European Commission

Country Profile

Norway

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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1. Highlights

Road Safety Outcomes

- In 2024, 87 people were killed and 578 were seriously injured in road crashes in Norway.
- Norway performs better than all EU countries in terms of the number of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Norway shows a relatively high proportion of fatalities on rural roads.
- Over the period 2014-2024, the number of fatalities decreased more than in the European Union.

Road Safety Performance Indicators

- Seat belt use among front occupants of passenger cars in Norway is higher than 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.
- There is a general alcohol limit of 0.2 g/l in Norway.
- Norwegian road infrastructure is characterized by low road density, especially the motorway network.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Norway, a total of 87 people were killed and 578 were seriously injured in road crashes in 2024. Over the 2014-2024 period, the number of fatalities in Norway decreased by 41%, which is much higher than the 17% decrease registered for the European Union (EU) as a whole. The number of serious injuries in Norway showed a 14% decrease over the same period.

In terms of mortality rate, 16 road fatalities per million inhabitants were recorded in 2024, which is the lowest rate among the EU and EFTA countries.

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

	2014	2024	Trend	EU trend
Fatalities	147	87	-41%	-17%
Serious Injuries	674	578	-14%	-

Figure 1. Mortality rate development, 2014 – 2024

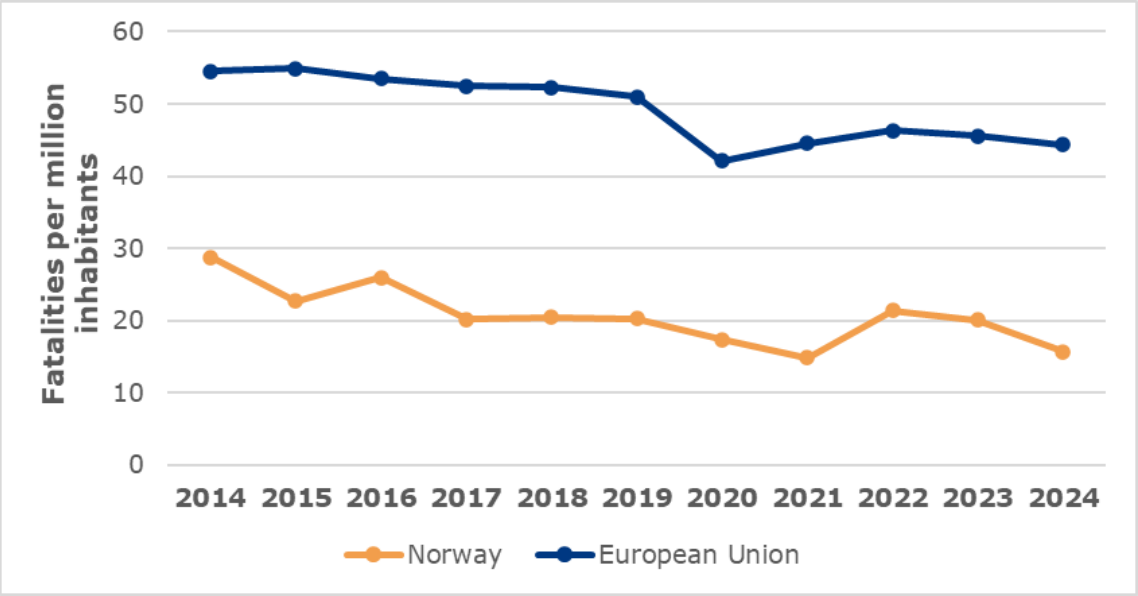
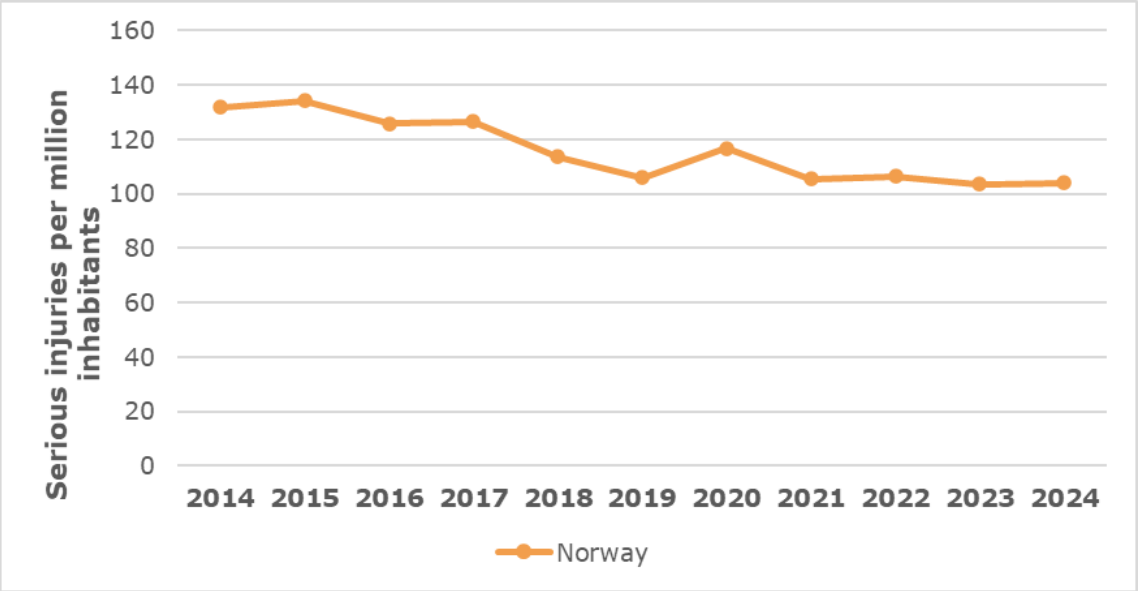
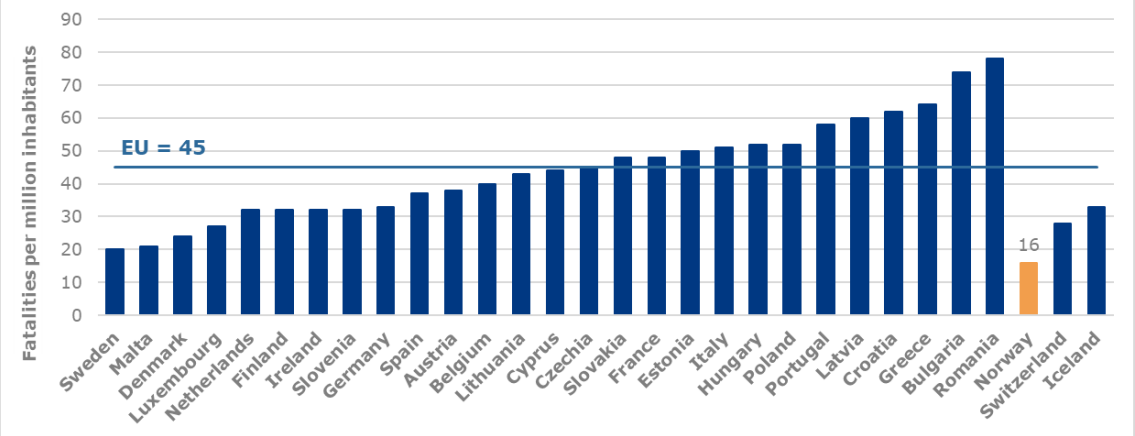


