European Commission

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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Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 11 people were killed in reported traffic accidents in Malta.
- Out of 27 EU countries, Malta has the second lowest number of fatalities per million inhabitants.

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 11 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 21 road fatalities per million inhabitants, which is well below the EU average (42) and the second lowest mortality rate among the EU 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 all EU countries with a rate of 0.28 fatalities per 10,000 registered vehicles.

Over the past ten years the number of fatalities in Malta fluctuated between 9 in 2012 and 23 in 2016. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	13	11	/	29611	18834	-36%

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

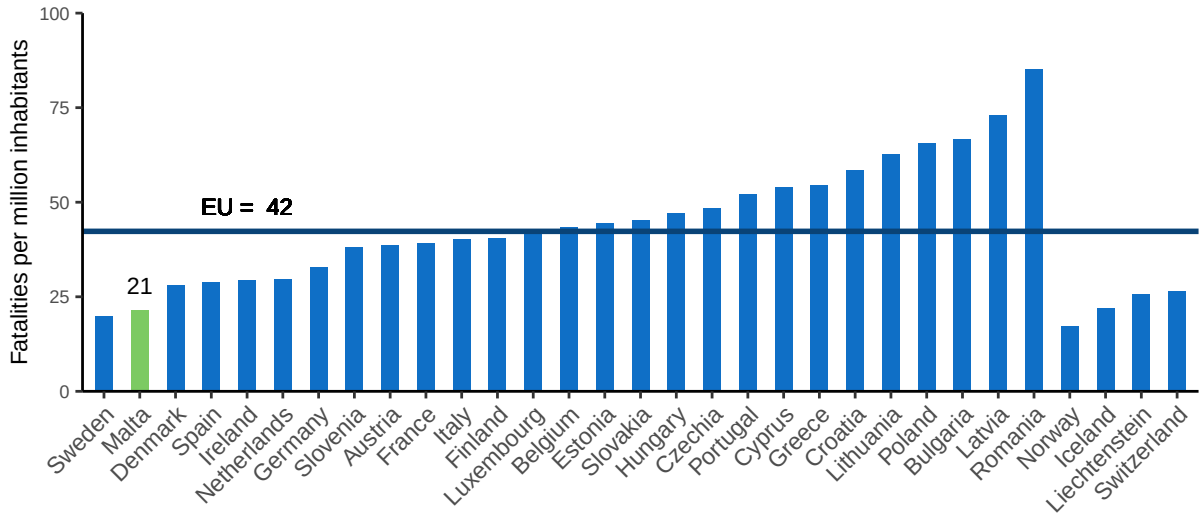


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

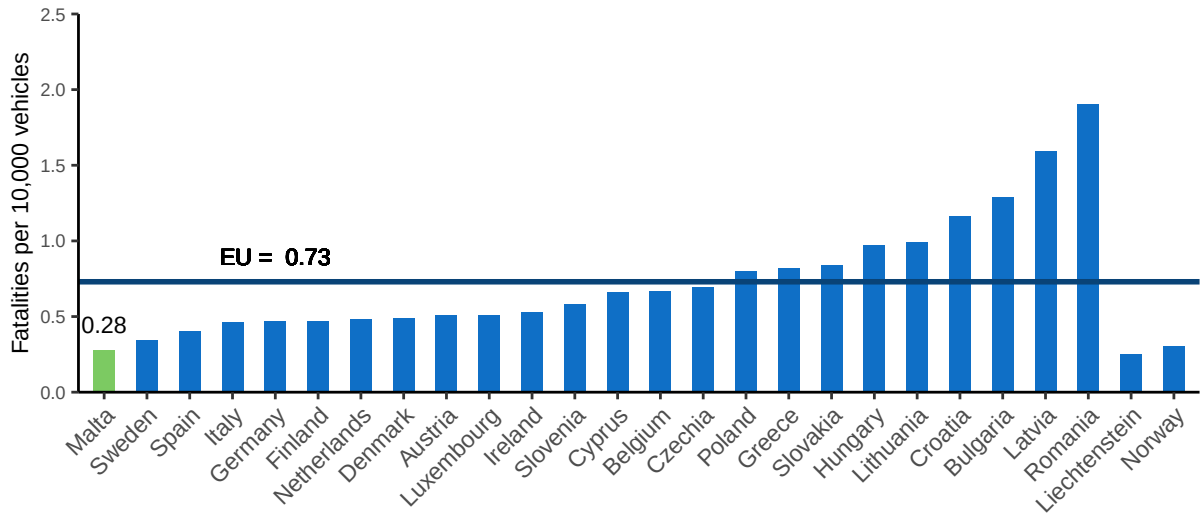


Figure 3. Number of road fatalities (2010-2020). Source: CARE

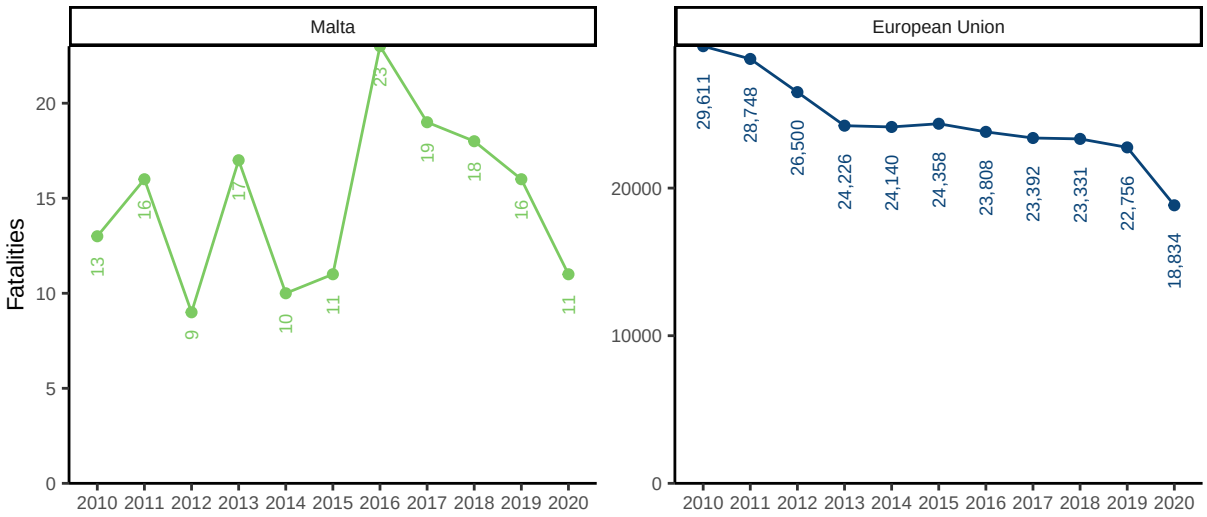


Figure 4. Number of serious injuries (2010-2019). Source: CARE

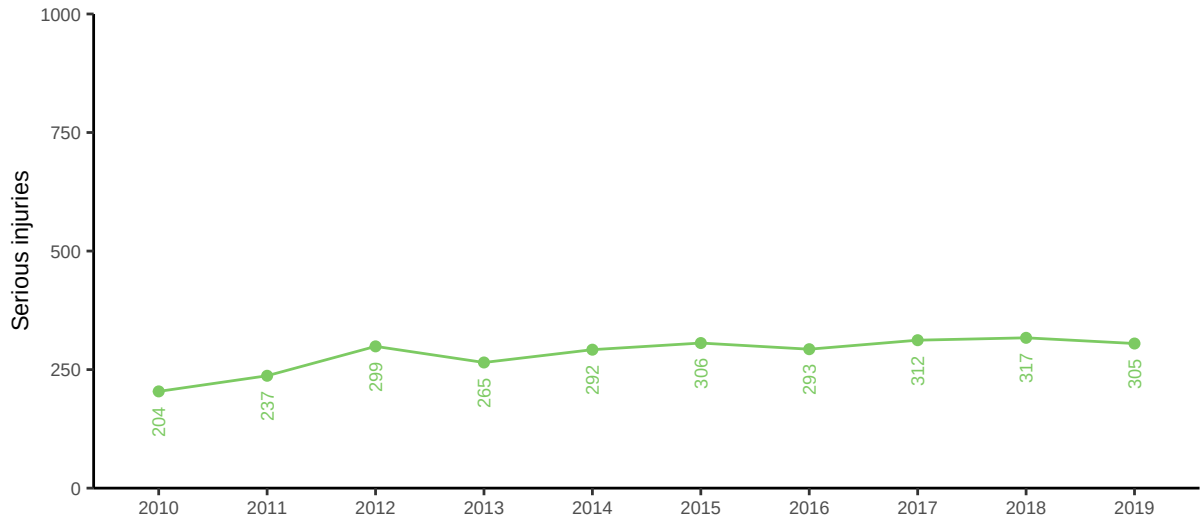
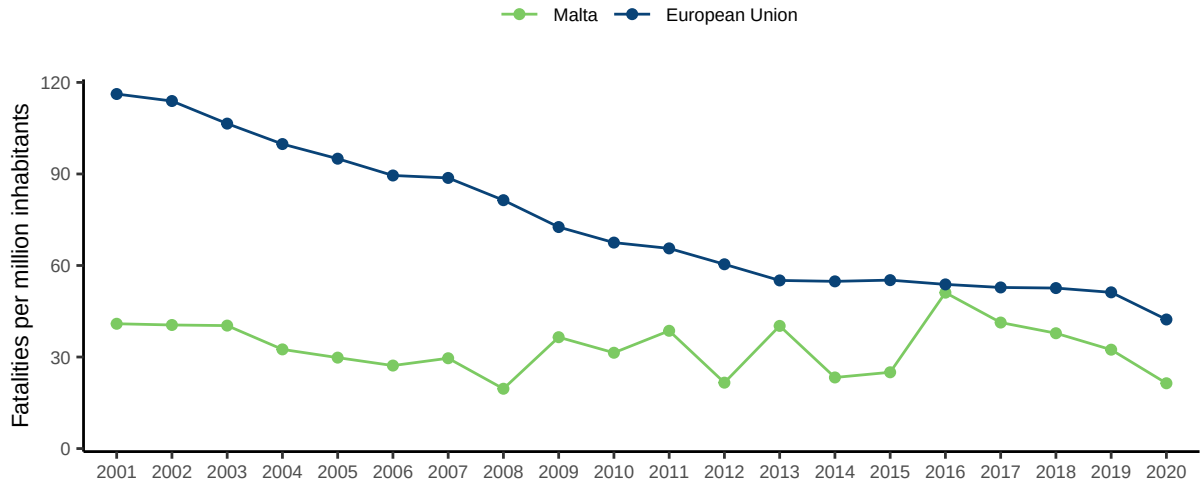


