European Commission

Country Profile

Lithuania

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

Contents

1. Highlights

Road Safety Outcomes

- In 2021, 148 people were killed and 392 people were seriously injured in road crashes in Lithuania.
- Lithuania is 10th out of 27 EU countries in terms of mortality rate. The risk of being killed in crashes in Lithuania is higher than the EU average with rates of mortality and vehicle population exceeding the EU average.
- Compared to the EU average, the distribution of fatalities shows a relatively high proportion of fatalities occurred on urban roads, especially for car occupants. Lithuania has a much higher proportion of passenger cars in its vehicle fleet when compared to the EU.
- Over the period 2013-2021, the number of fatalities in Lithuania showed a much higher percentage decrease than in the European Union as a whole.

Road Safety Performance Indicators

- The use of seat belts among the front passenger car occupants is higher in Lithuania and lower for rear passengers compared to the EU average.
- Lithuania's passenger car fleet is among the oldest fleets in the European Union.

Road Safety Policy Measures & Country Characteristics

- The legislation regarding drink driving in Lithuania is somewhat stricter than in most EU countries.
- Legislation for helmet requirements for cyclists in Lithuania is stricter than in most EU countries.
- Road infrastructure in Lithuania is characterized by a high road network density, although the share of motorways is lower than the EU average.

2. Road Safety Outcomes

2.1 Road Safety Trends

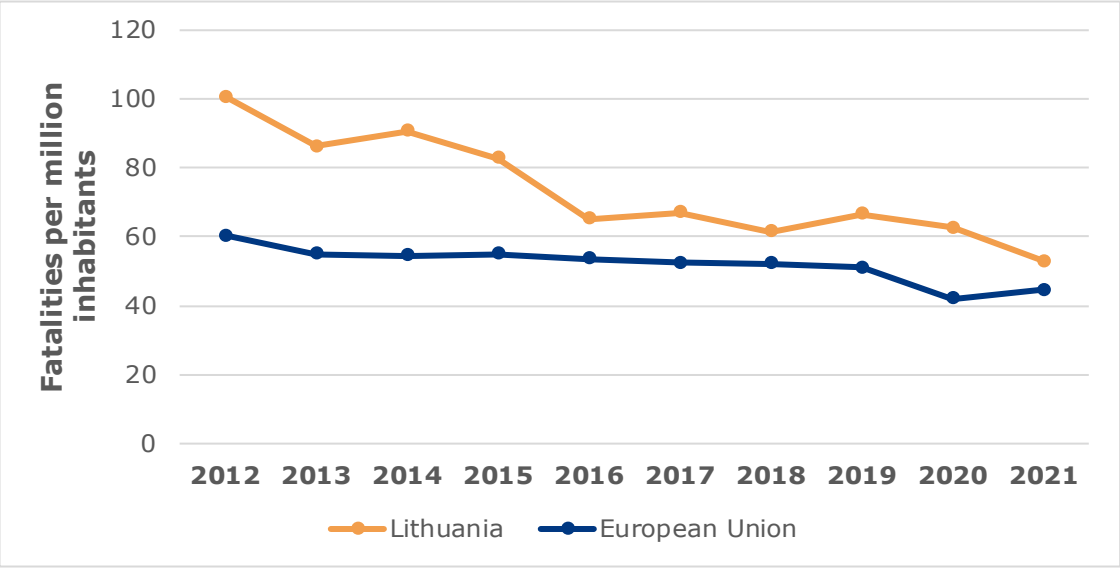
In Lithuania, 148 people were killed and 392 people were seriously injured in road crashes in 2021[a]. Over the period 2013-2021, the number of fatalities in Lithuania decreased by over 40%, which much higher than decrease in the European Union (EU) as a whole (18%). The number of serious injuries also showed a significant decrease over the same period (32%).

In terms of mortality rates, 53 road fatalities per million inhabitants were recorded in Lithuania in 2021, which is well above the EU average (45).

