European Commission

Country Profile

Ireland

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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Contents

1. Highlights

Road Safety Outcomes

- In 2021, 137 people were killed, while in 2019 1,506 were seriously injured in road crashes in Ireland.
- Out of 27 EU countries, Ireland had the 4th lowest number of fatalities per million inhabitants in 2021.
- Compared to the EU average, the distribution of fatalities in Ireland showed a high proportion of car occupants.
- Since 2012, the number of fatalities showed a lower decrease compared to the EU on average.

Road Safety Performance Indicators

- The use rates of seat belts and helmets are higher in Ireland than the EU average.
- Self-reported drink-driving at the EU average.
- The passenger car fleet is considerably younger than the EU average.

Road Safety Policy Measures & Country Characteristics

- National road safety legislation in Ireland, in most cases, reflects the situation in the majority of EU countries.
- There is no age restriction to transport children on motorcycles in Ireland.
- Population density in Ireland is lower than the EU average, but the road density is higher than the EU on average.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Ireland, a total of 137 people were killed in 2021[a], while 1,506 were seriously injured in road crashes in 2019. Over the period between 2012-2021, the number of fatalities in Ireland decreased by 16%, which is much less than the European Union reduction (25%). On the other hand, the number of serious injuries increased almost 2 times (99%) over the same period.

In terms of mortality rates, in 2021, 27 road fatalities per million inhabitants were recorded, which is well below the EU average (45).

It is noted that there is a break in the time series for serious injuries in the year 2014, due to a change in the way road traffic collision data was provided in Ireland (i.e., a change from a paper based to electronic system). This means that serious injury values from 2014 are not directly comparable with previous years, thus, in the respective tables of the section Road Safety Outcomes, the trend between 2014 and 2019 (latest available year) is presented. This break does not affect the trend figures for fatalities.

At the time of the development of the current Country Profile, the latest available disaggregate crash data for Ireland in the CARE database refer to 2019.

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

	2012	2021	Trend	EU trend
Fatalities	163	137	-16%	-25%
Serious Injuries*	474	1,506		

* Serious injuries data for 2019

[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 1. Mortality rate development, 2012 – 2021

