



European  
Commission



Country Profile  
**Malta**



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.

Contract:	This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2022-55/SI2.888215 with National Technical University of Athens (NTUA), SWOV Institute for Road Safety Research and Kuratorium für Verkehrssicherheit (KFV).
Version	February 8, 2024
Author	Katerina Folla, Konstantinos Kaselouris (NTUA)
Internal Reviewer:	Govert Schermers, Ingrid van Schagen (SWOV)
Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows:  European Commission (2023), Country Profile Malta. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

### **Disclaimer**

Whilst every effort has been made to ensure that the matter presented in this document is relevant, accurate and up to date, the (sub)contractors cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this document are those of the author(s) and do not necessarily reflect the official opinion of the European Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained therein.

© European Commission, 2023. The EU does not own the copyright in relation to the following elements:

- Cover page photos, © [www.shutterstock.com](http://www.shutterstock.com)

## Contents

1. Highlights .....	4
2. Road Safety Outcomes .....	5
2.1 Road Safety Trends .....	5
2.2 Risk Figures.....	6
2.3 Transport Mode.....	7
2.4 Age and Gender .....	9
2.5 Area and Road Type .....	10
2.6 Time Period .....	11
2.7 Lighting and Weather Conditions .....	12
3. Safety Performance Indicators .....	13
3.1 Road User Behaviour .....	13
3.2 Vehicle Safety.....	14
3.3 Enforcement.....	14
4. Road Safety Policy and Measures .....	15
4.1 National Road Safety Strategy.....	15
4.2 Traffic Laws and Regulations.....	15
4.3 Driving Licences .....	16
4.4 Road Infrastructure .....	17
5. Structure and Culture .....	18
5.1 Country Characteristics .....	18
5.2 Structure of Road Safety Management .....	19
5.3 Self-declared behaviour & Attitudes .....	20
6. Notes .....	21
6.1 Data Sources.....	21
6.2 Definitions.....	23

# 1. Highlights

## Road Safety Outcomes

- In 2020, 12 people were killed, while in 2021 242 people were seriously injured in road crashes in Malta.
- In 2021, out of 27 EU countries, Malta has the lowest number of fatalities per million inhabitants.

## Road Safety Performance Indicators

- Helmet use percentage for cyclists in Malta is much higher than the percentage observed in the EU.
- Seat belt wearing rates are not available in Malta
- Malta has no self-reported behaviour and attitude data available.

## Road Safety Policy Measures & Country Characteristics

- The alcohol limits in Malta are the same as for the majority of EU countries with the exception of bus drivers where there a zero limit applied. In Malta, there is no specific probational period for novice drivers.
- Road infrastructure in Malta is characterized by very high road network density although the country has no motorways.