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

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

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

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

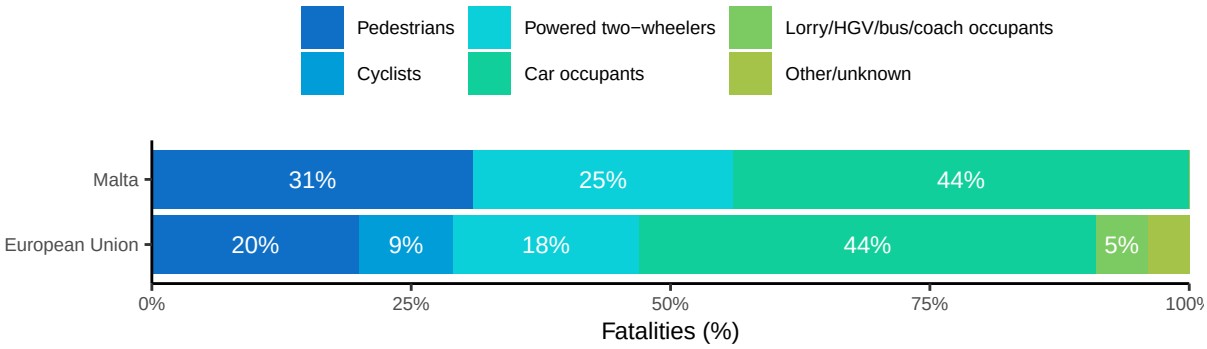


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	/	5	/	5,793	4,743	-18%
Cyclists	0	0	/	2,023	1,983	-2%
Powered two-wheelers	3	5	/	5,057	4,130	-18%
Car occupants	9	7	/	13,309	10,381	-22%
Lorries, under 3.5t	0	0	/	898	778	-13%
Heavy goods vehicles	0	0	/	590	414	-30%
Bus/coach occupants	0	1	/	102	106	+4%
Other/unknown	9	0	/	1,116	782	/
Total	*13*	*18*	*/*	*28,286*	*23,160*	*-18%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Pedestrians	/	84	/
Cyclists	1	8	/
Powered two-wheelers	36	104	+189%
Car occupants	129	98	-24%
Lorries, under 3.5t	11	3	/
Heavy goods vehicles	3	5	/
Bus/coach occupants	3	5	/
Other/unknown	186	4	/
Total	*247*	*311*	*+26%*

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	/	0	/	258	200	-22%
Crashes involving cars	/	3	/	5,507	4,625	-16%
Crashes involving lorries or heavy goods vehicles	/	2	/	1,721	1,326	-23%

Table 5. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	0	0	/	299	380	+27%
Powered two-wheelers	1	3	/	1,746	1,428	-18%
Car occupants	6	2	/	5,905	4,430	-25%
Lorries, under 3.5t	0	0	/	365	288	-21%
Heavy goods vehicles	0	0	/	241	148	-39%
Bus/coach occupants	0	1	/	40	43	+8%
Other/unknown	0	0	/	327	340	/
Total	*7*	*6*	/	*8,923*	*7,057*	*-21%*

2.3 Age

The distribution of road fatalities across age groups is different from that for the European Union. People aged 50 to 64 and above represent only 6% of road fatalities, which is much lower than what is seen in the European Union (21%). On the other hand, the proportion of victims aged 65 to 74 is much bigger. The number of serious injuries increased for all age groups, except for the youngest group.

Figure 7. Number of road fatalities by age group (2019). Source: CARE

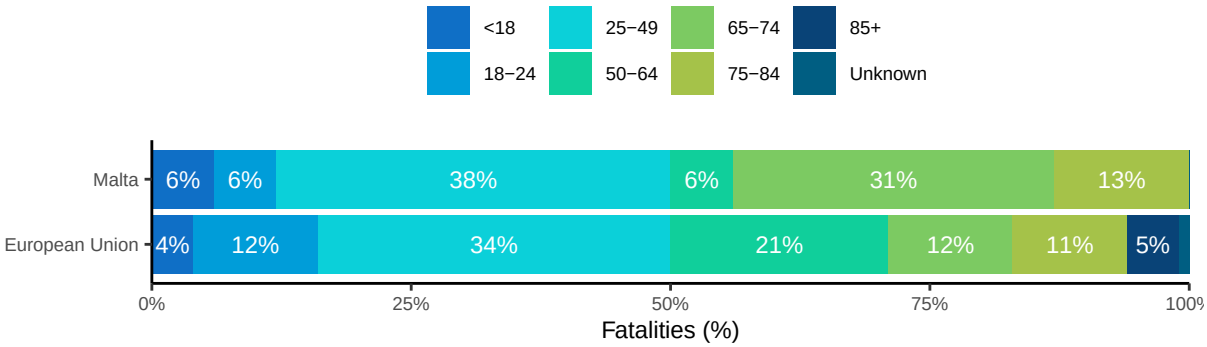


Table 6. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<18	1	1	/	1,503	991	-34%
18-24	4	3	/	4,398	2,749	-37%
25-49	7	6	/	10,457	7,885	-25%
50-64	1	3	/	5,273	4,880	-7%
65-74	0	4	/	2,730	2,732	+0%
75-84	0	2	/	2,775	2,631	-5%
85+	0	1	/	882	1,183	+34%
Unknown	12	0	/	738	290	/
Total	*13*	*18*	/	*28,286*	*23,160*	*-18%*

