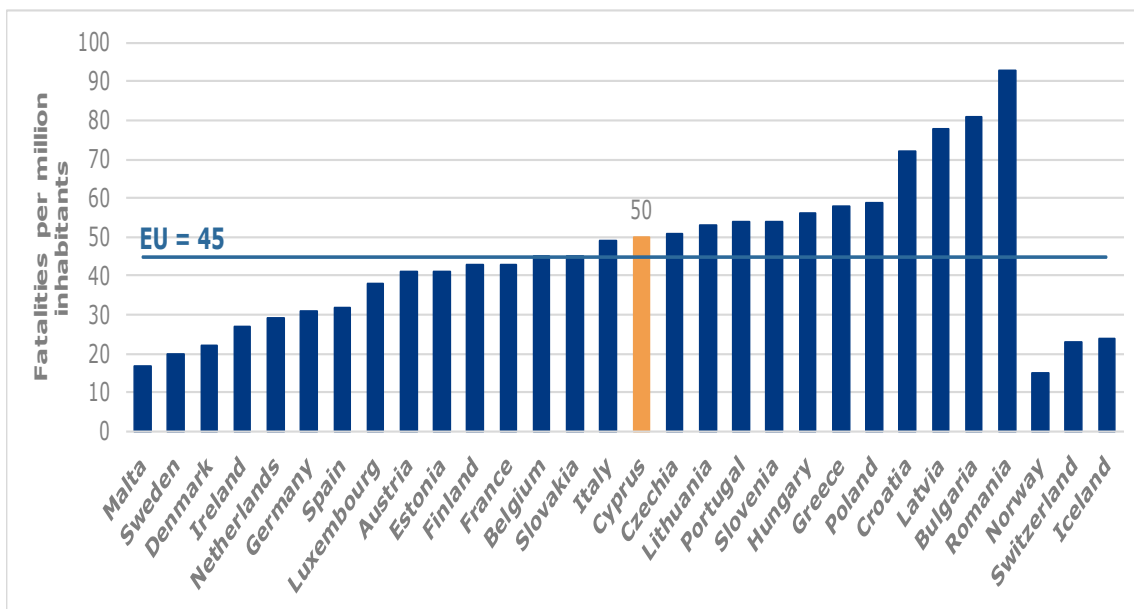
^a It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2012 – 2020

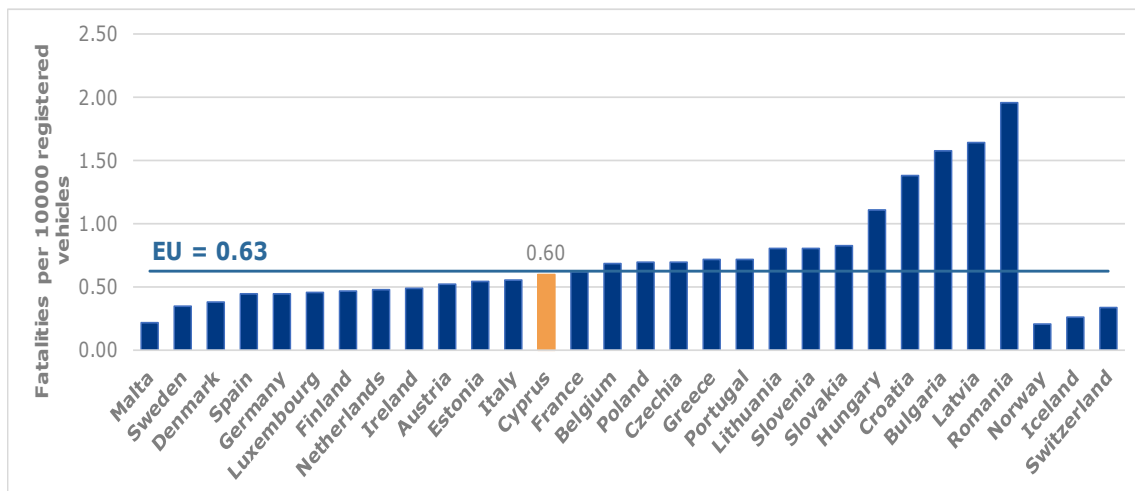


2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, the performance of Cyprus is similar that of the EU with 0.60 fatalities per 10,000 registered vehicles in Cyprus and 0.63 as EU average.