## 2. Road Safety Outcomes

### 2.1 Road Safety Trends

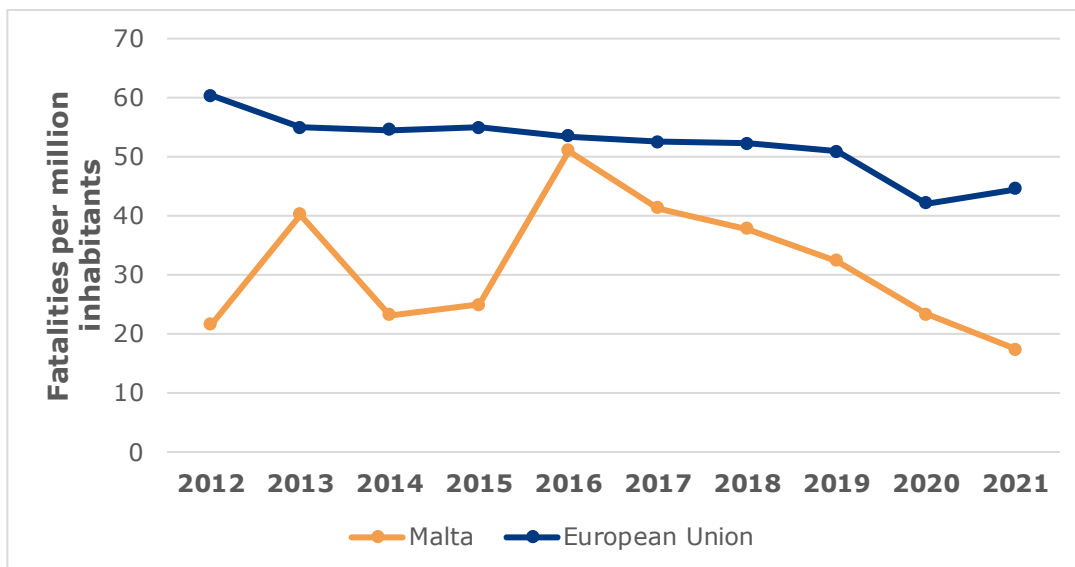
In Malta, 9 people were killed in 2021, while 339 people were seriously injured in road crashes in 2021<sup>a</sup>. The number of serious injuries showed an increase of 13% during the period 2012-2021.

In terms of mortality rates, there were only 17 road fatalities per million inhabitants, which is the lowest mortality rate among the EU countries.

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

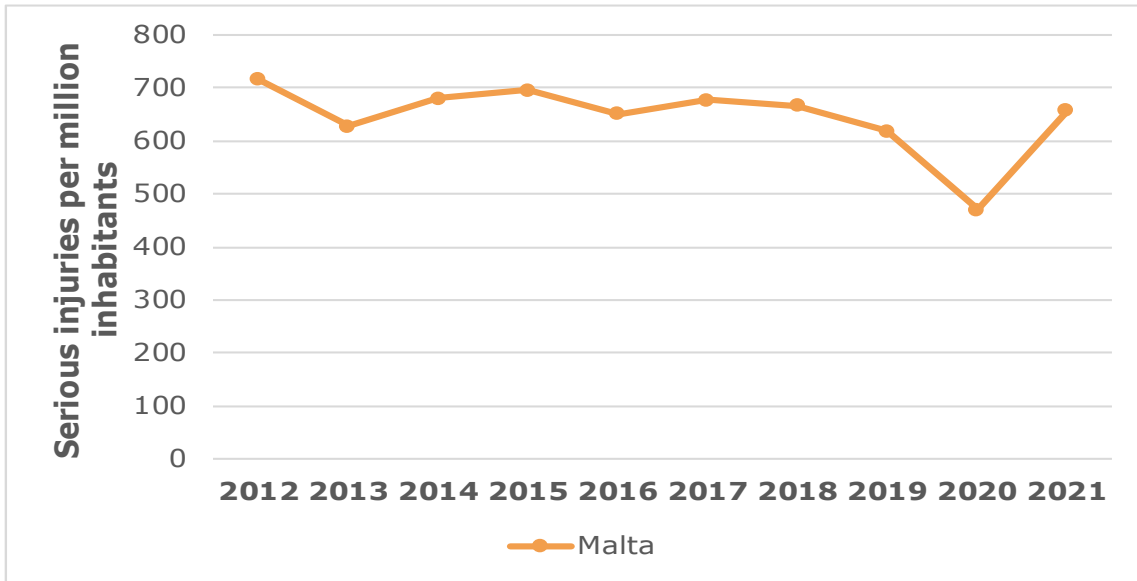
	2012	2021	Trend	EU trend
Fatalities	9	9	-	-25%
Serious Injuries	299	339	+13%	-

