



European
Commission



Country Profile
Finland



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 2024, 179 people were killed in road crashes in Finland.
- Finland is 6th 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 Finland shows a relatively high proportion of car occupants and fatalities occurred on rural roads.
- Over the period 2013-2023, there has been a higher decrease in the number of fatalities compared to the EU average.

Road Safety Performance Indicators

- The use rates of seat-belts are higher in Finland compared to the EU on average.
- Self-reported drink-driving is much lower than the EU average.
- Finnish passenger car fleet' age is similar to the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed limits on rural roads and motorways are lower than in most EU countries.
- The drink driving legislation for professional drivers is less strict than in most EU countries.
- Road network in Finland is characterized by a lower road density.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Finland, 179 people were killed in road crashes in 2024. Over the period between 2014-2024, the number of fatalities in Finland decreased by 22%, which is higher than the European Union (EU) decrease (17%). Data for serious injuries in CARE database are available from 2015 to 2023. Over this period, the evaluation of serious injuries is presented, providing an overview of the downward trend.

In terms of mortality rates, 32 road fatalities per million inhabitants were recorded in 2024, which is well below the EU average (45). Over the period 2014-2024, the mortality rate showed a downward trend, with the exception of annual increases in 2015 and 2021.

Table 1. Number of fatalities and serious injuries, 2014 and 2024

	2014	2024	Trend	EU trend
Fatalities	229	179	-22%	-17%
Serious Injuries	/	/	-	-

Figure 1. Mortality rate development, 2014 – 2024

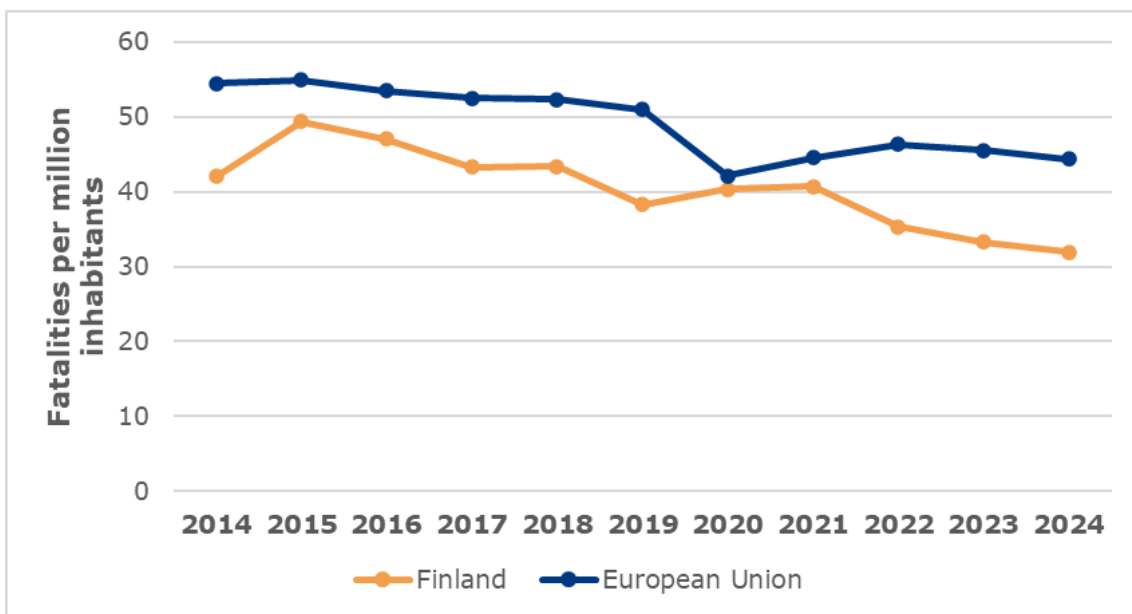
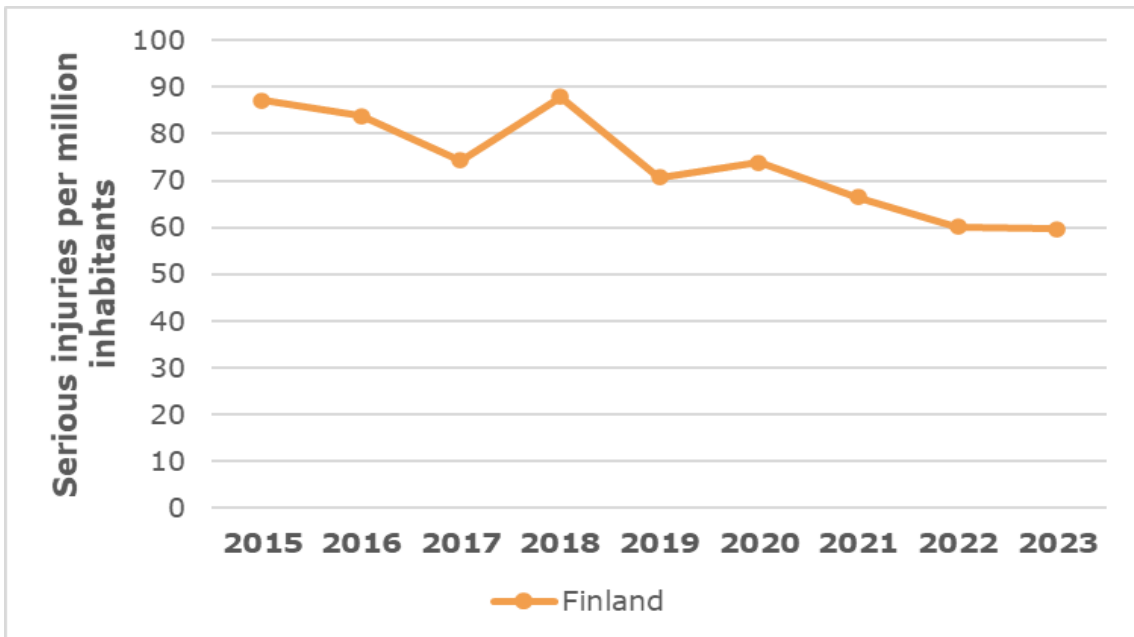
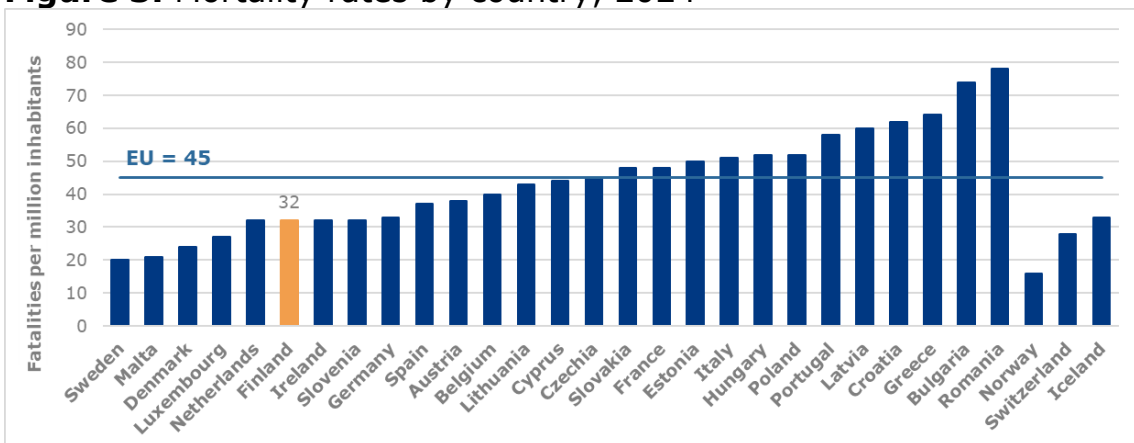