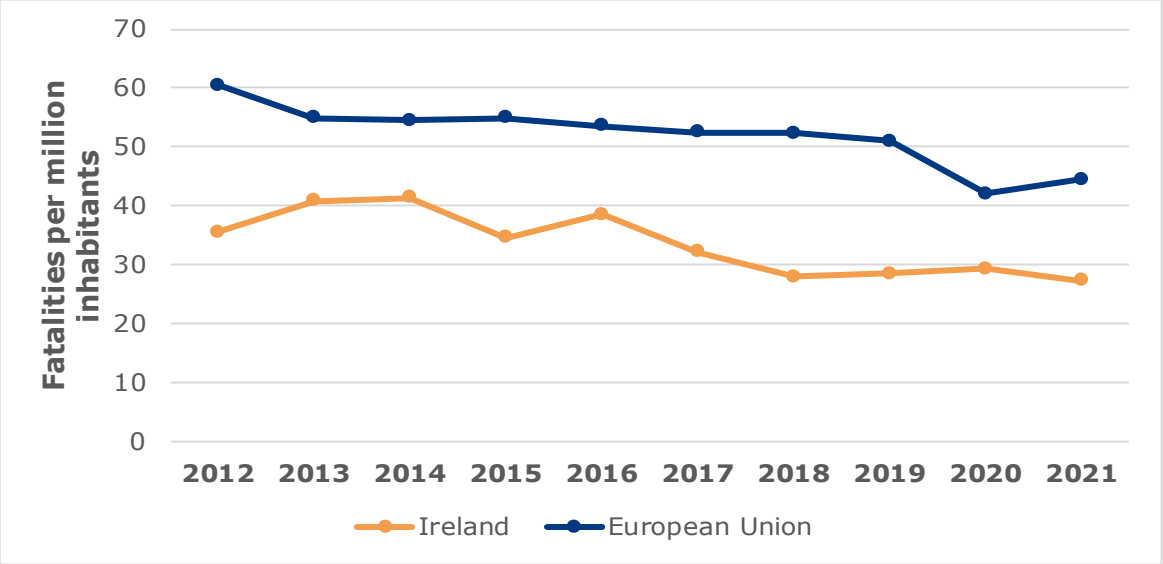
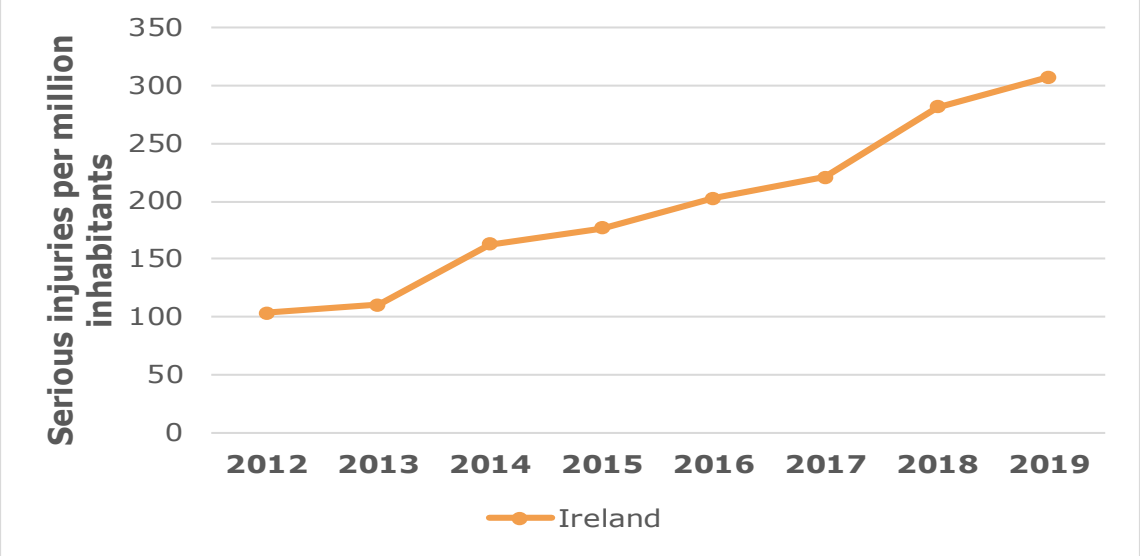
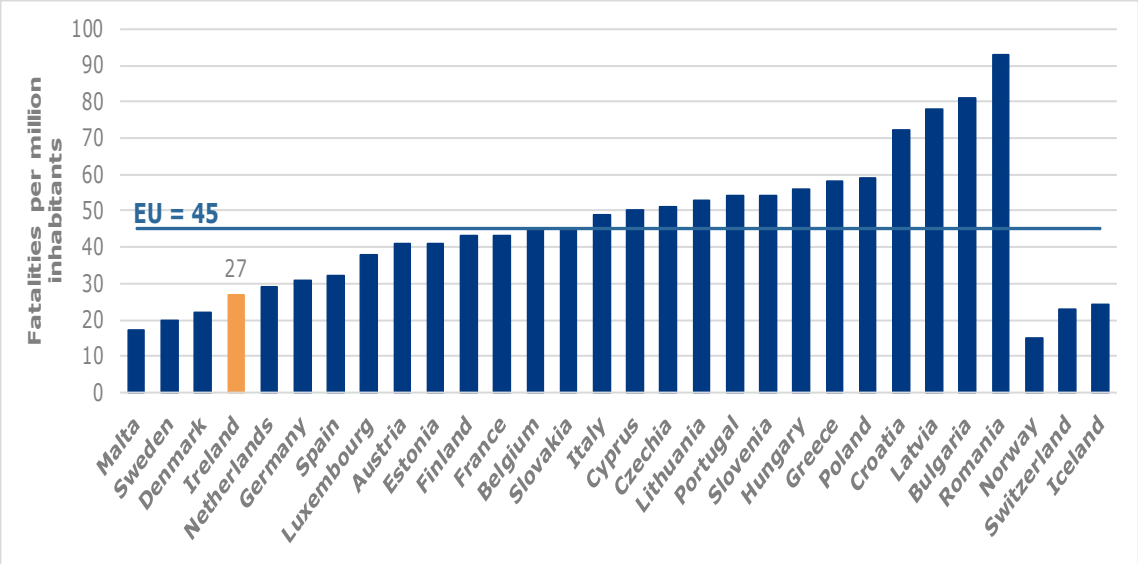