**Figure 1.** Mortality rate development, 2012 – 2021



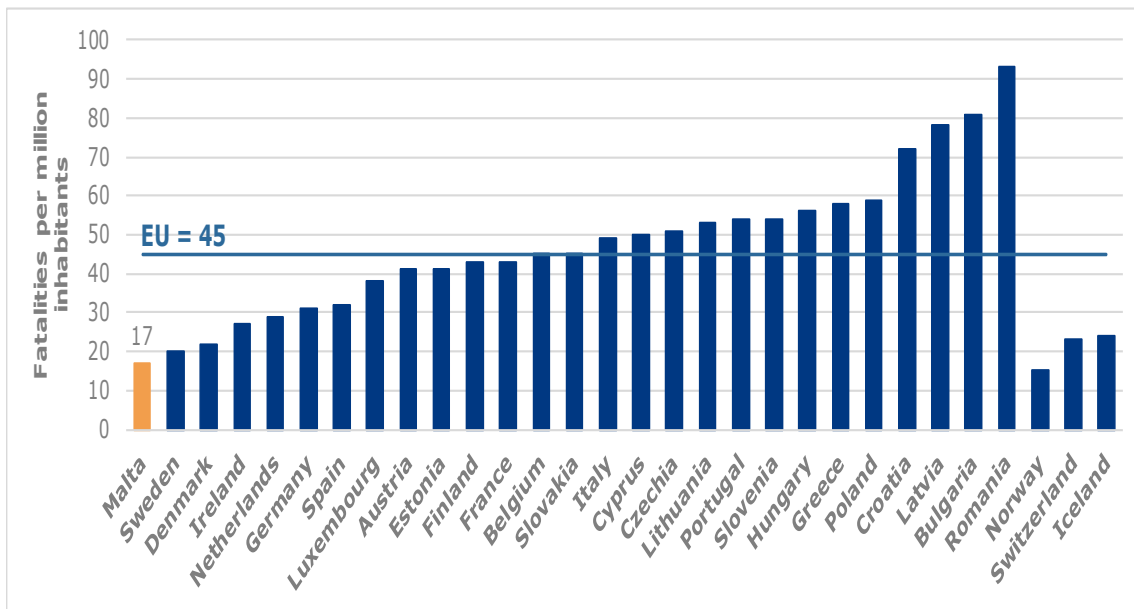
<sup>a</sup> It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