Figure 2. Evolution of serious injuries per million inhabitants, 2015 – 2023

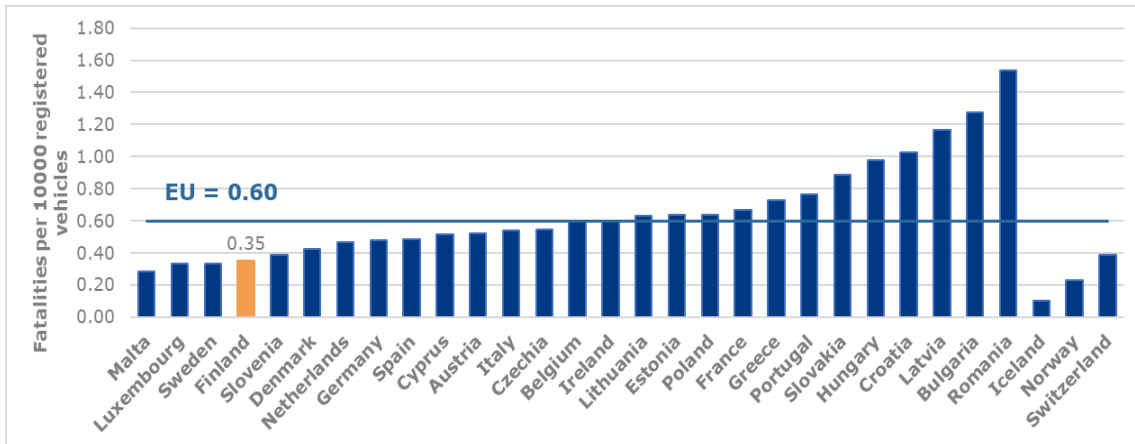


2.2 Risk Figures

Figure 3. Mortality rates by country, 2024



Taking into account the number of vehicles, Finland performs better compared to the EU average. The rate of 0.35 fatalities per 10,000 registered vehicles in Finland is well below the EU average (0.60).

Figure 4. Fatalities per thousand registered vehicles, 2024

2.3 Transport Mode

In 2023^a, car occupants accounted for more than half of road traffic fatalities in Finland. This percentage is higher than that observed in the EU as a whole (45%). Pedestrians and powered two wheelers on the other hand accounted for only 23% of road fatalities, which is well below the respective EU proportion (27%).

Over the period 2013-2023, road fatalities in Finland were reduced for all transport modes.

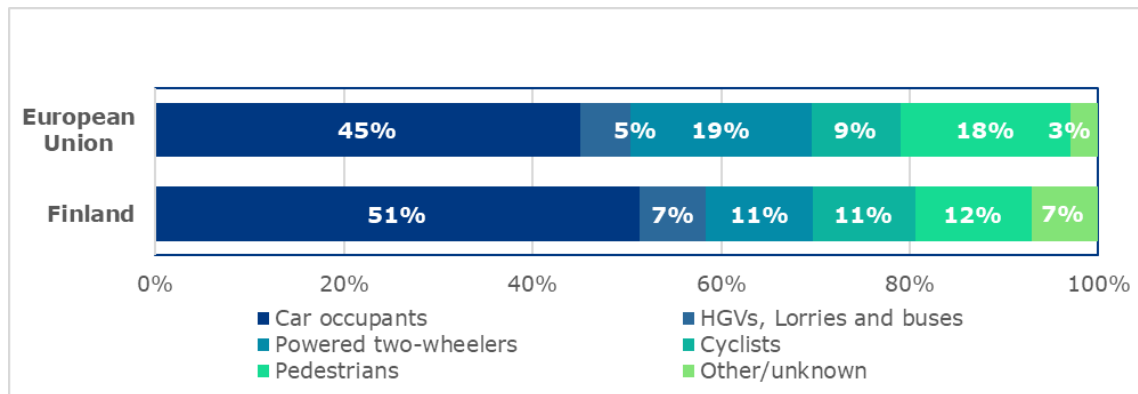
Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Finland in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, buses or coaches and lorries or heavy goods vehicles, 67% were involved in a crash with a car, and 30% were involved in a crash with a lorry or heavy goods vehicle. Over time Finland showed a lower decrease of fatalities in these types of crashes than the European Union.

Contrary to the European Union, the number of fatalities in single vehicle crashes in Finland was decreased by 19%, which is higher than the EU average (14%).