Figure 2. Evolution of serious injuries per million inhabitants, 2012 - 2019



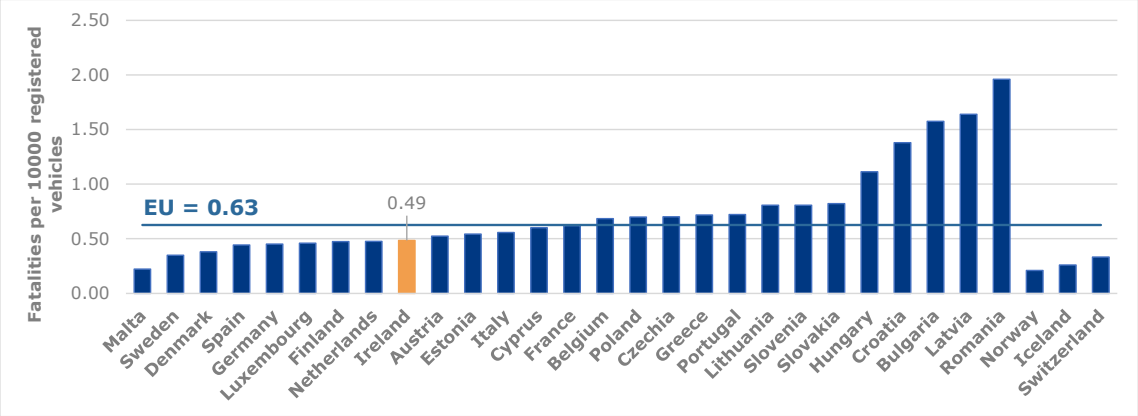
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Ireland also performs better compared to the EU average. The rate of 0.49 fatalities per 10,000 registered vehicles in Ireland is below the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2019[b], car occupants accounted for more than half (58%) of road traffic fatalities in Ireland. This percentage is much higher than that observed in the European Union as a whole (44%). Powered two-

[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.

wheelers and cyclists on the other hand account for 17% of road fatalities, which is well below the respective EU proportion (27%).

Over the period 2012-2019, there has been a slight decrease in road fatalities in Ireland for all transport modes. The highest decrease was recorded for powered two wheelers (16%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Ireland in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 65% were involved in a crash with a passenger car, and 28% were involved in a crash with a lorry or heavy goods vehicle.

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

Table 2: Number of fatalities by transport mode, 2012 and 2019

	2012	2019	Trend	EU trend
Bus/coach occupants	1	0	-	+14%
Car occupants	90	81	-10%	-18%
Cyclists	8	8	-	-3%
Heavy goods vehicles	2	6	-	-17%
Lorries, under 3.5t	10		-	-11%
Other/unknown	4	2	-	+2%
Pedestrians	29	27	-7%	-15%
Powered two-wheelers	19	16	-16%	-11%
Total	163	140	-14%	-14%