**Figure 2.** Evolution of serious injuries per million inhabitants, 2012 – 2021

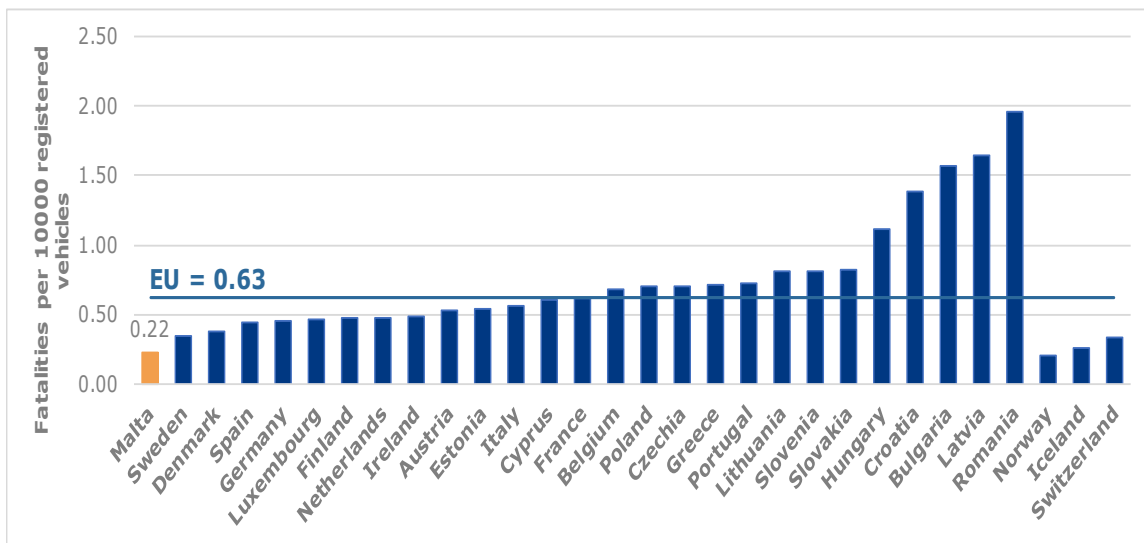


## 2.2 Risk Figures

**Figure 3.** Mortality rates by country, 2021



Taking into account the vehicle population, Malta performs better than the EU average (0.22 fatalities per 10,000 registered vehicles compared to the EU average of 0.63).

**Figure 4.** Fatalities per thousand registered vehicles, 2021

## 2.3 Transport Mode

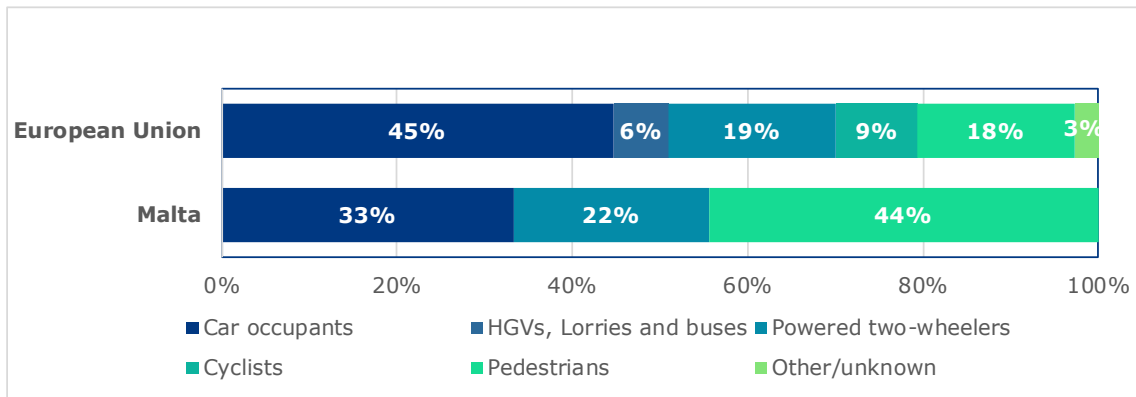
In 2021<sup>b</sup>, 6 out of 9 fatalities were recorded in crashes involving pedestrians and powered two-wheelers. The highest percentage of serious injuries was recorded for powered two-wheelers (43%), followed by car occupants and pedestrians (27% and 19% respectively).

Over the period 2015-2021, there has been a decrease in serious injuries in Malta for all transport modes except for powered two-wheelers. The highest decrease was recorded for passenger cars (36%).

**Table 2:** Number of fatalities by transport mode, 2015 and 2021

	2015	2021	Trend	EU trend
Bus/coach occupants	0	0	-	+2%
Car occupants	4	3	-	-21%
Cyclists	0	0	-	-7%
Heavy goods vehicles	0	0	-	-8%
Lorries, under 3.5t	0	0	-	-4%
Other/unknown	0	0	-	-2%
Pedestrians	5	4	-	-28%
Powered two-wheelers	2	2	-	-11%
Total	11	9	-18%	-18%

<sup>b</sup> 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.

**Figure 5.** Distribution of road fatalities by transport mode, 2021**Table 3:** Number of serious injuries by transport mode, 2015 and 2021

	2015	2021	Trend
Bus/coach occupants	4	0	-
Car occupants	102	91	-36%
Cyclists	14	10	0%
Heavy goods vehicles	1	6	-
Lorries, under 3.5t	6	7	-
Other/unknown	7	13	-
Pedestrians	87	66	-29%
Powered two-wheelers	85	146	+4%
Total	306	339	-21%