Table 1. Number of fatalities and serious injuries, 2013 and 2021

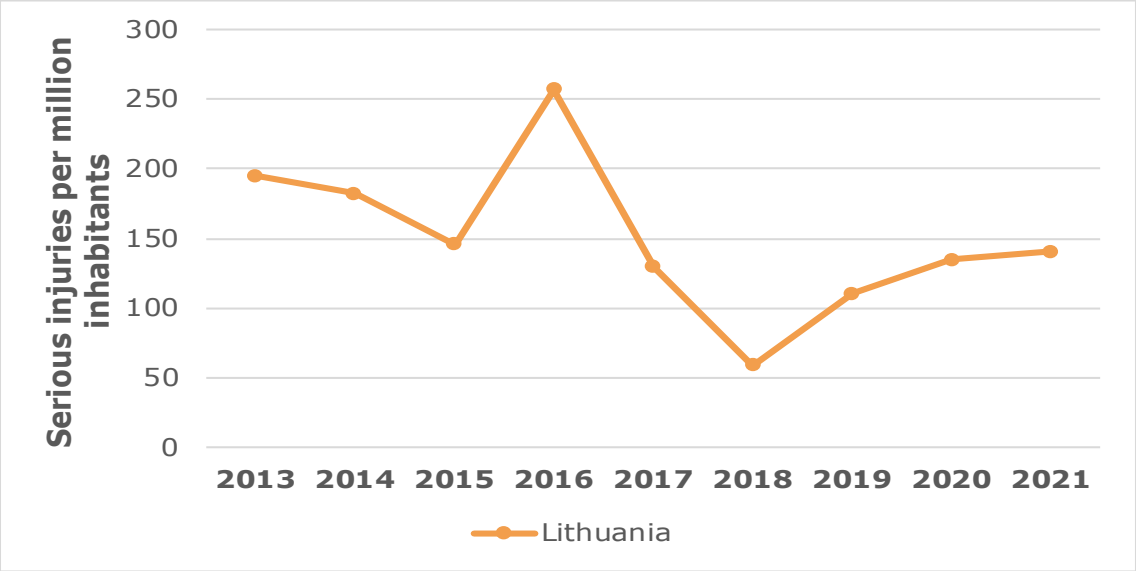
	2013	2021	Trend	EU trend
Fatalities	256	148	-42%	-18%
Serious Injuries	579	392	-32%	-

Figure 1. Mortality rate development, 2012 – 2021



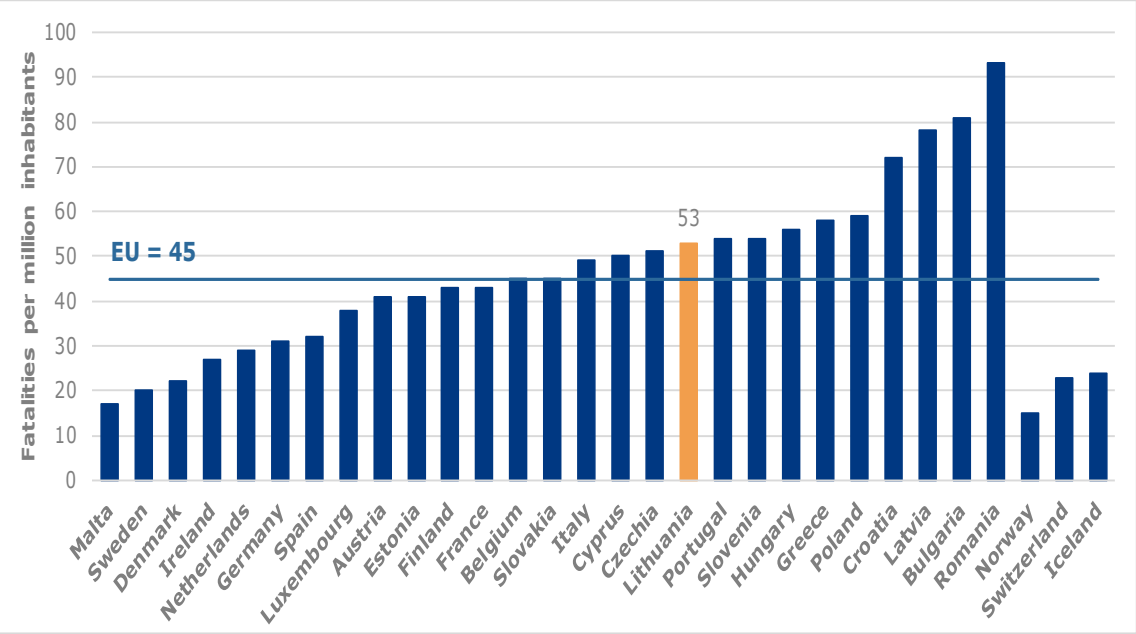
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2013 - 2021