^a 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 2023

	2013	2023	Trend	EU trend
Bus/coach occupants	1	0	-	-41%
Car occupants	152	95	-38%	-17%
Cyclists	20	20	-	-1%
Heavy goods vehicles	6	1	-	-14%
Lorries, under 3.5t	9	12	-	-17%
Other/unknown	7	13	-	+14%
Pedestrians	34	23	-32%	-31%
Powered two-wheelers	29	21	-28%	-10%
Total	258	185	-28%	-17%

Figure 5. Distribution of road fatalities by transport mode, 2023**Table 3:** Number of serious injuries by transport mode, 2013 and 2023

	2013	2023	Trend
Bus/coach occupants	/	0	-
Car occupants	/	143	-
Cyclists	/	29	-
Heavy goods vehicles	/	6	-
Lorries, under 3.5t	/	11	-
Other/unknown	/	21	-
Pedestrians	/	44	-
Powered two-wheelers	/	78	-
Total	-	332	-

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2013 and 2023

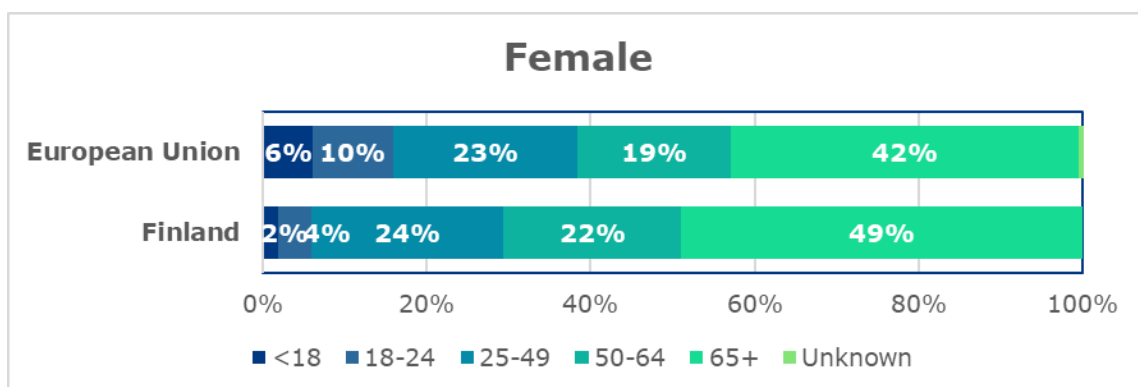
	2013	2023	Trend	EU trend
Crashes involving buses or coaches	3	1	-	-13%
Crashes involving cars	38	22	-42%	-25%
Crashes involving lorries or heavy goods vehicles	18	10	-	-16%

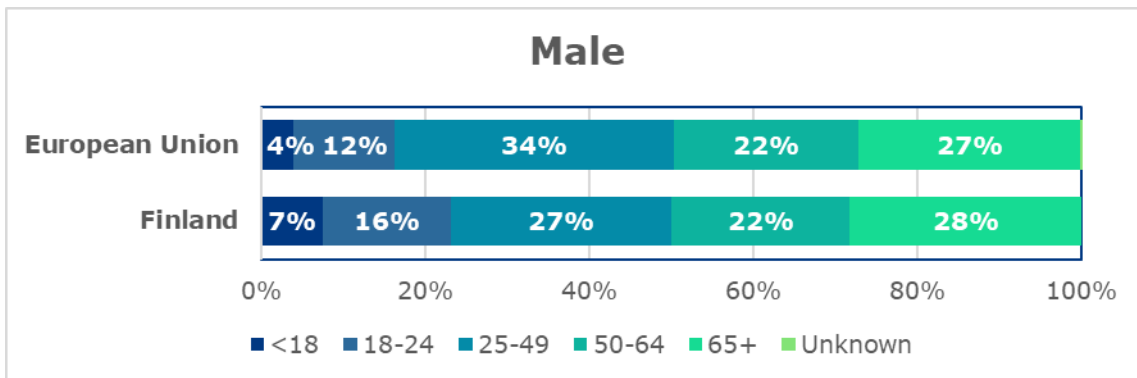
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2013 and 2023

	2013	2023	Trend	EU trend
Bus/coach occupants	1	0	-	-7%
Car occupants	65	39	-40%	-22%
Cyclists	3	10	-	+58%
Heavy goods vehicles	4	0	-	-45%
Lorries, under 3.5t	3	4	-	-17%
Other/unknown	5	11	-	+25%
Powered two-wheelers	14	13	-7%	-2%
Total	95	77	-19%	-14%

2.4 Age and Gender

The distribution of road fatalities across age groups in Finland is similar to that of the EU, with a higher share of fatalities aged more than 65 years old. Over the period 2013-2023, the number of fatalities dropped for all age groups.