**Table 4:** Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2015 and 2021

	2015	2021	Trend	EU trend
Crashes involving buses or coaches	2	0	-	-36%
Crashes involving cars	3	3	-	-24%
Crashes involving lorries or heavy goods vehicles	2	0	-	-8%

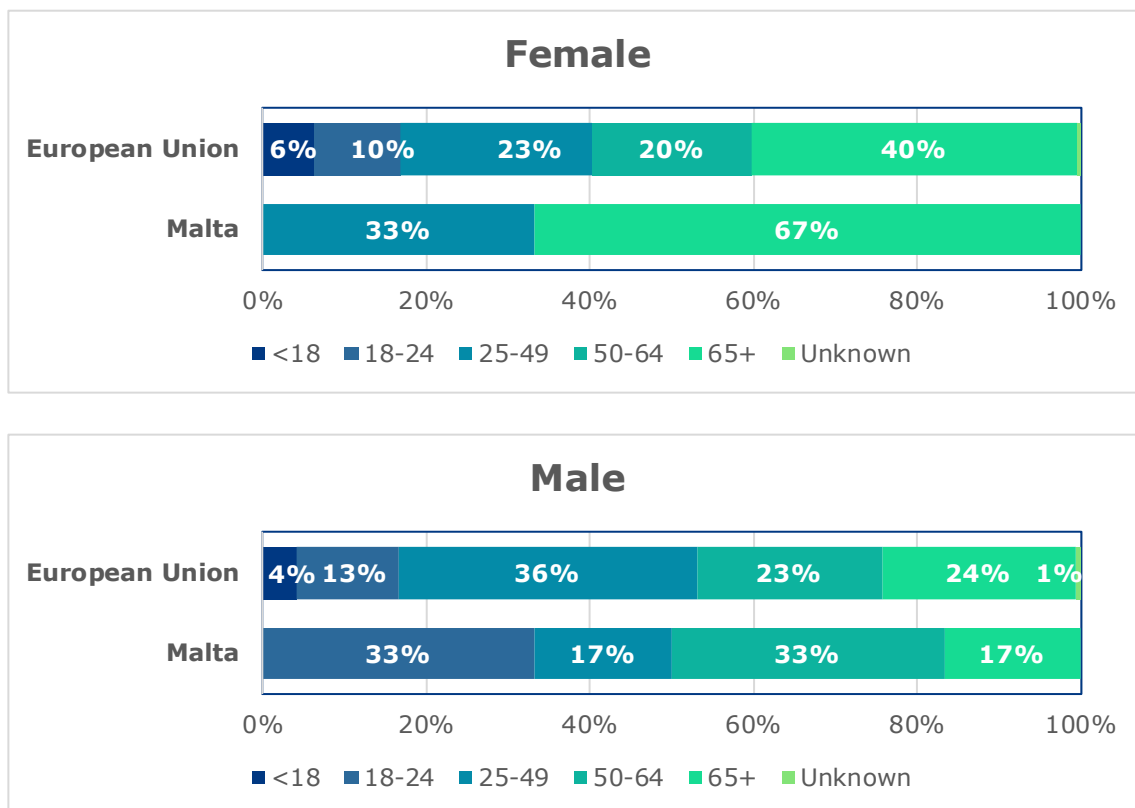


**Table 5:** Number of fatalities in single vehicle crashes by transport mode, 2015 and 2021

	2015	2021	Trend	EU trend
Bus/coach occupants	0	/	-	+88%
Car occupants	1	1	-	-19%
Cyclists		2	-	+34%
Heavy goods vehicles	0	0	-	-25%
Lorries, under 3.5t	0	0	-	-19%
Other/unknown	0	0	-	-2%
Powered two-wheelers	1	0	-	-8%
Total	2	3	-	-13%

## 2.4 Age and Gender

In 2021, 67% of registered crash fatalities in Malta were males. The ratio of seriously injured males was 74%. Over the period 2015-2021, fatalities and serious injuries 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, 2015 and 2021