Table 7. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
<18	27	21	-22%
18-24	43	46	+7%
25-49	91	128	+41%
50-64	30	58	+93%
65-74	4	31	/
75-84	8	20	/
85+	1	4	/
Unknown	268	3	/
Total	*247*	*311*	*+26%*

2.4 Gender

The high proportion of males among total road fatalities in Malta (69%) 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 (2019). Source: CARE

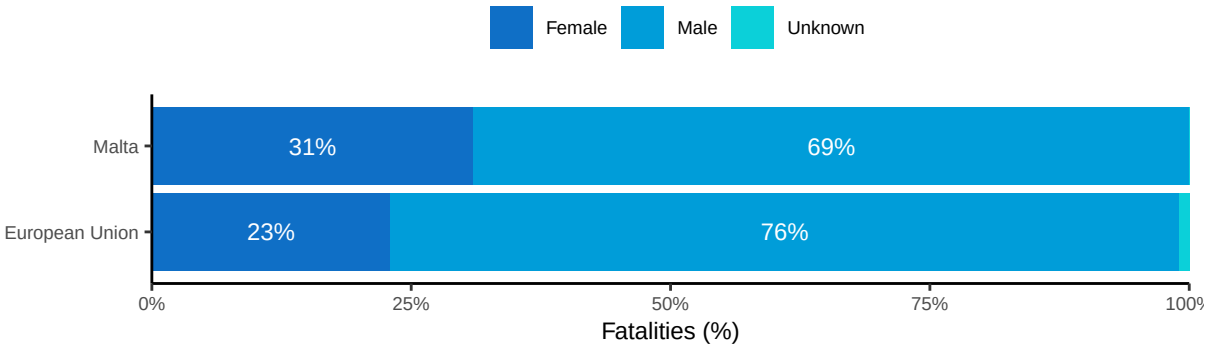


Table 8. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	5	6	/	6,655	5,436	-18%
Male	8	11	/	21,519	17,694	-18%
Unknown	8	0	/	1,310	133	/
Total	*13*	*18*	*/*	*28,286*	*23,160*	*-18%*

Table 9. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Female	71	93	+31%
Male	129	216	+67%
Unknown	180	2	/
Total	*247*	*311*	*+26%*

2.5 Area

Table 10. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Motorway	/	/	/
Rural	/	56	/
Urban	204	258	+26%
Unknown	268	305	/
Total	*247*	*311*	*+26%*

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 during the weekends.

Figure 9. Number of road fatalities by period of time (2019). Source: CARE

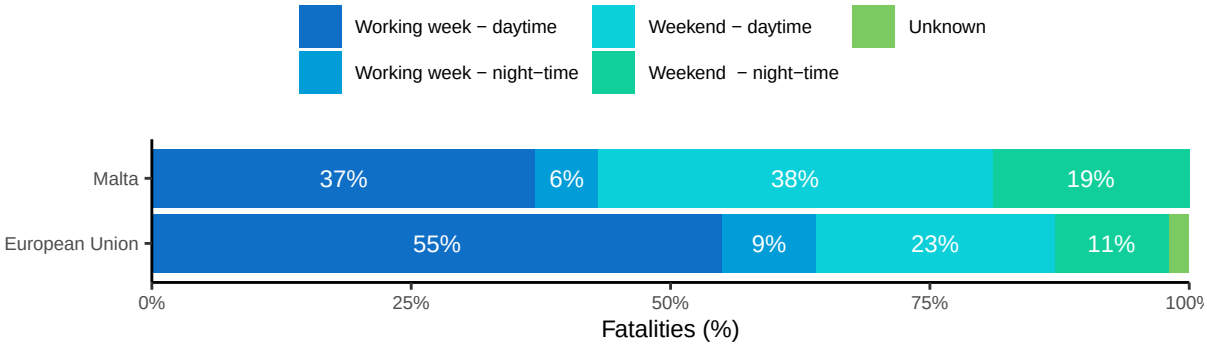


Table 11. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	2	7	/	15,495	13,243	-15%
Working week - night-time	3	2	/	2,573	1,983	-23%
Weekend - daytime	5	6	/	6,383	5,350	-16%
Weekend - night-time	3	3	/	3,549	2,583	-27%
Unknown	8	/	/	4,226	505	/
Total	*13*	*18*	/	*28,286*	*23,160*	*-18%*