Figure 6. Distribution of road fatalities by age and gender, 2023

**Table 6:** Number of fatalities by age and gender, 2013 and 2023

	2013	2023	Trend	EU trend
Female				
<18	3	1	-	-31%
18-24	10	2	-	-30%
25-49	10	12	-	-27%
50-64	12	11	-8%	-19%
65+	31	25	-19%	-11%
Unknown	/	/	-	-19%
Total	66	51	-23%	-20%
Male				
<18	15	10	-	-18%
18-24	26	21	-19%	-31%
25-49	69	36	-48%	-26%
50-64	40	29	-28%	-4%
65+	42	38	-10%	+10%
Unknown	/	/	-	-30%
Total	192	134	-30%	-14%

Table 7: Number of serious injuries by age and gender, 2013 and 2023

	2013	2023	Trend
Female			
<18	/	14	-
18-24	/	8	-
25-49	/	18	-
50-64	/	12	-
65+	/	31	-
Unknown	/	/	-
Total	/	83	-

Male

<18	/	65	-
18-24	/	46	-
25-49	/	57	-
50-64	/	34	-
65+	/	47	-
Unknown	/	/	-
Total	/	249	-

2.5 Area and Road Type

The majority of road fatalities in Finland occurred on rural roads (66%). The percentage of fatalities that occurred on motorways in Finland (1%) is much lower than the EU average (8%). Over the period 2013-2023, the number of fatalities decreased on all road types in Finland, except on urban roads. Inside urban areas, the percentage of cyclists is much higher than the respective EU percentage.

Table 8: Number of fatalities by road type, 2013 and 2023

	2013	2023	Trend	EU trend
Motorway	8	2	-	-9%
Rural	193	123	-36%	-16%
Urban	57	60	+5%	-16%
Unknown	/	/	-	-92%
Total	258	185	-28%	-16%

Figure 7. Distribution of road fatalities by road type, 2023

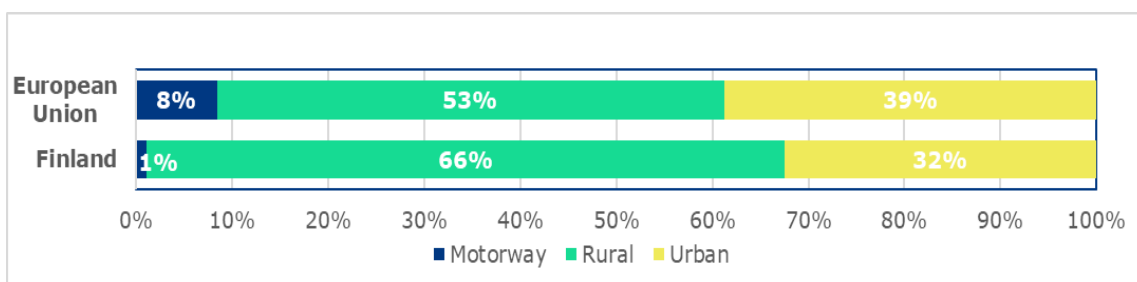
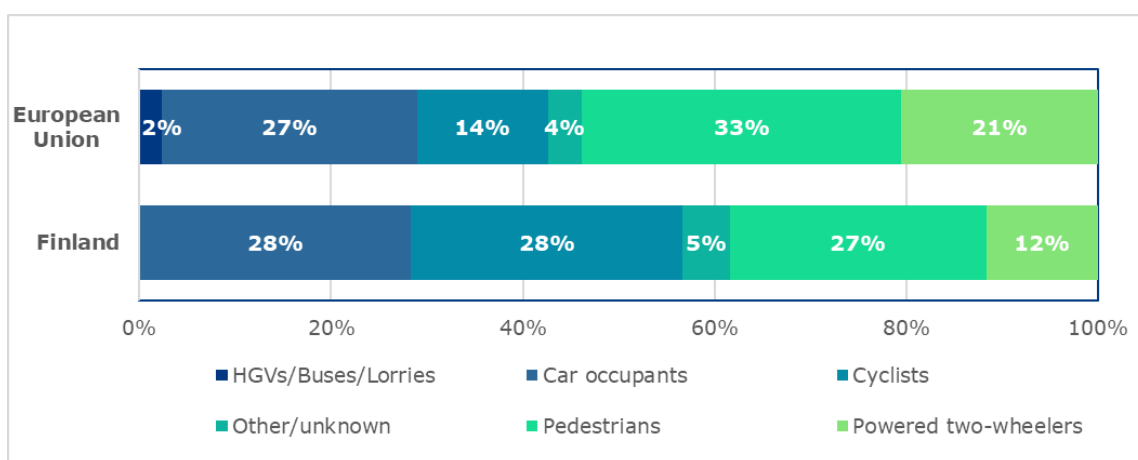