Figure 4. Fatalities per thousand registered vehicles, 2021

2.3 Transport Mode

In 2021^b, car occupants accounted for more than one third of road traffic fatalities in Cyprus. This percentage is similar to that observed in the EU as a whole (45%). Pedestrians and powered two wheelers on the other hand account for 44% of road fatalities, which is well above the EU proportion (37%). The percentage cyclist fatalities in Cyprus (2%) is lower than the EU average (9%).

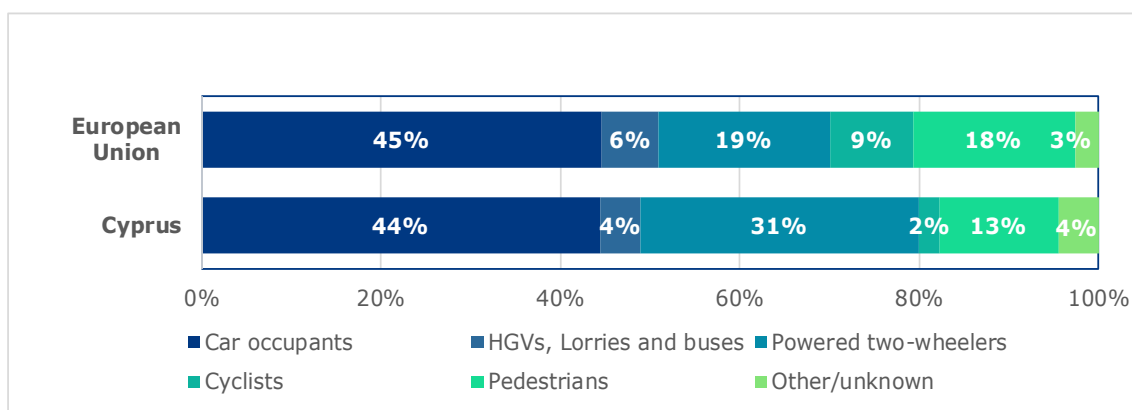
Over the period 2012-2021, there has been a decrease in the numbers of fatalities and serious injuries in Cyprus for all transport modes. Concerning serious injuries, the highest decreases were recorded for lorries (72%), car occupants (61%) and pedestrians (58%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Cyprus 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 25% were involved in a crash with a lorry or heavy goods vehicle.

^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	0	0	-	+26%
Car occupants	18	20	+11%	-28%
Cyclists	1	1	-	-12%
Heavy goods vehicles	1	1	-	-11%
Lorries, under 3.5t	4	1	-	-14%
Other/unknown	3	2	-	-13%
Pedestrians	10	6	-	-34%
Powered two-wheelers	14	14	0%	-18%
Total	51	45	-12%	-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	1	2	-
Car occupants	189	73	-61%
Cyclists	14	16	+14%
Heavy goods vehicles	1	2	-
Lorries, under 3.5t	36	10	-72%
Other/unknown	13	4	-69%
Pedestrians	112	47	-58%
Powered two-wheelers	185	98	-47%
Total	551	252	-54%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2020

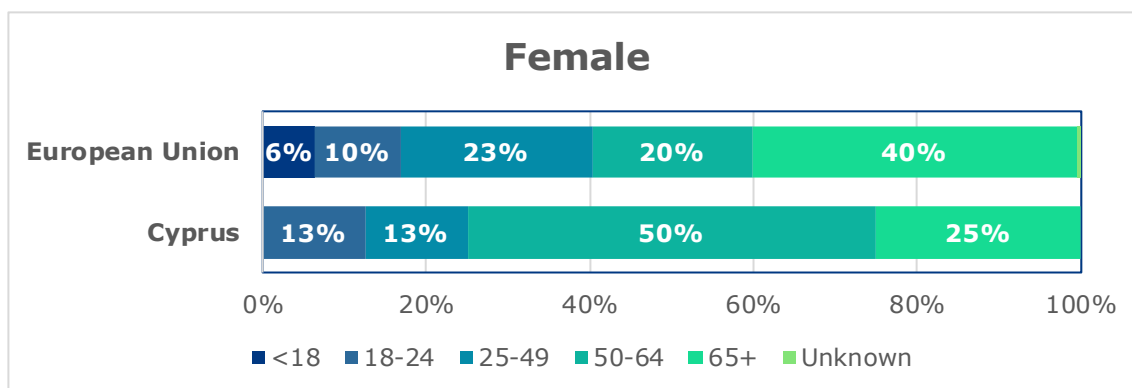
	2012	2021	Trend	EU trend
Crashes involving buses or coaches	/	/	-	-47%
Crashes involving cars	2	12	-	-29%
Crashes involving lorries or heavy goods vehicles	1	4	-	-15%

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

	2012	2021	Trend	EU trend
Bus/coach occupants	/	/	-	+47%
Car occupants	/	/	-	-28%
Cyclists	/	/	-	+37%
Heavy goods vehicles	/	/	-	-44%
Lorries, under 3.5t	/	/	-	-12%
Other/unknown	/	/	-	-20%
Powered two-wheelers	/	/	-	-16%
Total	/	/	-	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Cyprus is different than that of the EU, with a higher share of female fatalities aged between 50 and 64 years old and male fatalities aged between 25 and 49 years old. Over the period 2012-2021, the number of seriously injured persons decreased for all age groups.