	2015	2021	Trend	EU trend
<b>Female</b>				
<18	0	0	-	+14%
18-24	1	0	-	+198%
25-49	0	1	-	+67%
50-64	1	0	-	-42%
65+	1	2	-	+71%
Unknown	0	0	-	-99%
Total	3	3	-	-24%
<b>Male</b>				
<18	1	0	-	+91%
18-24	1	2	-	+392%
25-49	3	1	-	+114%
50-64	1	2	-	-51%
65+	2	1	-	-5%
Unknown	0	0	-	-98%
Total	8	6	-	-16%

**Table 7:** Number of serious injuries in by age and gender, 2015 and 2021

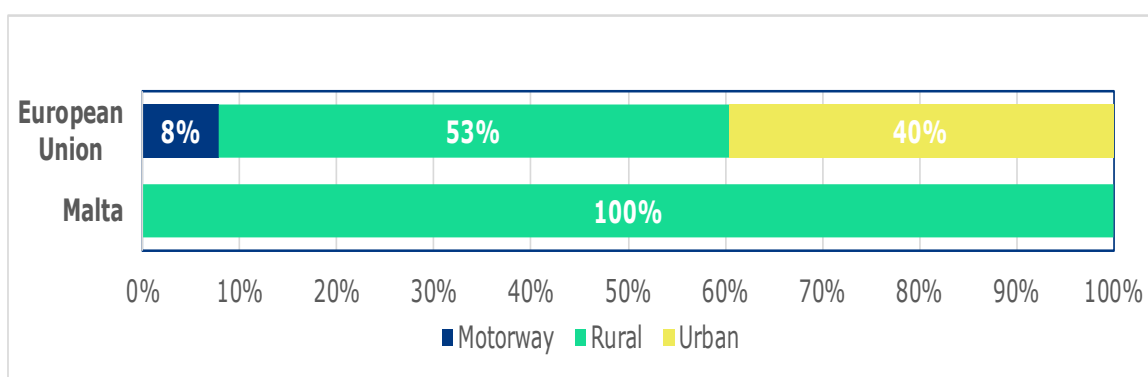
	2015	2020	Trend
<b>Female</b>			
<18	9	7	-
18-24	14	11	-21%
25-49	27	30	+7%
50-64	15	17	-7%
65+	18	22	-22%
Unknown	1	0	-
Total	84	87	-15%
<b>Male</b>			
<18	16	17	-44%
18-24	29	25	-31%
25-49	98	144	-9%
50-64	49	40	-37%
65+	30	23	-27%
Unknown	0	2	-
Total	222	251	-23%

## 2.5 Area and Road Type

All road fatalities and serious injuries in Malta occurred on rural roads. It is noted that there are no motorways in Malta.

**Table 8:** Number of fatalities by road type, 2015 and 2020

	2015	2020	Trend	EU trend
Motorway	-	-	-	-25%
Rural	1	12	-	-25%
Urban	10	0	-	-18%
Unknown	0	0	-	-85%
Total	11	12	-	-23%

**Figure 7.** Distribution of road fatalities by road type, 2020**Table 9:** Number of serious injuries by road type, 2015 and 2020

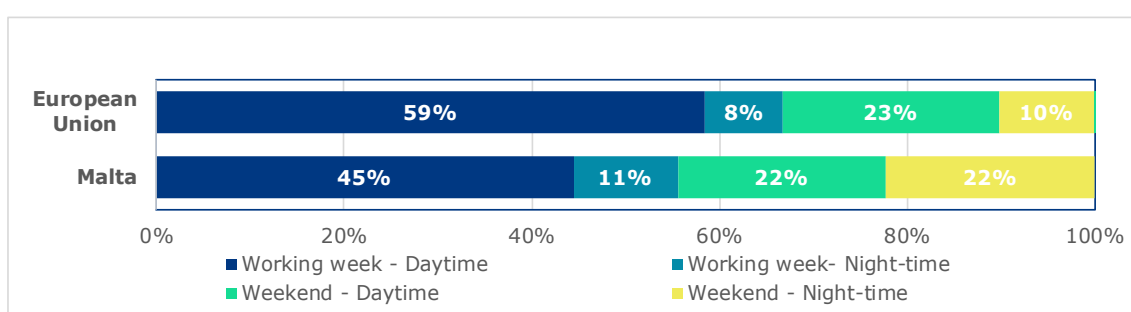
	2015	2020	Trend
Motorway	-	-	-
Rural	58	242	-
Urban	246	0	-
Unknown	2	0	-
Total	306	242	-21%