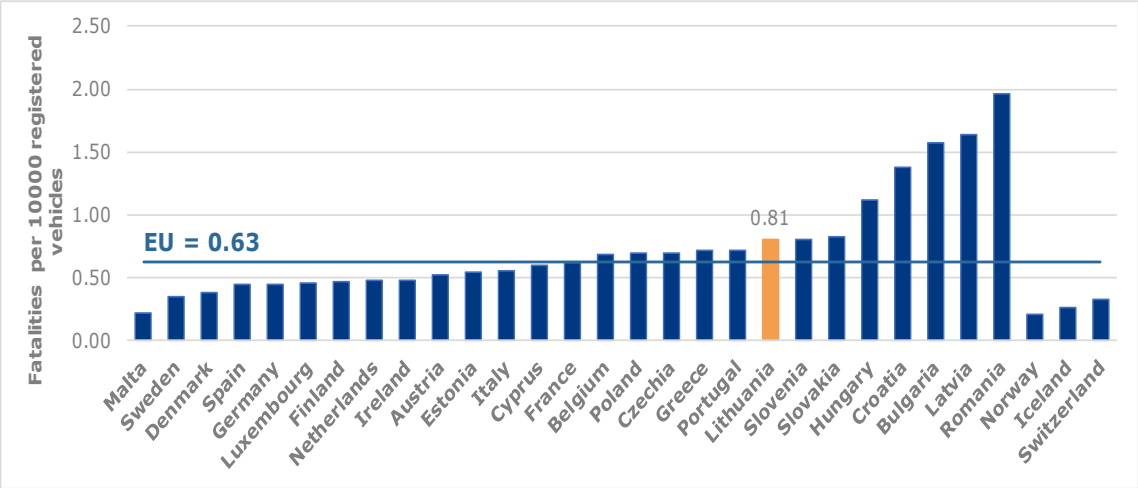
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Lithuania still performs worse compared to the EU average. The rate of 0.81 fatalities per 10,000 registered vehicles in Lithuania is much higher than the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2021[b], car occupants accounted for about 60% of road traffic fatalities in Lithuania. This percentage is much higher than that observed in the EU as a whole (45%), because the proportion of passenger cars in the vehicle fleet is much higher. Powered two-wheelers and cyclists on the other hand account for only 14% of road fatalities, which is well below the EU proportion (28%).

Over the period 2013-2021, there has been a decrease in road fatalities and serious injuries in Lithuania for almost all transport modes. The highest decrease was recorded for pedestrian fatalities (71%). Concerning serious injuries, the highest decrease was recorded for pedestrians (63%), bus occupants (55%) and cyclists (53%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Lithuania in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 88% were involved in a crash with a passenger car, and 9% were involved in a crash with a lorry or heavy goods vehicle. Over time Lithuania showed a more substantial decrease of fatalities in these types of crashes than the EU.

Also, the number of fatalities in single vehicle crashes decreased faster than in the EU.

[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, 2013 and 2021

	2013	2021	Trend	EU trend
Bus/coach occupants	1	0	-	-15%
Car occupants	108	87	-19%	-19%
Cyclists	18	11	-39%	-4%
Heavy goods vehicles	6	7	-	-6%
Lorries, under 3.5t	1	0	-	-3%
Other/unknown	7	4	-	+3%
Pedestrians	96	28	-71%	-32%
Powered two-wheelers	19	11	-42%	-11%
Total	256	148	-42%	-18%