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

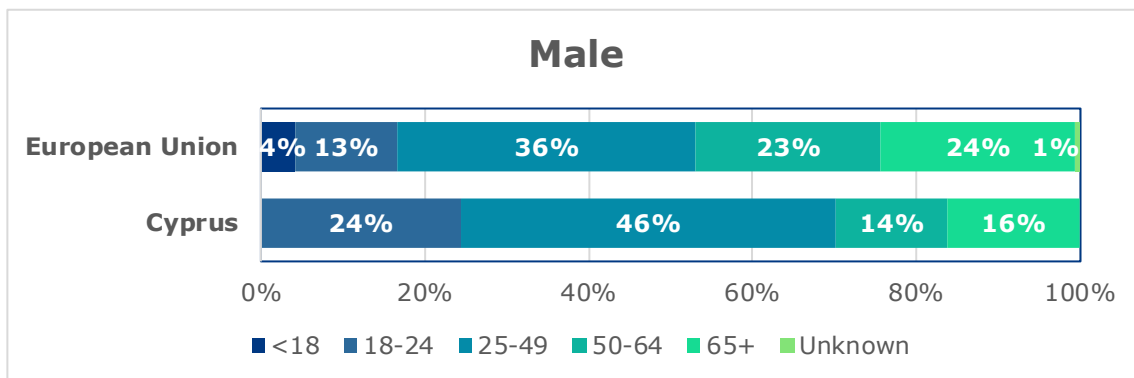


Table 6: Number of fatalities in by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	0	0	-	-44%
18-24	3	1	-	-40%
25-49	5	1	-	-37%
50-64	2	4	-	-23%
65+	4	2	-	-25%
Unknown	0	0		-22%
Total	14	8	-43%	-31%
Male				
<18	2	0	-	-27%
18-24	7	9	-	-37%
25-49	18	17	-6%	-30%
50-64	5	5	-	-13%
65+	5	6	-	-8%
Unknown	0	0	-	-9%
Total	37	37	0%	-23%

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

	2012	2021	Trend
Female			
<18	21	4	-81%
18-24	30	8	-73%
25-49	52	25	-52%
50-64	28	12	-57%
65+	28	20	-29%
Unknown	0	0	-
Total	159	69	-57%

Male			
<18	46	13	-72%
18-24	89	46	-48%
25-49	175	70	-60%
50-64	45	29	-36%
65+	37	25	-32%
Unknown	0	0	-
Total	392	183	-53%

2.5 Area and Road Type

Contrary to the EU average, the majority of road fatalities in Cyprus occurred on urban roads (60%). The percentage of fatalities that occurred on rural roads in Cyprus (29%) is lower than the EU average (53%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Cyprus except for serious injuries on motorways which remained stable.

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

	2012	2021	Trend	EU trend
Motorway	3	5	-	-6%
Rural	17	13	-24%	-28%
Urban	31	27	-13%	-24%
Unknown	0	0	-	-48%
Total	51	45	-12%	-25%