Figure 5. Distribution of road fatalities by transport mode, 2019

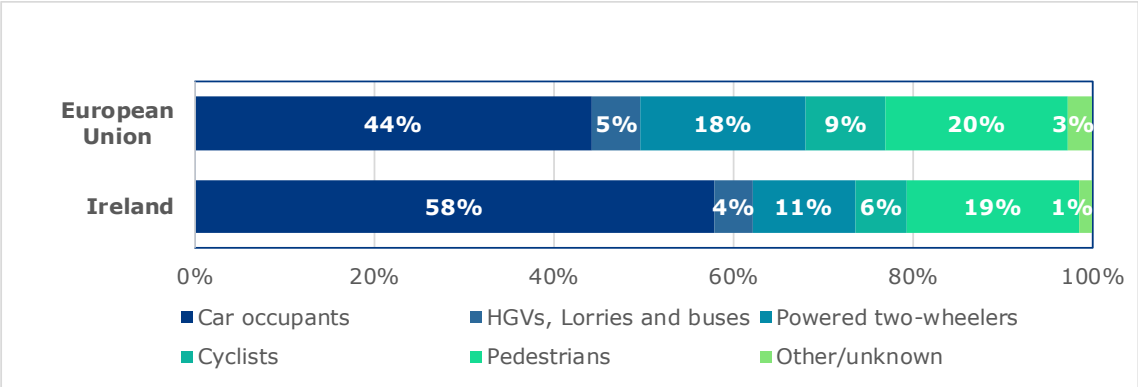


Table 3: Number of serious injuries by transport mode, 2014 and 2019

	2014	2019	Trend
Bus/coach occupants	2	5	-
Car occupants	349	613	+76%
Cyclists	106	305	+188%
Heavy goods vehicles	4	45	-
Lorries, under 3.5t	18	0	-
Other/unknown	9	15	+67%
Pedestrians	180	301	+67%
Powered two-wheelers	87	222	+155%
Total	755	1,506	+99%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2019

	2012	2019	Trend	EU trend
Crashes involving buses or coaches	4	3	-	-22%
Crashes involving cars	30	28	-7%	-11%
Crashes involving lorries or heavy goods vehicles	9	12	-	-10%

Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2019

	2012	2019	Trend	EU trend
Bus/coach occupants	0	0	-	-4%
Car occupants	76	40	-47%	-21%
Cyclists	17	1	-94%	+34%
Heavy goods vehicles	6	3	-	-49%
Lorries, under 3.5t	6		-	-5%
Other/unknown	5	1	-	-7%
Powered two-wheelers	24	3	-88%	-10%
Total	134	48	-64%	-16%

2.4 Age and Gender

The distribution of road fatalities across age groups in Ireland is somewhat different than that of the EU, with a slightly higher share of fatalities aged from 25 to 49 years old and for the males, a slightly lower share of fatalities between 50 and 64 years old. Over the period 2012-2021, the number of fatalities among females dropped for all age groups. For males, there was only a drop for the 18-24 year olds.