Table 9: Number of serious injuries by road type, 2013 and 2023

	2013	2023	Trend
Motorway	/	10	-
Rural	/	186	-
Urban	/	136	-
Unknown	/	/	-
Total	/	332	-

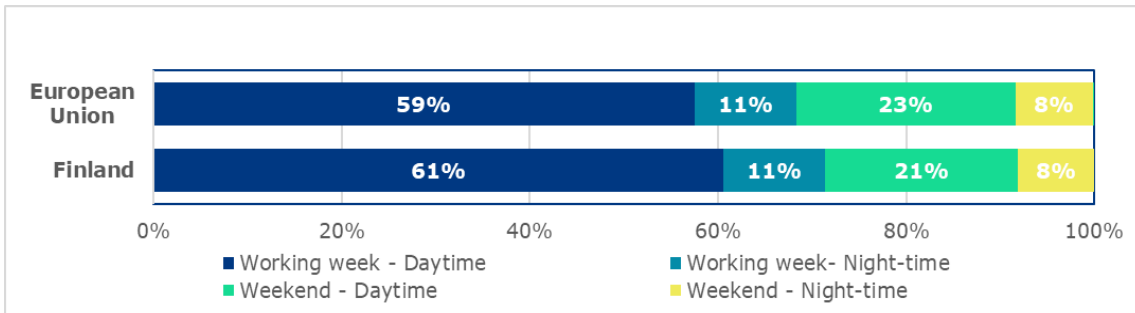
Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2023

2.6 Time Period

The distribution of fatalities by day of the week and time of the day is very similar to that of the EU. Most fatalities occurred during working weekdays. Over the period 2013-2023, Finland shows the greatest downward trend in fatalities during the night on weekends.

Table 10: Number of fatalities by time period, 2013 and 2023

	2013	2023	Trend	EU trend
Working week - Daytime	156	112	-28%	-15%
Working week- Night-time	16	20	+25%	+4%
Weekend - Daytime	57	38	-33%	-14%
Weekend - Night-time	29	15	-48%	-40%
Unknown	/	/	-	+20%
Total	258	185	-28%	-16%

Figure 9. Distribution of road fatalities by time period, 2023

2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Finland and in the EU were recorded during daylight and with dry weather conditions. Contrary to the EU, over the period 2013-2023, Finland recorded a larger decrease in crash fatalities during darkness and under dry weather conditions.

Table 11: Number of fatalities by lighting and weather conditions, 2013 and 2023

	2013	2023	Trend	EU trend
Lighting Conditions				
Daylight	172	125	-27%	-48%
Twilight	17	15	-12%	-23%
Darkness	69	45	-35%	-23%
Weather Conditions				
Dry	197	135	-31%	-15%
Rain	24	10	-	-19%
Other/Unknown	37	40	+8%	-18%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Safety Performance Indicators, 2022 and 2025

	Finland		EU	
	2022	2025	2022	2025
Speeding^b				
% of passenger cars travelling within speed limits ^a				
Motorways	45.0	59.0	-	-
Rural Roads	43.0	35.0	-	-
Urban Roads	42.0	58.0	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	96.0	/	93.1	92.4
Rear	89.0	/	75.3	69.9
Child restraint systems (roadside observations)	/	/	67.0	83.3
Child restraint systems (in- vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	/	/	97.0	97.6
PTW passenger	/	/	94.4	97.0
Cyclist	/	70.3	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	6.1	/	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand- held mobile device/phone while driving	98.3	/	94.8	94.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024),
Notes: *2025 data only for weekdays