Figure 2. Evolution of serious injuries per million inhabitants, 2014 – 2024



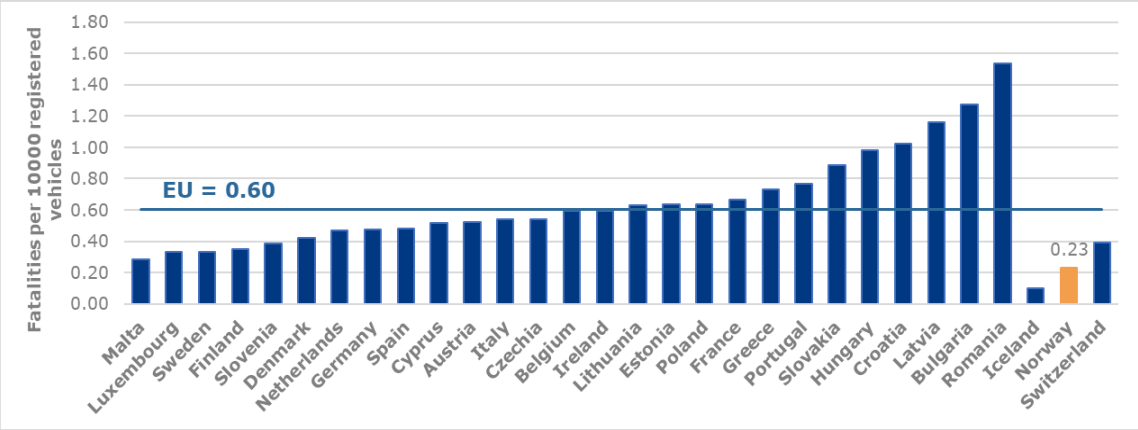
2.2 Risk Figures

Figure 3. Mortality rates by country, 2024



Taking into account the vehicle population, Norway performs better than the EU as a whole. The rate of 0.23 fatalities per 10,000 registered vehicles in Norway is well below the EU average of 0.60.

Figure 4. Fatalities per thousand registered vehicles, 2024



2.3 Transport Mode

In 2024[a], car occupants accounted for almost half of road traffic fatalities in Norway. This percentage is equal to that observed in the EU as a whole (45%). Pedestrians and cyclists accounted for only 14% of road fatalities, which is well below the average share in the EU (27%).

Over the period 2014-2024, there has been a decrease in road fatalities in Norway for all transport modes. The highest decrease was recorded for car occupants (47%). Concerning serious injuries, the highest decrease was recorded for pedestrians (39%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Norway in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 58% were involved in crashes with passenger cars, and 37% were involved in crashes with light delivery or heavy goods vehicles. Over time Norway showed a bigger reduction of fatalities resulting from these types of crashes than the EU as a whole.

Also, the number of fatalities in single vehicle crashes in Norway showed a higher decrease than the European Union (31 vs 10%).

[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, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	7	3	-	-37%
Car occupants	72	38	-47%	-20%
Cyclists	12	6	-	-11%
Heavy goods vehicles	7	2	-	-21%
Lorries, under 3.5t	1	3	-	-14%
Other/unknown	8	8	-	-21%
Pedestrians	18	6	-	-31%
Powered two-wheelers	22	21	-5%	-3%
Total	147	87	-41%	-18%

Figure 5. Distribution of road fatalities by transport mode, 2024

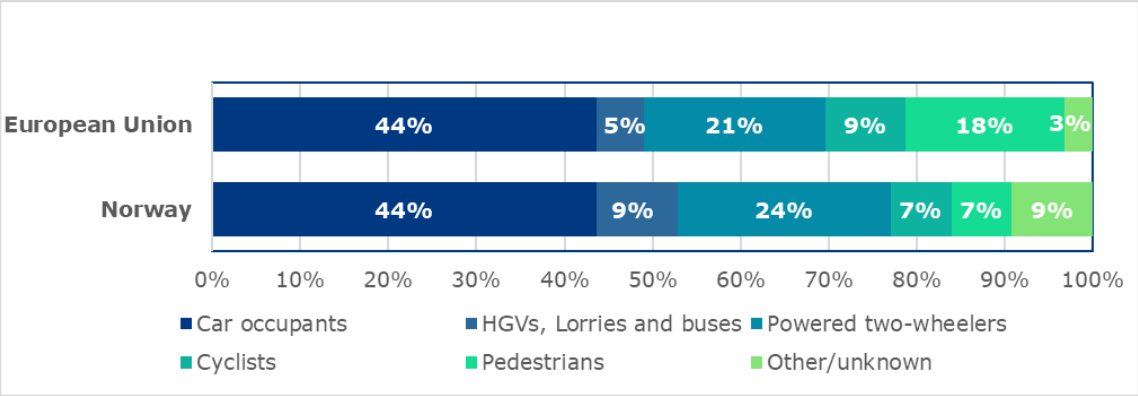


Table 3: Number of serious injuries by transport mode, 2014 and 2024

	2014	2024	Trend
Bus/coach occupants	7	0	-
Car occupants	306	227	-26%
Cyclists	74	64	-14%
Heavy goods vehicles	10	9	-
Lorries, under 3.5t	14	17	+21%
Other/unknown	19	41	+116%
Pedestrians	107	65	-39%
Powered two-wheelers	137	155	+13%
Total	674	578	-14%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2014 and 2024