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

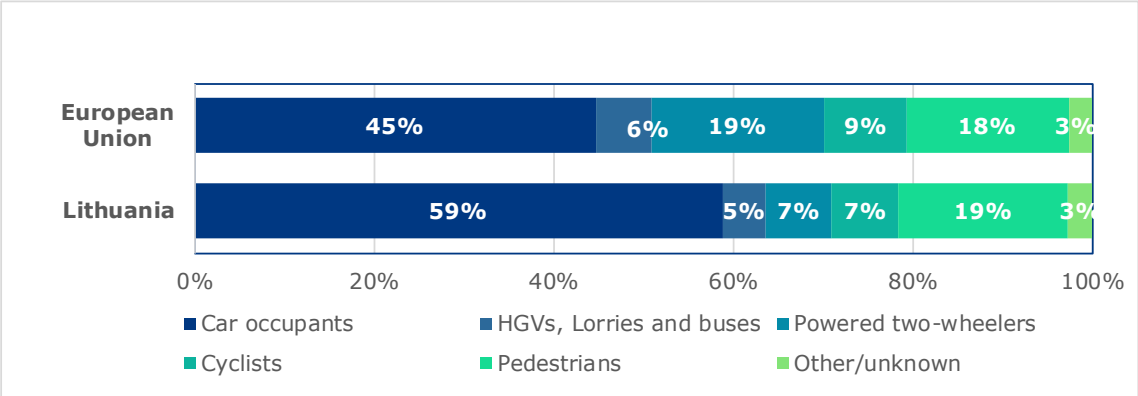


Table 3: Number of serious injuries by transport mode, 2013 and 2021

	2013	2021	Trend
Bus/coach occupants	20	9	-55%
Car occupants	207	183	-12%
Cyclists	47	22	-53%
Heavy goods vehicles	6	5	-
Lorries, under 3.5t	3	3	-
Other/unknown	7	31	-
Pedestrians	241	88	-63%
Powered two-wheelers	48	51	+6%
Total	579	392	-32%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2013 and 2021

	2013	2021	Trend	EU trend
Crashes involving buses or coaches	5	1	-	-39%
Crashes involving cars	98	38	-61%	-26%
Crashes involving lorries or heavy goods vehicles	15	4	-73%	-12%

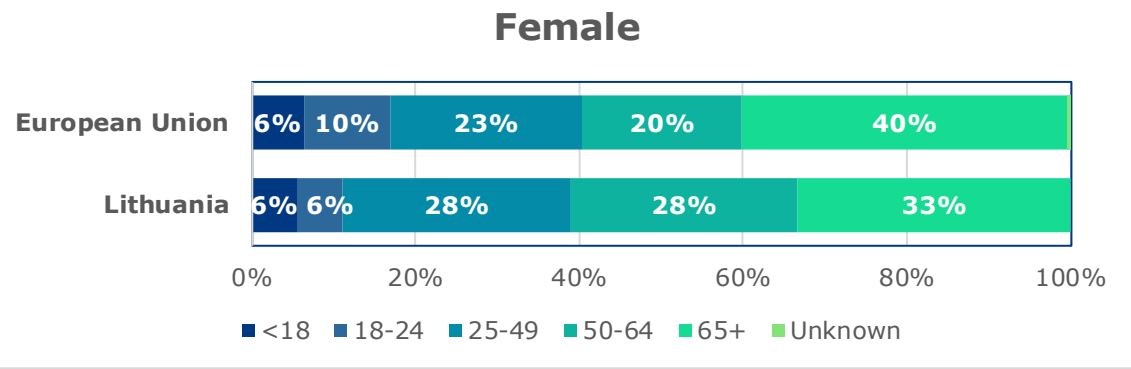
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2013 and 2021

	2013	2021	Trend	EU trend
Bus/coach occupants	1	0	-	+39%
Car occupants	49	32	-35%	-20%
Cyclists	0	0	-	+41%
Heavy goods vehicles	2	0	-	-39%
Lorries, under 3.5t	0	0	-	-6%
Other/unknown	5	2	-	+5%
Powered two-wheelers	8	3	-	-6%
Total	65	37	-43%	-13%

2.4 Age and Gender

The distribution of road fatalities across age groups in Lithuania is similar to that of the EU, with a higher share of fatalities aged 25 to 49 years old and a lower share aged 65 years old or older. Over the period 2013-2021, the number of fatalities dropped for all age groups. The number of seriously injured persons decreased for all age groups.