## 2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays. The proportion of night-time fatalities during the weekend (22%) is much higher than respective EU percentage.

**Table 10:** Number of fatalities by time period, 2015 and 2021

	2015	2021	Trend	EU trend
Working week - Daytime	4	4	-	-16%
Working week- Night-time	1	1	-	-19%
Weekend - Daytime	3	2	-	-19%
Weekend - Night-time	3	2	-	-27%
Unknown	0	0	-	-39%
Total	11	9	9%	-18%

**Figure 8.** 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 in Malta occurred during darkness and under dry weather conditions.

**Table 11:** Number of fatalities by lighting and weather conditions, 2015 and 2021

	2015	2021	Trend	EU trend
Lighting Conditions				
Daylight	7	2	-	-14%
Twilight	0	0	-	-21%
Darkness	4	6	-	-24%
Weather Conditions				
Dry	10	5	-	-18%
Rain	0	2	-	-21%
Other/Unknown	1	2	-	-18%

## 3. Safety Performance Indicators

### 3.1 Road User Behaviour

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

	Malta	EU
<b>Speeding<sup>c</sup></b>		
% of passenger cars travelling within speed limits <sup>1</sup>		
Motorways	/	-
Rural Roads	74.0	-
Urban Roads	70.0	-
<b>Seat belt &amp; CRS use rates (%)<sup>1,2</sup></b>		
Front	/	93.3
Rear	/	75.5
Child restraint systems	/	67.0
<b>Helmet use rates (%)<sup>1</sup></b>		
PTW driver	99.8	97.0
PTW passenger	97.0	94.4
Cyclist	80.9	37.8
<b>DUI of Alcohol<sup>3</sup></b> (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
<b>Driver Distraction<sup>1</sup></b>		
% of drivers not using hand-held mobile device/phone while driving	93.0	94.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ETSC (2022), <sup>3</sup>ESRA3 project (2024), <sup>4</sup>national sources

<sup>c</sup> 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

	Malta	EU
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>1</sup>	89.2	83.6
Average age of passenger car fleet (years) <sup>2</sup>	/	11.8

Sources: <sup>1</sup>Baseline project, <sup>2</sup>ACEA (2022)

## 3.3 Enforcement

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

Tickets per 1,000 population	Malta	EU
Speeding	/	139.7
Non-use of seat-belt	76.3	5.7
Illegal use of mobile phone	/	4.4
Driving above legal alcohol limits	/	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

Malta	
Timeframe	2014-2024
Lead Authority	Ministry of Transport and Infrastructure
<b>Targets</b>	
Fatalities	50%
Serious injuries	30%
Baseline Year	2014
SPIs	-
<b>Link</b>	<a href="https://www.transport.gov.mt/include/filestreaming.asp?fileid=8147">https://www.transport.gov.mt/include/filestreaming.asp?fileid=8147</a>

Source: national sources

### 4.2 Traffic Laws and Regulations

National road safety legislation in Malta reflects the situation in the majority of EU countries. Remarkable is that there is a specific strict BAC limit for bus drivers.