	2014	2024	Trend	EU trend
Crashes involving buses or coaches	3	1	-	-27%
Crashes involving cars	24	11	-54%	-29%
Crashes involving lorries or heavy goods vehicles	5	7	-	-24%

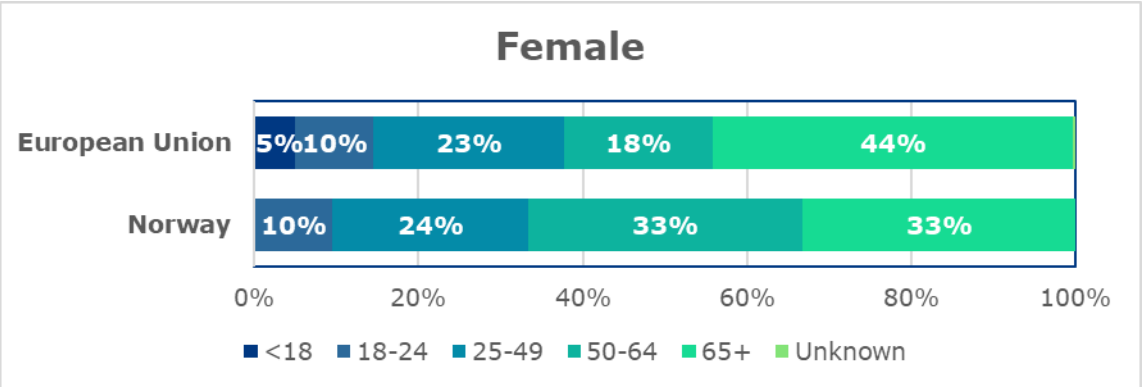
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2014 and 2024

	2014	2024	Trend	EU trend
Bus/coach occupants	4	3	-	-16%
Car occupants	27	15	-44%	-17%
Cyclists	4	3	-	+42%
Heavy goods vehicles	5	1	-	-24%
Lorries, under 3.5t	1	0	-	-14%
Other/unknown	4	4	-	+12%
Powered two-wheelers	9	11	-	+1%
Total	54	37	-31%	-10%

2.4 Age and Gender

The distribution of male fatalities across age groups in Norway is similar to that of the EU, with a higher share of fatalities aged 50 to 64 years and a lower share of fatalities aged from over 65 years old. Over the period 2014-2024, the number of fatalities over all age groups decreased. The number of seriously injured persons also decreased for most age groups, except for females up to 24 years old and males up to 18 and over 65 years old.