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

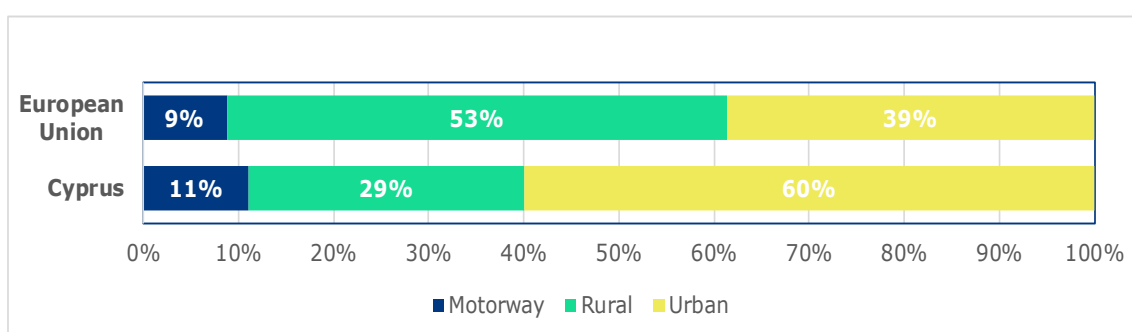
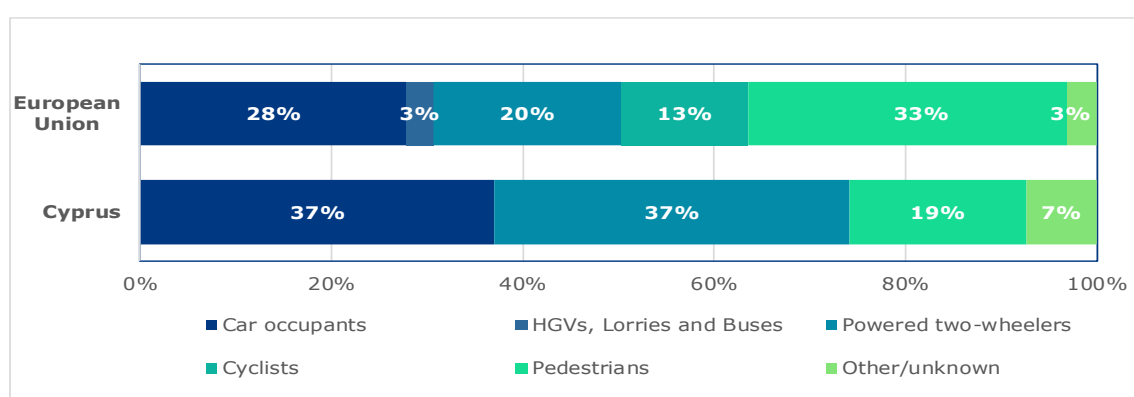


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	29	11	-62%
Rural	77	43	-44%
Urban	445	198	-56%
Unknown	0	0	-
Total	551	252	-54%

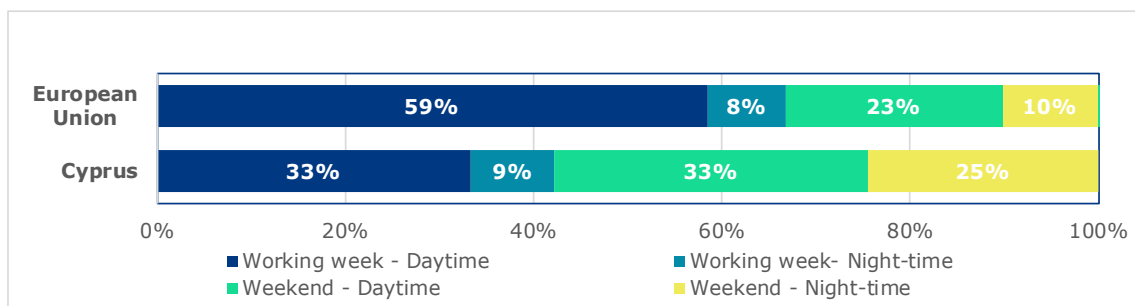
Figure 8. Distribution of road fatalities inside urban roads by type of transport mode, 2021

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is different than that for the European Union. Most fatalities occurred during daytime. Over the period 2012-2021, Cyprus showed a favourable downward trend regarding night-time fatalities in the working week.

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

	2012	2021	Trend	EU trend
Working week - Daytime	20	15	-25%	-21%
Working week- Night-time	9	4	-56%	-30%
Weekend - Daytime	10	15	50%	-25%
Weekend - Night-time	12	11	-8%	-39%
Unknown	0	0	-	-75%
Total	51	45	-12%	-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 Cyprus and in the EU are during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2021, Cyprus recorded an increase in crash fatalities during daylight.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2021

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	18	22	+22%	-17%
Twilight	4	0	-	-25%
Darkness	29	23	-21%	-33%
Weather Conditions				
Dry	49	43	-12%	-24%
Rain	2	2	-	-28%
Other/Unknown	0	0	-	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Cyprus	EU
Speeding^c		
% of passenger cars travelling within speed limits ¹		
Motorways	46.5	-
Rural Roads	45.7	-
Urban Roads	26.1	-
Seat belt & CRS use rates (%)^{1,2}		
Front	91.1	93.3
Rear	61.4	75.5
Child restraint systems	87.4	67.0
Helmet use rates (%)¹		
PTW driver	87.4	97.0
PTW passenger	87.8	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	90.6	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