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



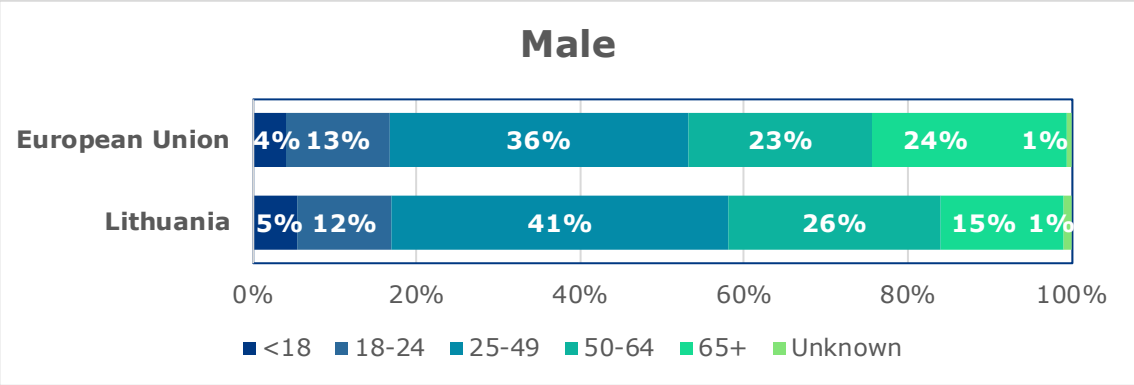


Table 6: Number of fatalities by age and gender, 2013 and 2021

	2013	2021	Trend	EU trend
Female				
<18	5	2	-	-42%
18-24	6	2	-	-38%
25-49	15	10	-33%	-38%
50-64	12	10	-17%	-32%
65+	23	12	-48%	-32%
Unknown	0	0	-	-47%
Total	61	36	-41%	-35%
Male				
<18	6	6	-	-34%
18-24	35	13	-63%	-38%
25-49	80	46	-43%	-33%
50-64	44	29	-34%	-18%
65+	29	17	-41%	-17%
Unknown	0	1	-	-35%
Total	194	112	-42%	-28%

Table 7: Number of serious injuries by age and gender, 2013 and 2021

	2013	2021	Trend
Female			
<18	38	17	-55%
18-24	33	17	-48%
25-49	53	38	-28%
50-64	59	26	-56%
65+	66	45	-32%
Unknown	0	3	-
Total	249	146	-41%

Male			
<18	51	36	-29%
18-24	64	33	-48%
25-49	112	107	-4%
50-64	66	49	-26%
65+	36	17	-53%
Unknown	0	0	-
Total	329	242	-26%

2.5 Area and Road Type

In 2021, Lithuania recorded higher percentage of fatalities on urban roads (47%) and lower percentage on motorways (7%) compared to the EU. Also, the share of car occupant fatalities inside urban areas is much higher than the EU average.

Table 8: Number of fatalities by road type, 2013 and 2021

	2013	2021	Trend	EU trend
Motorway	/	10	-	-7%
Rural	/	69	-	-19%
Urban	/	69	-	-18%
Unknown	/	0	-	-85%
Total	/	148	-	-17%

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

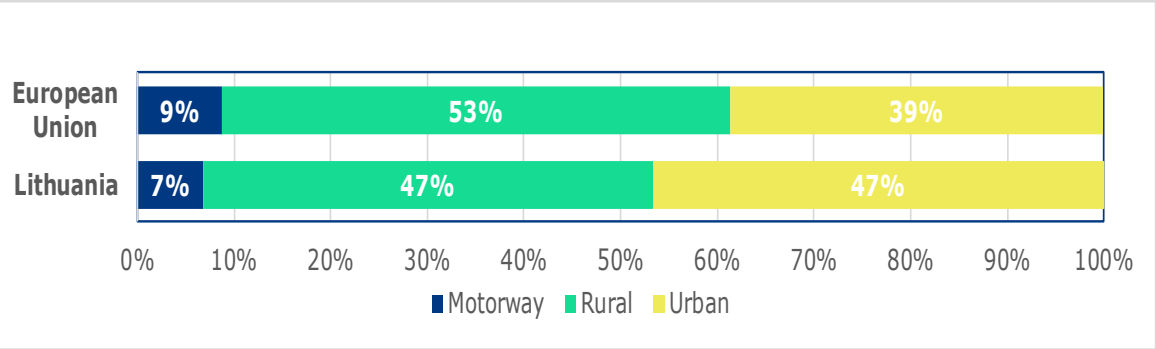
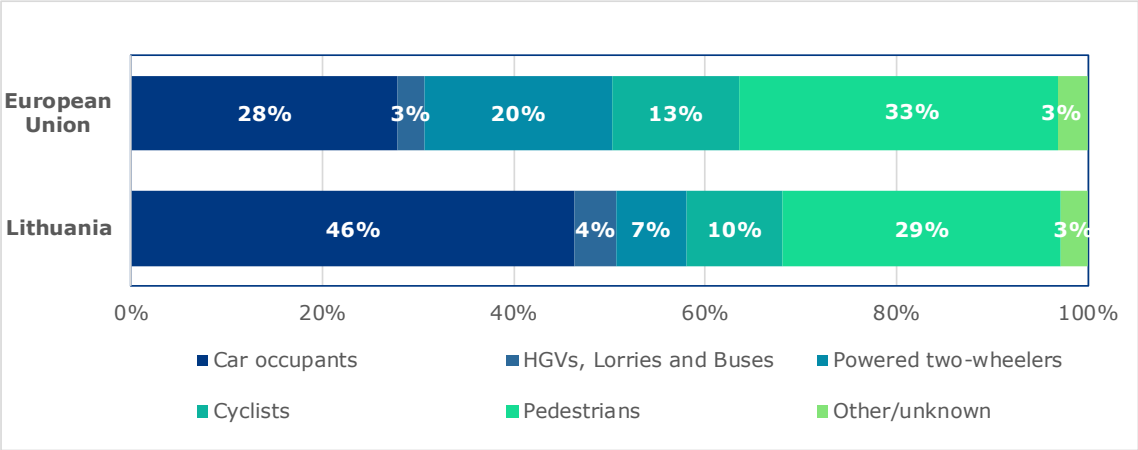