Figure 6. Distribution of road fatalities by age and gender, 2019

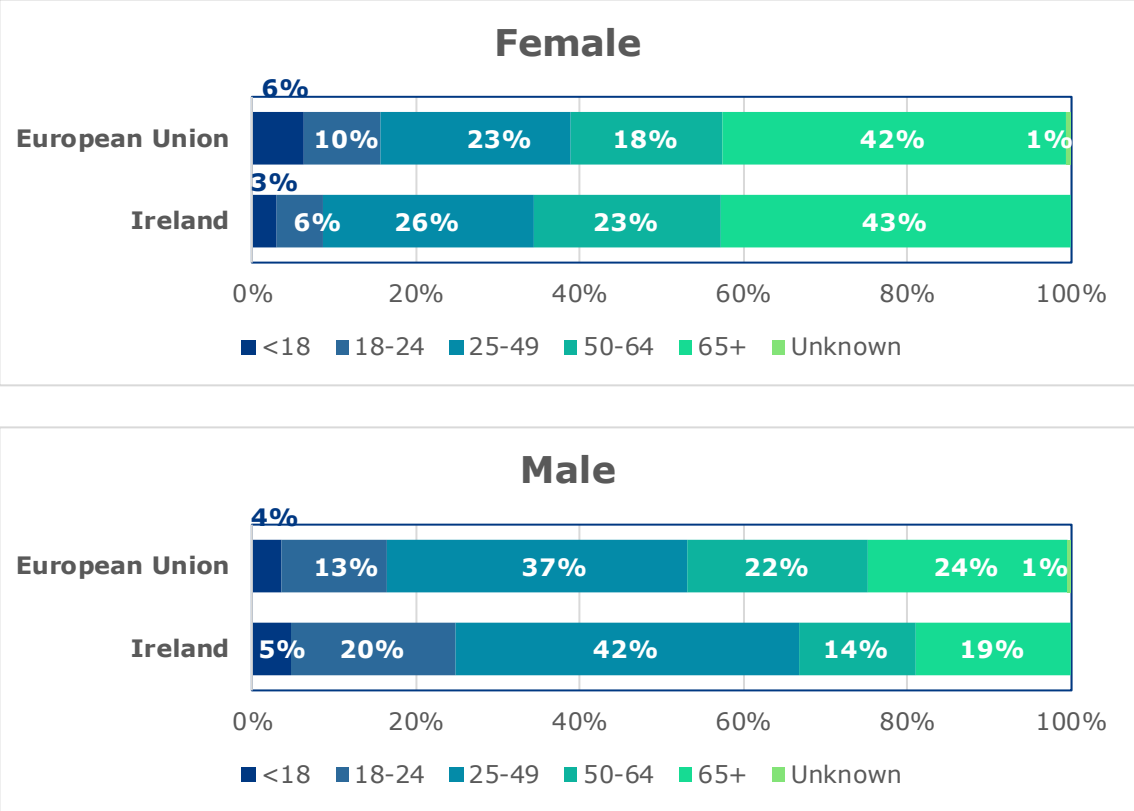


Table 6: Number of fatalities by age and gender, 2012 and 2019

	2012	2019	Trend	EU trend
Female				
<18	1	1	-	-60%
18-24	7	2	-	-84%
25-49	19	9	-53%	-69%
50-64	7	8	-	+8%
65+	19	15	-21%	-58%
Unknown	1	0	-	-
Total	54	35	-35%	-18%
Male				
<18	8	5	-	-69%
18-24	28	21	-25%	-89%
25-49	42	44	+5%	-72%
50-64	13	15	+15%	+60%
65+	17	20	+18%	-4%
Unknown	0	0	-	-
Total	108	105	-3%	-14%

Table 7: Number of serious injuries by age and gender, 2014 and 2019

	2014	2019	Trend
Female			
<18	22	57	+159%
18-24	42	65	+55%
25-49	109	173	+59%
50-64	43	102	+137%
65+	37	111	+200%
Unknown	1	1	-
Total	254	509	+100%
Male			
<18	67	118	+76%
18-24	85	147	+73%
25-49	224	443	+98%
50-64	74	190	+157%
65+	46	97	+111%
Unknown	3	1	-
Total	499	996	+100%

2.5 Area and Road Type

The majority of road fatalities in Ireland occurred on rural roads (72%) which is much higher than in the EU average (53%). The percentage of fatalities that occurred on urban roads in Ireland (23%) is much lower than the EU average (39%). The percentage of car occupant fatalities inside urban areas was much higher than the respective EU percentage.

Table 8: Number of fatalities by road type, 2012 and 2019

	2012	2019	Trend	EU trend
Motorway	5	7	-	+4%
Rural	112	101	-10%	-17%
Urban	46	32	-30%	-13%
Unknown	0	0	-	-88%
Total	163	140	-14%	-14%