	Cyprus	EU
% of new passenger cars rated with 4 EuroNCAP stars and above ¹	87.9	83.6
Average age of passenger car fleet (years) ²	13.0	11.8

Sources: ¹Baseline project, ²ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Cyprus	EU
Speeding	76.9	139.7
Non-use of seat-belt	9.9	5.7
Illegal use of mobile phone	8.9	4.4
Driving above legal alcohol limit	4.4	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 15: National road safety strategy and targets

Cyprus	
Timeframe	2021-2030
Lead Authority	National Road Safety Council
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2020
SPIs	-
Link	http://www.mcw.gov.cy/mtcw/mtcw.nsf/6877BC0EEB762648C22586FC00431DF9/\$file/Εκθεση%20Στρατηγικού%20Σχεδίου%20οδικής%20Ασφάλειας%202021-2030.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Cyprus reflects the situation in the majority of EU countries. The maximum legal speed limits on rural roads and motorways are lower than in most EU countries.

Table 16: National road safety legislation

	Cyprus	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	100	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 135 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	Prohibited under 12 years old	Prohibited under certain age/height: 18/27

	Cyprus	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	-	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	-	25 km/h: 18/27
Helmet required	-	Not required: 12/27
Allowed on road lanes	-	Yes: 18/27
Allowed on pavements	-	No: 13/27, 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

	Cyprus	Most common in EU
Novice Drivers		
Accompanied driving	17 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure	Yes	Yes: 26/27
Renewal interval	Every 15yrs	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

	Cyprus	Most common in EU
Audits or star rating required for new road infrastructure	Partial	Yes: 10/27, Partial:17/27
Inspections / star rating of existing roads	Yes	Yes:26/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27
Investments to upgrade high risk locations	Yes	Yes:20/27
Policies & investment in urban public transport	Yes	Yes:23/27
Policies promoting walking and cycling	Yes	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density in Cyprus is below the EU average, and its population is mainly settled in urban areas. The share of elderly population is lower than the EU average.

Table 19: Country Characteristics, 2021

	Cyprus	EU
Demographics²		
Population (inhabitants)	896,007	447,000,548
Population density (inh./km ²)	96.8	109.0
% children (0-17)	19.1	18.2
% adults (18-64)	64.4	61.6
% elderly (65+)	16.4	20.3
% of urban population	92.8	75.2
Economic Data²		
GDP per capita (euro)	26,680	32,560
Infrastructure¹		
Country Area (km ²)	9,253	4,225,134
Road network length (km)	13,226	4,473,380
Road density (km/km ²)	1.4	1.1
% of motorways	1.94	1.67
% GDP spent to road infrastructure ³	/	0.4
Vehicle Fleet¹		
Vehicles per population	0.84	0.73
% of passenger cars	78.5	77.3
% of motorcycles	5.5	11.4
% of HGVs	15.6	11.1
% of buses	0.4	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	87.3	85.2
- Bus/coach/Metro/Tram	12.7	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	100.0	74.6
- Rail	/	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	2.0	739.8
Share of road transport emissions in total transport emissions (%)	59.9	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"> - Ministry of Communications and Works - Road Safety Council which is the national statutory body for the coordination of all government authorities involved in road safety
Monitoring of the road safety development	<ul style="list-style-type: none"> - Road Safety Unit
Improvements in road infrastructure	<ul style="list-style-type: none"> - Department of Public Works of the Ministry of Communications and Works - District Administration of Ministry of Interior and Municipalities
Improvement in vehicles	<ul style="list-style-type: none"> - Road Transport Department of the Ministry of Communications and Works
Improvement in road user education	<ul style="list-style-type: none"> - Ministry of Education and Culture - Ministry of Communications and Works - (Department of Road Transport): driver training Road Safety Unit
Publicity campaigns	<ul style="list-style-type: none"> - Road Safety Council - Traffic Police
Enforcement of traffic laws	<ul style="list-style-type: none"> - Traffic Police - Road Safety Unit - Ministry of Justice and Public Order - General Police
Other relevant actors	<ul style="list-style-type: none"> - The Ministry of Health: responsible for emergency medical care - The Cyprus Radio Foundation, the Cyprus Scientific Technical Chamber, the Cyprus Safety and Health Association: involved in the Road Safety Council - The Cyprus Youth Organisation, the Automobile Association, the Association of Cyprus Insurance Companies - Universities and research institutes

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Cyprus 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 (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)



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