Table 9: Number of serious injuries by road type, 2013 and 2021

	2013	2021	Trend
Motorway	/	14	-
Rural	/	143	-
Urban	/	235	-
Unknown	/	-	-
Total	/	392	-

Figure 8. Distribution of road fatalities by type of area and transport mode, 2021



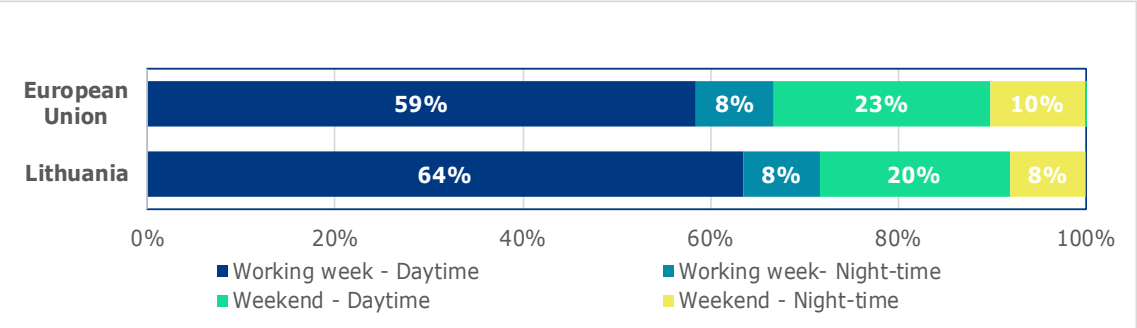
2.6 Time Period

Over the period 2013-2021, the distribution of fatalities by day of the week and time of the day shows similar results to that of the EU. Most fatalities occurred during working weekdays. However, fatalities over weekends in Lithuania were reduced by more than half over 2013-2021, significantly more than the trend in the EU.

Table 10: Number of fatalities by time period, 2013 and 2021

	2013	2021	Trend	EU trend
Working week - Daytime	144	94	-35%	-15%
Working week- Night-time	19	12	-37%	-23%
Weekend - Daytime	61	30	-51%	-16%
Weekend - Night-time	32	12	-63%	-29%
Unknown	/	0	-	-35%
Total	256	148	-42%	-18%

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 Lithuania and in the EU occurred during daylight and under dry weather conditions. During darkness and under raining conditions, road crash fatalities decreased more in Lithuania than on average in the EU as a whole.