2.7 Road conditions

In 2019, almost all road fatalities in Malta occurred on dry roads. Regarding light conditions, almost 70% of fatalities occurred when it was dark, which is more than the EU average.

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

Figure 10. Number of road fatalities by surface conditions (2019). Source: CARE

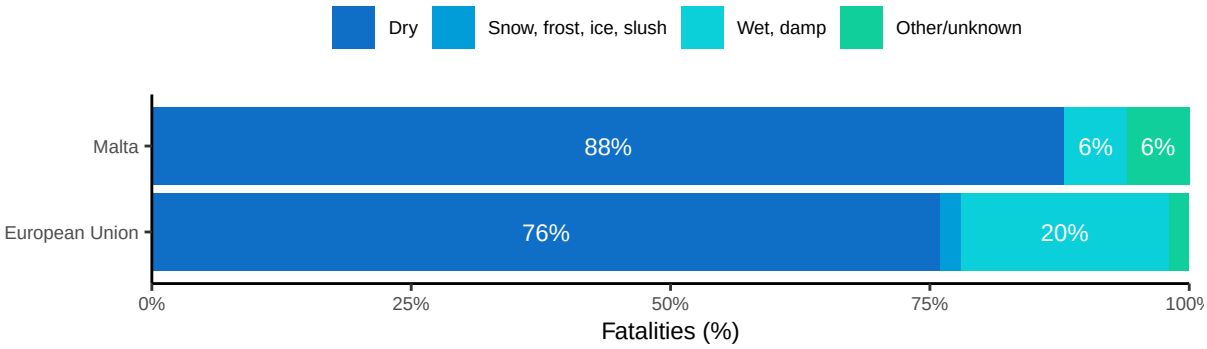


Table 12. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	/	15	/	21,101	17,656	-16%
Snow, frost, ice, slush	/	/	/	988	447	-55%
Wet, damp	1	1	/	5,638	4,625	-18%
Other/unknown	12	2	/	2,486	598	/
Total	*13*	*18*	/	*28,286*	*23,160*	*-18%*

Figure 11. Number of road fatalities by light conditions (2019). Source: CARE

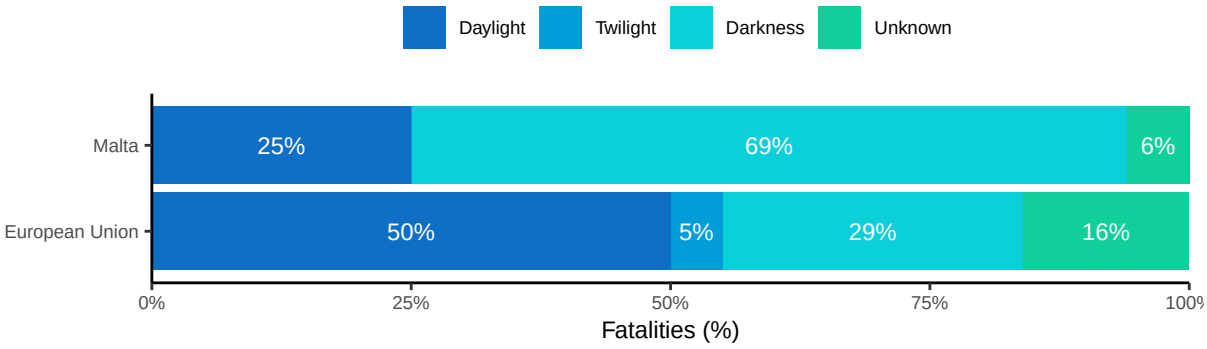


Table 13. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	7	9	/	8,922	6,733	-25%
Daylight	3	7	/	13,717	11,883	-13%
Twilight	/	/	/	1,499	1,234	-18%
Unknown	9	2	/	5,326	4,053	/
Total	*13*	*18*	/	*28,286*	*23,160*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

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

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link[3]. For Malta the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

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 3.3 (on a value scale from 1 to 7) is given, which is one of the lowest scores.