**Table 16:** National road safety legislation

	Malta	Most common in EU
<b>Speed limits for passenger cars (km/h)</b>		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	80	130: 14/27
<b>Allowed BAC levels (g/l)</b>		
General population	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 12/27, 0.0: 9/27
Professional drivers	0.2 (0.0 for bus drivers)	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
<b>Child restraint systems</b>		
CRS required	Up to 12 years / 150 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	Not restricted	Prohibited under certain age/height: 18/27

	Malta	Most common in EU
<b>Helmet requirement</b>		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No (Mandatory for power assisted pedal cycles and for children under 10 years)	Not mandatory: 19/27
Age restriction	Up to 10 years	Not restricted: 16/27
<b>Mobile phone use</b>		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
<b>E-scooters</b>		
Age restriction	/	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	/	25: 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

	Malta	Most common in EU
<b>Novice Drivers</b>		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	No specific probationary period	2 years: 7/27, 3 years: 5/27
<b>Renewal procedure</b>		
Renewal procedure	/	Yes: 26/27
Renewal interval (Age)	/	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

	Malta	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	Partial	Yes:25/27
Investments to upgrade high risk locations	No	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 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 19:** Country Characteristics, 2021

	Malta	EU
<b>Demographics<sup>2</sup></b>		
Population (inhabitants)	516,100	447,000,548
Population density (inh./km <sup>2</sup> )	1,646.4	109.0
% children (0-17)	15.9	18.2
% adults (18-64)	65.2	61.6
% elderly (65+)	18.9	20.3
% of urban population	95.3	75.2
<b>Economic Data<sup>2</sup></b>		
GDP per capita (euro)	28,940	32,560
<b>Infrastructure<sup>1</sup></b>		
Country Area (km <sup>2</sup> )	316	4,225,134
Road network length (km)	2,855	4,473,380
Road density (km/km <sup>2</sup> )	9.0	1.10
% of motorways	-	1.67
% GDP spent to road infrastructure <sup>3</sup>	/	0.4
<b>Vehicle Fleet<sup>1</sup></b>		
Vehicles per population	0.78	0.73
% of passenger cars	77.5	77.3
% of motorcycles	8.9	11.4
% of HGVs	13.1	11.1
% of buses	0.6	0.2
<b>Exposure<sup>1</sup></b>		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	85.9	85.2
- Bus/coach/Metro/Tram	14.1	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	100.0	74.6
- Rail	-	16.4
<b>Environment<sup>1</sup></b>		
CO2 emissions from road transport (million tonnes)	0.6	739.8
Share of road transport emissions in total transport emissions (%)	7.8	76.3

Sources: <sup>1</sup>EC (2023b), <sup>2</sup>Eurostat, <sup>3</sup>OECD (2023)

## 5.2 Structure of Road Safety Management

**Table 20:** Road Safety Management Structure

Key Functions	Key Actors
<b>Formulation of national road safety strategy</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Local Councils</li> <li>- Ministry of Finance</li> </ul>
<b>Monitoring of the road safety development</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Local Councils</li> </ul>
<b>Improvements in road infrastructure</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Kummissjoni Nazzjonali Persunib'Disabbilta'</li> </ul>
<b>Improvement in vehicles</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Ministry of Finance, Malta Insurance Association</li> </ul>
<b>Improvement in road user education</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Education Division</li> <li>- Malta Police</li> <li>- Motoring Schools</li> </ul>
<b>Publicity campaigns</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Malta Police</li> <li>- Motoring Schools</li> </ul>
<b>Enforcement of traffic laws</b>	<ul style="list-style-type: none"> <li>- Transport Malta</li> <li>- Malta Police</li> <li>- Regional Committees</li> </ul>
<b>Other relevant actors</b>	<ul style="list-style-type: none"> <li>- Department of Health</li> <li>- Motorcyclist Groups</li> <li>- User Groups</li> </ul>

Source: National sources

### 5.3 Self-declared behaviour & Attitudes

For Malta 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](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](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](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/](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)