Figure 6. Distribution of road fatalities by age and gender, 2024



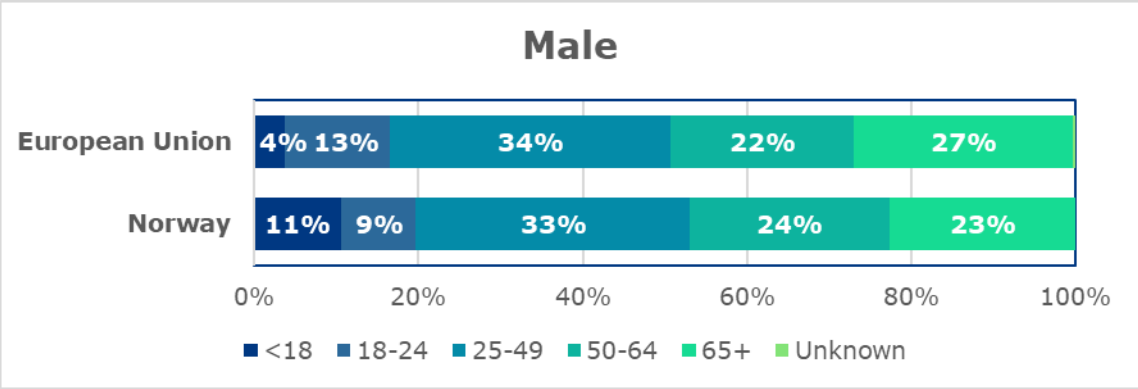


Table 6: Number of fatalities by age and gender, 2014 and 2024

	2014	2024	Trend	EU trend
Female				
<18	3	0	-	-44%
18-24	7	2	-	-28%
25-49	10	5	-	-26%
50-64	6	7	-	-22%
65+	13	7	-	-4%
Unknown	0	0	-	-26%
Total	39	21	-46%	-18%
Male				
<18	5	7	-	-21%
18-24	11	6	-	-18%
25-49	38	22	-42%	-19%
50-64	19	16	-16%	-4%
65+	34	15	-56%	+6%
Unknown	1	0	-	-16%
Total	108	66	-39%	-10%

Table 7: Number of serious injuries by age and gender, 2015 and 2024

	2015	2024	Trend
Female			
<18	22	27	+23%
18-24	23	26	+13%
25-49	72	63	-13%
50-64	67	31	-54%
65+	57	51	-11%
Unknown	4	0	-
Total	245	198	-19%

Male			
<18	45	58	+29%
18-24	64	52	-19%
25-49	177	115	-35%
50-64	83	82	-1%
65+	59	73	+24%
Unknown	1	0	-
Total	429	380	-11%

2.5 Area and Road Type

The majority of road fatalities in Norway occurred on rural roads (62%) which is markedly higher than the EU as a whole (53%). Only 18% of fatalities occurred on urban roads in Norway. Although approximately 1% of the roads in Norway are motorways, no fatalities were registered on these roads.

Table 8: Number of fatalities by road type, 2014 and 2024

	2014	2024	Trend	EU trend
Motorway	/	/	-	-5%
Rural	117	54	-54%	-17%
Urban	30	16	-47%	-17%
Unknown	/	17	-	-91%
Total	147	87	-41%	-16%

Figure 7. Distribution of road fatalities by road type, 2024

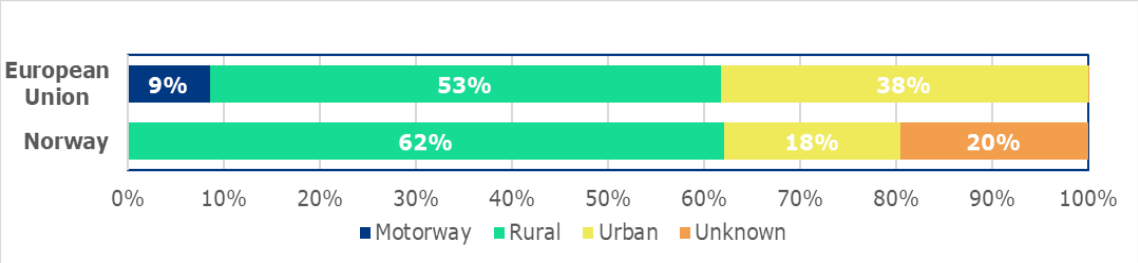
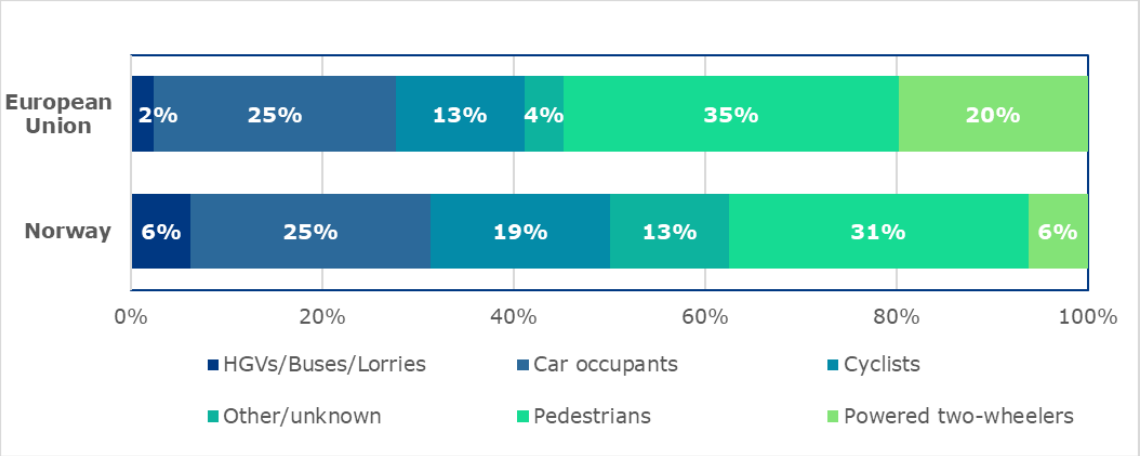