^b An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2022 and 2025

	Finland		EU	
	2022	2025	2022	2025
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	89.5	89.0	83.6	82.7
Average age of passenger car fleet (years) ^b	13.1	13.2	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ACEA (2024, 2025)

3.3 Enforcement

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

Tickets per 1,000 population	Finland	EU
Speeding	55.8	139.7
Non-use of seat-belt	1.0	5.7
Illegal use of mobile phone	1.0	4.4
Driving above legal alcohol limits	1.7	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

Finland	
Timeframe	2022-2026
Lead Authority	Ministry of transport and communication
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2020
SPIs	No targets yet
Link	https://julkaisut.valtioneuvosto.fi/bitstream/handle/10024/163951/LVM_2022_3.pdf?sequence=1&isAllowed=y

Source: National sources

4.2 Traffic Laws and Regulations

National road safety legislation in Finland is different in several aspects from that in most EU countries. The maximum speed limits on rural roads (80km/h) and motorways (120 km/h) are lower than in most other EU countries. The drink driving legislation for professional drivers is less strict than in other countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Finland.

Table 16: National road safety legislation

	Finland	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	120	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.5	0.2: 13/27, 0.0: 9/27
Professional drivers	0.5	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

	Finland	Most common in EU
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	Not restricted	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	No (recommended)	Not mandatory: 19/27
Age restriction	No	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	No	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit (km/h)	25	25: 17/27
Helmet required	No	Not required: 11/27
Allowed on road lanes	No (It depends on the device)	Yes: 21/27
Allowed on pavements	Yes	No: 14/27, 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

	Finland	Most common in EU
Novice Drivers		
Accompanied driving	-	17 years: 13/27, No: 7/27
Probation period for novice drivers (years)	-	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval	until 70 years old: every 15 years above 65 years old: every 5 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

	Finland	Most common in EU
Presence of technical standards for new roads that take account of all road-user safety	Yes	Yes: 20/27
Audits or star rating required for new road infrastructure	Yes	Yes:22/27, Partial:5/27
Inspections / star rating of existing roads	Yes	Yes:21/27, No:6/27
Target for roads to meet technical safety standards for all users	No	Yes:18/27, No:4/27
Investments to upgrade high risk locations	No	Yes:21/27, No:6/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27, Partial:2/27
Policies & investment in urban public transport	Yes	Yes:23/27, No:4/27
Policies promoting walking and cycling	Yes	Yes:21/27, No:3/27, Subnational:1/27

Source: WHO (2018), WHO (2023)

5. Structure and Culture

5.1 Country Characteristics

Population density in Finland is much lower than the EU average. In addition, GDP per capita is higher than that observed in the EU.

Table 19: Country Characteristics, 2023

	Finland	EU
Demographics²		
Population (inhabitants)	5,563,970	447,695,350
Population density (inh./km ²)	18.4	106.0
% children (0-17)	10.7	10.6
% adults (18-64)	66.0	68.1
% elderly (65+)	23.2	21.3
% of urban population	74.0	74.9
Economic Data²		
GDP per capita (euro)	43,280	33,400
Infrastructure¹		
Country Area (km ²)	338,411	4,225,134
Road network length (km)	78,752	4,582,936
Road density (km/km ²)	0.2	1.1
% of motorways	1.2	1.67
% GDP spent to road infrastructure ³	4.5	0.4
Vehicle Fleet¹		
Vehicles per population	0.92	0.73
% of passenger cars	72.6	77.4
% of motorcycles	12.9	11.8
% of HGVs	14.1	10.6
% of buses	0.4	0.2
Exposure¹		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	82.3	82.0
- Bus/coach/Metro/Tram	10.7	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	77.4	75.0
- Rail	22.0	16.4
Environment¹		
CO2 emissions from road transport (million tonnes)	8.9	749.1
Share of road transport emissions in total transport emissions (%)	72.8	79.2