Figure 7. Distribution of road fatalities by road type, 2019

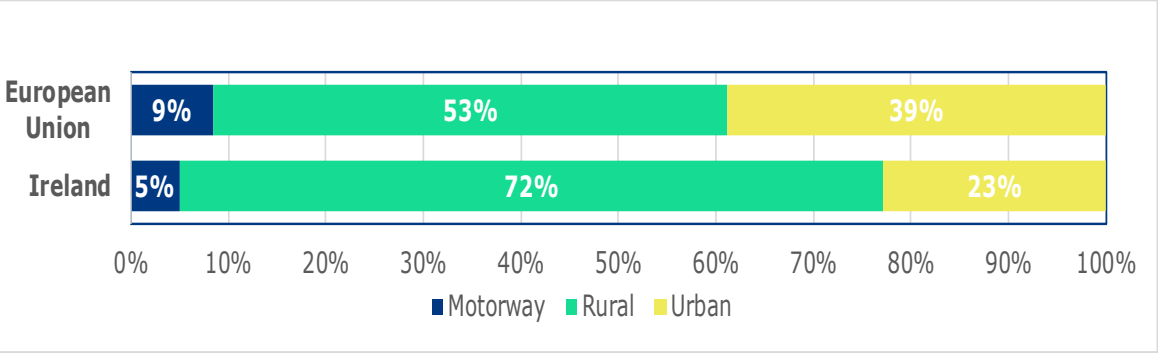
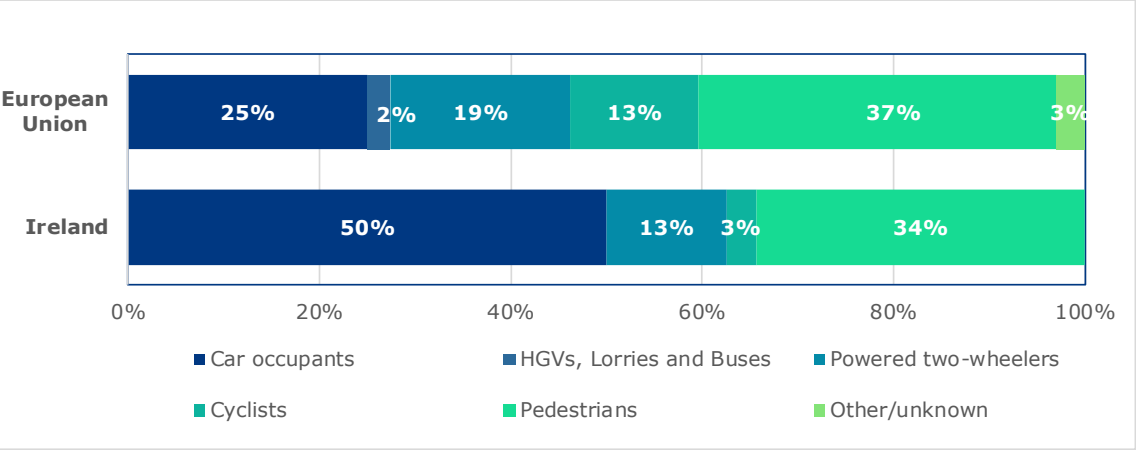


Table 9: Number of serious injuries by road type, 2014 and 2019

	2014	2019	Trend
Motorway	24	44	+83%
Rural	371	651	+75%
Urban	360	811	+125%
Unknown			
Total	755	1,506	+99%

Figure 8. Distribution of road fatalities inside urban areas by type transport mode, 2019



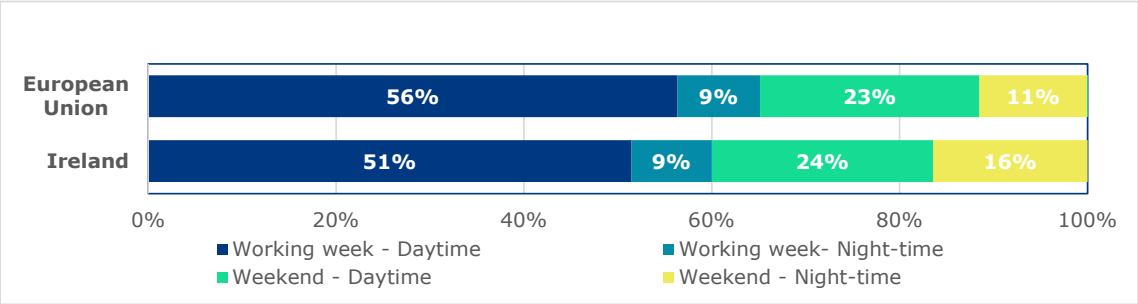
2.6 Time Period

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 2012-2021, Ireland showed a more favourable downward trend regarding night-time fatalities during the working week than the EU average.