Table 11: Number of fatalities by lighting and weather conditions, 2013 and 2021

	2013	2021	Trend	EU trend
Lighting Conditions				
Daylight	118	91	-23%	-15%
Twilight	21	3	-86%	-22%
Darkness	117	54	-54%	-27%
Weather Conditions				
Dry	212	125	-41%	-18%
Rain	23	8	-65%	-25%
Other/Unknown	21	15	-29%	-12%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Lithuania	EU
Speeding[c] % of passenger cars travelling within speed limits[1]		
Motorways	76.8	-
Rural Roads	47.2	-
Urban Roads	36.4	-
Seat belt & CRS use rates (%)[1,2]		
Front	98.0	93.3
Rear	62.4	75.5
Child restraint systems	85.5	67.0
Helmet use rates (%)[1]		
PTW driver	/	97.0
PTW passenger	/	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	/	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	96.5	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

	Lithuania	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	64.0	83.6
Average age of passenger car fleet (years)[2]	17.0	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	Lithuania	EU
Speeding	140.4	139.7
Non-use of seat-belt	7.0	5.7
Illegal use of mobile phone	12.5	4.4
Driving above legal alcohol limits	3.3	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

	Lithuania
Timeframe	2020-2030
Lead Authority	Ministry of Transport and Communication
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2019
SPIs	-
Link	https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/a9ada246a8f711ecaf79c2120caf5094?positionInSearchResults=39&searchModelUUID=e6c47e47-e71d-4e31-a7ca-8dd6d22b9366

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Lithuania reflects the situation in the majority of EU countries with some exceptions. Regarding drink driving, the alcohol limit for the general population is 0.4 g/l while in most countries the limit is 0.5 g/l. There is also a zero-percent alcohol limit for novice drivers and professional drivers.

Table 16: National road safety legislation

	Lithuania	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	0.4	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		

	Lithuania	Most common in EU
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 12 years old	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	Yes	Not mandatory: 19/27
Age restriction	Up to 18 years old	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	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	Yes	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

	Lithuania	Most common in EU
Novice Drivers		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	Every 10 years	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

	Lithuania	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

The GDP per capita is significantly lower than that of the EU, but the percentage of GDP spent on road infrastructure is higher than the EU average. The proportion of passenger cars in total vehicle fleet is markedly higher than the EU average.

Table 19: Country Characteristics, 2021

	Lithuania	EU
Demographics[2]		
Population (inhabitants)	2,795,680	447,000,548
Population density (inh./km^2)	44.6	109.0
% children (0-17)	17.8	18.2
% adults (18-64)	62.3	61.6
% elderly (65+)	19.9	20.3
% of urban population	68.4	75.2
Economic Data[2]		
GDP per capita (euro)	19,990	32,560
Infrastructure[1]		
Country Area (km^2)	65,284	4,225,134
Road network length (km)	73,777	4,473,380
Road density (km/km^2)	1.10	1.1
% of motorways	0.54	1.67
% GDP spent to road infrastructure[3]	0.8	0.4
Vehicle Fleet[1]		
Vehicles per population	0.66	0.73
% of passenger cars	87.5	77.3
% of motorcycles	3.8	11.4
% of HGVs	8.3	11.1
% of buses	0.4	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	94.7	85.2
- Bus/coach/Metro/Tram	4.4	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	37.2	74.6
- Rail	62.2	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	5.8	739.8
Share of road transport emissions in total transport emissions (%)	85.5	76.3

Sources: EC (2022), Eurostat, 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	- Ministry of Transport and Communications
Monitoring of the road safety development	- The National Traffic Safety Commission (The Commission approved by the Government of the Republic of Lithuania consists of governmental bodies) - Ministry of Transport and Communications
Improvements in road infrastructure	- Lithuanian Road Administration (LRA) - Local Municipality Administrations
Improvement in vehicles	- Lithuanian Transport Safety Administration (LTSA)
Improvement in road user education	- Ministry of Education, Science and Sport - LTSA - LRA
Publicity campaigns	- Ministry of Transport and Communications - Police Department under the Ministry of Interior (Police) - LTSA - LRA - The Transport Competence Agency (TCA)
Enforcement of traffic laws	- Police - Local Municipality Administrations
Other relevant actors	- Ministry of Transport and Communications - Ministry of Health - Ministry of Education, Science and Sport - Ministry of Interior - LTSA - LRA - TCA - Local Municipality Administrations - Police - Vilnius Gediminas Technical University (VILNIUS TECH) - Road Research Institute (VILNIUS TECH) - Associations working in the field of road safety

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Lithuania 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)


Publications Office