3.2.1 Road density

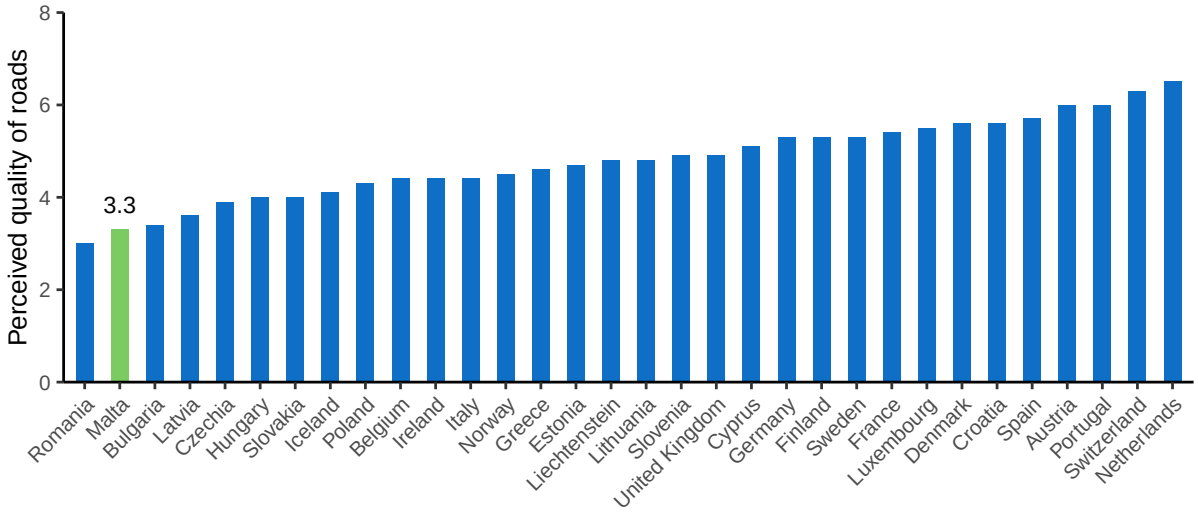
Table 14. Road density. Source: EUROSTAT (2020)

	Malta	European Union
Total	9035 km road/1000 km²	918 km road/1000 km²

[3] https://baseline.vias.be/

3.2.2 Road quality

Figure 12. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



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 15. Age of registered passenger cars. Source: EUROSTAT (2020)

	Malta	European Union
Percentage of total number of passenger cars		
Less than 2 years	6%	11%
From 2 to 5 years	10%	15%
From 5 to 10 years	22%	20%
From 10 to 20 years	38%	41%
Over 20 years	23%	12%

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 16. National road safety legislation. Source: WHO (2018)

	Malta	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	80 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
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; 0.4 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: 12; Up to 140 cm: 1; 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 17. 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 18. 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: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 19. 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 20. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Malta
Population-related data (2021)		
Population (2021)	447218763	516100
Population density (inhabitants/km²)	106	1633
% Children (0-14)	15%	13%
% Adults (15-64)	64%	68%
% Elderly (65+)	21%	19%
Urbanization (2021)		
% living in cities	39%	49%
% living in suburbs and towns	35%	48%
% living in rural areas	26%	4%
Economic data		
GDP per capita (EUR, 2021)	32438.4	28446.6
Unemployment rate (2021)	7%	3%
% GDP dedicated to road spending (2014)	0.7%	0.6%

5.2 Structure of road safety management

Table 21. 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: 4th of October, 2022. 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: 11th of October 2022

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 https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

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 (2020). 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 2020 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.