Table 10: Number of fatalities by time period, 2012 and 2019

	2012	2019	Trend	EU trend
Working week - Daytime	69	72	+4%	-13%
Working week- Night-time	18	12	-33%	-15%
Weekend - Daytime	49	33	-33%	-13%
Weekend - Night-time	27	23	-15%	-21%
Unknown	0	0	-	-79%
Total	163	140	-14%	-14%

Figure 9. Distribution of road fatalities by time period, 2019



2.7 Lighting and Weather Conditions

The majority of fatalities both in Ireland and in the EU are during daylight and with dry weather conditions. Contrary to the EU, over the period 2012-2019, Ireland recorded a slight increase in crash fatalities during raining conditions.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2019

	2012	2019	Trend	EU trend
Lighting Conditions				
Daylight	89	82	-8%	-21%
Twilight	-	-	-	-23%
Darkness	73	58	-21%	-32%
Weather Conditions				
Dry	130	106	-18%	-13%
Rain	28	30	+7%	-12%
Other/Unknown	5	4	-20%	-18%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Ireland	EU
Speeding (2021)[c] % of passenger cars travelling within speed limits[1]		
Motorways	88.4	-
Rural Roads	80.5	-
Urban Roads	25.4	-
Seat belt & CRS use rates (%)[1,4]		
Front	99.0	93.3
Rear	93.0	75.5
Child restraint systems	67.0	67.0
Helmet use rates (%)[1]		
PTW driver	98.8	97.0
PTW passenger	/	94.4
Cyclist	41.7	37.8
DUI of Alcohol (self-reported)[3]		
% car drivers have driven at least once in the last 30 days over the legal limit	8.0	11.8
Driver Distraction[4]		
% of drivers not using hand-held mobile device/phone while driving	93.7	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

	Ireland	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	/	83.6
Average age of passenger car fleet (years)[2]	8.6	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	Ireland	EU
Speeding	36.5	139.7
Non-use of seat-belt	1.8	5.7
Illegal use of mobile phone	4.9	4.4
Driving above legal alcohol limits	0.1	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

	Ireland
Timeframe	2021-2030 (3 phases)
Lead Authority	Road Safety Authority (RSA) developed the strategy, in consultation with key Irish road safety stakeholders and the Irish public
Targets	
Fatalities	-50% by 2030, -15% by 2024
Serious injuries	-50% by 2030, -10% by 2024
Baseline Year	Average 2017-2019
SPIs	No targets on SPI
Link	https://www.rsa.ie/about/safety-strategy-2021-2030

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Ireland is different in several aspects from compared to most EU countries. The maximum speed limit on rural roads (100 km/h) is higher than in most other countries and the maximum speed on motorways (120 km/h) is lower. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles in Ireland.

Table 16: National road safety legislation

	Ireland	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50 (special speed limits: 30km/h or 60km/h)	50: 26/27
Rural roads	100 (national roads) 80 (regional and local roads)	90: 17/27
Motorways	120	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.2	0.2: 12/27, 0.0: 9/27
Professional drivers	0.2	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27

	Ireland	Most common in EU
Child restraint systems		
CRS required	Up to 36 kg / 150 cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS[d]	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[e]		
Age restriction	-	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit	-	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

[d] It is noted that it is illegal to use a rearward-facing child car seat in a passenger seat protected by an airbag.
[e] E-scooter regulations in Ireland have not come into force yet but due in the very near future.