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 Transport and Communications - Traffic Planning Departments (Provincial State Offices): set road safety goals for each province - The State Provincial Offices: coordination of road safety work of municipalities (via the Provincial Traffic Safety Committees)
Monitoring of the road safety development	<ul style="list-style-type: none"> - Finnish Transport and Communications Agency Traficom - Statistic Finland - Police - Liikenneturva (Finnish Road Safety Council) - The Finnish Crash Data Institute (OTI) - Finnish Transport Infrastructure Agency
Improvements in road infrastructure	<ul style="list-style-type: none"> - Finnish Transport Infrastructure Agency - Municipalities: local roads
Improvement in vehicles	<ul style="list-style-type: none"> - Finnish Transport and Communications Agency Traficom: The Vehicular and Driver Data Register contains information on the technical specifications, identity, inspection and approval, and purpose of use of vehicles, as well as information on driving licenses, driving rights, and drivers examinations
Improvement in road user education	<ul style="list-style-type: none"> - Finnish Transport and Communications Agency Traficom - Liikenneturva (Finnish Road Safety Council)
Publicity campaigns	<ul style="list-style-type: none"> - Police - Liikenneturva (Finnish Road Safety Council) - Ministry of Education - Ministry of Social Affairs and Health - Finnish Institute for Health and Welfare (THL)
Enforcement of traffic laws	<ul style="list-style-type: none"> - Police
Other relevant actors	<ul style="list-style-type: none"> - Automobile Club of Finland - Research: Technical Research Centre of Finland, University of Helsinki - University of Tampere - Transport Research Centre Verne - The Finnish Crash Data Institute (OTI)

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes, 2019

	Finland	EU Average	Ranking among EU countries
Risk Taking			
<i>% at least once in the past 30 days</i>			
- drive after drinking alcohol	11.6	19.7	5/18
- drive faster than the speed limit inside urban areas	74.8	55.7	18/18
- transport children under 150cm without using CRS	23.5	21.1	10/18
Enforcement Perception			
<i>% of likely of being checked for</i>			
- drink-driving	11.5	17.7	2/18
- respecting speed limits	31.5	34.6	9/18
- using of hand-held mobile phone while driving	7.3	15.9	18/18
Support for policy measures			
<i>% of support to a legal obligation to</i>			
- zero tolerance for all novice drivers	70.8	75.1	17/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	30.3	39.3	13/18
- requiring all cyclists to wear a helmet	50.9	60.2	13/18

Source: ESRA3 project (2023)

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 (2024). 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: January 2026

ACEA (2022, 2024, 2025)

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.

https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2024/2025*. ACEA, 2024.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2024-2025.pdf>

European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2052/2026*. ACEA, 2025.

<https://www.acea.auto/files/ACEA-Pocket-Guide-2025-2026.pdf>

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 25 EU countries. Date of extraction: January 2026

Baseline project

Information in section 3 is based on Key Performance Indicators collected within the Baseline project.

https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/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: October 2025

European Commission 2025

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: January 2026

European Commission – Statistical Pocketbook 2025 (b)

European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2025*. Publications Office of the European Union, 2025. Date of extraction: January 2026

<https://op.europa.eu/en/publication-detail/-/publication/52c07e98-a3f4-11f0-97c8-01aa75ed71a1>

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: January 2026

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 19 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: January 2026

Trendline project

Information in section 3 is based on Key Performance Indicators collected within the Trendline project.

<https://trendlineproject.eu/dashboard>

The European average is based on the average of 19 EU countries for seat-belt use, 13 EU countries for CRS use, 17 EU countries for helmet use, 17 EU countries for driver distraction and 14 EU countries for vehicle safety. Date of extraction: October 2025

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: January 2026

6.2 Definitions

Road Crash

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

Fatalities

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

Seriously injured (at 30 days)

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

Lorry, under 3.5tn

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

Heavy Goods Vehicles

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

Powered two-wheelers

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

Working week – Daytime

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

Working week – Night-time

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

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

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

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

Weekend – Daytime

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

Weekend – Night-time

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

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

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

Speeding

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

Seat belt & CRS use rates

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

Helmet use rates

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

DUI of Alcohol

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

Driver Distraction

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

Explanations of symbols in tables:

/ : not available

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