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Ireland	Most common in EU
Novice Drivers		
Accompanied driving	No	17 years: 13/27, No: 7/27
Probation period for novice drivers	2 years	2 years: 7/27, 3 years: 5/27
Renewal Procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval (Age)	Under 60 years old: every 10 years Above 67 years old: every 1 to 3 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

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

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density in Ireland is lower than the EU average but the road density is higher than the EU on average. Ireland's GDP per capita is above that of the EU.

Table 19: Country Characteristics, 2021

	Ireland	EU
Demographics[2]		
Population (inhabitants)	5,006,324	447,000,548
Population density (inh./km^2)	72.6	109.0
% children (0-17)	23.9%	18.2
% adults (18-64)	61.4%	61.6
% elderly (65+)	14.8%	20.3
% of urban population	64.3%	75.2
Economic Data[2]		
GDP per capita (euro)	86,490	32,560
Infrastructure[1]		
Country Area (km^2)	69,947	4,225,134
Road network length (km)	103,182	4,473,380
Road density (km/km^2)	1.5	1.1
% of motorways	0.96	1.67
% GDP spent to road infrastructure[3]	0.2	0.4
Vehicle Fleet[1]		
Vehicles per population	0.54	0.73
% of passenger cars	83.6	77.3
% of motorcycles	1.7	11.4
% of HGVs	14.3	11.1
% of buses	0.4	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	85.5	85.2
- Bus/coach/Metro/Tram	13.1	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	99.4	74.6
- Rail	0.6	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	10.2	739.8
Share of road transport emissions in total transport emissions (%)	80.4	76.3

Sources: [1]EC (2023b), [2]Eurostat, [3]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	- Department of transport - Road Safety Authority (RSA)
Monitoring of the road safety development	- RSA - Road Safety Transformation Programme Board - Oireachtas Committee on Transport - Transport Infrastructure Ireland (TII)
Improvements in road infrastructure	- TII: responsible for national roads - Local Authorities: non-national roads
Improvement in vehicles	- RSA - Department of Transport
Improvement in road user education	- Nationwide Road Safety Education Service within RSA - Department of Transport - Health and Safety Authority
Publicity campaigns	- RSA - Department of Transport - Society of the Irish Motor Industry (SIMI)
Enforcement of traffic laws	- Police
Other relevant actors	- Medical Bureau of Road Safety (MBRS)

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Ireland	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	10.2	17.0	6/18
- drive faster than the speed limit inside urban areas	47.1	55.7	4/18
- transport children under 150cm without using CRS	10.9	17.2	3/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	15.8	16.8	11/18
- respecting speed limits	30.8	34.4	14/18
- using of hand-held mobile phone while driving	15.3	15.0	9/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	76.5	76.6	9/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	54.2	38.3	4/18
- requiring all cyclists to wear a helmet	79.7	60.1	3/18

Source: ESRA3 project (2024)

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 (2018 & 2019). https://www.esranet.eu/

The European average is the average of 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: November 2023

ETSC
Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022. https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/

FERSI (2020)
Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. https://fersi.org/. Date of extraction: July 2023

IRTAD (International Traffic Safety Data and Analysis Group)

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database: https://stats.oecd.org/. Date of extraction: July 2023

WHO
Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.
https://www.who.int/violence_injury_prevention/road_safety_status/

2018/en/. Date of extraction: July 2023

6.2 Definitions

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

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

Seriously injured (at 30 days)
Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

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

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

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

Working week – Daytime
Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time
Monday 10 p.m. to Tuesday 5.59 a.m.
Tuesday 10 p.m. to Wednesday 5.59 a.m.

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

Weekend – Daytime
Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend – Night-time
Friday 10 p.m. to Saturday 5.59 a.m.
Saturday 10 p.m. to Sunday 5.59 a.m.
Sunday 10 p.m. to Monday 5.59 a.m.

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

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

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

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

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

Explanations of symbols in tables:
/ : not available
- : not applicable (e.g. calculation cannot be performed)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