Table 9: Number of serious injuries by road type, 2014 and 2024

	2014	2024	Trend
Motorway	/	/	-
Rural	408	312	-24%
Urban	261	157	-40%
Unknown	5	109	-
Total	674	578	-14%

Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2024



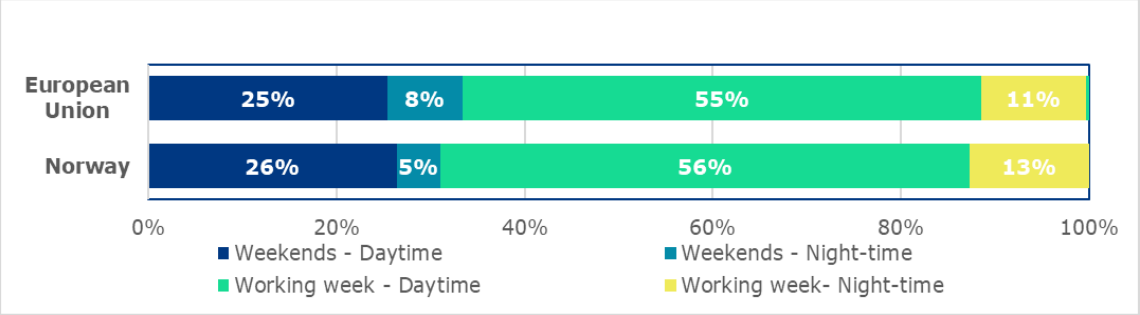
2.6 Time Period

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. In the period 2014-2024, Norway showed a more favourable downward trend regarding night-time fatalities.

Table 10: Number of fatalities by time period, 2014 and 2024

	2014	2024	Trend	EU trend
Weekends - Daytime	31	23	-26%	-13%
Weekends - Night-time	14	4	-	-40%
Working week - Daytime	86	49	-43%	-20%
Working week- Night-time	16	11	-31%	+12%
Unknown	/	/	-	+63%
Total	147	87	-41%	-17%

Figure 9. Distribution of road fatalities by time period, 2024



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Norway and in the EU occurred during daylight and under dry weather conditions. The number of fatalities occurring during darkness and under dry conditions in Norway have decreased at a higher rate over the 2014-2024 period than was the case in the EU as a whole.

Table 11: Number of fatalities by lighting and weather conditions, 2014 and 2024

	2014	2024	Trend	EU trend
Lighting Conditions				
Daylight	102	54	-47%	-27%
Twilight	5	1	-	-36%
Darkness	35	18	-49%	-34%
Weather Conditions				
Dry	91	51	-44%	-17%
Rain	18	9	-	-20%
Other/Unknown	38	27	-29%	-18%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022

	Norway	EU
Speeding[b] % of passenger cars travelling within speed limits [a]		
Motorways	/	-
Rural Roads	/	-
Urban Roads (50km/h)	/	
Seat belt & CRS use rates (%) [a,b]		
Front	97.0	93.1
Rear	/	75.3
Child restraint systems (roadside observations)	/	67.0
Child restraint systems (in-vehicle inspections)	/	-
Helmet use rates (%) [a]		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist	/	37.8
DUI of Alcohol[c] (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	/	11.8
Driver Distraction [a]		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

Sources: [a] Baseline project, [b] ETSC (2022), [c] ESRA3 project (2024)

[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

	Norway		EU	
	2022	2025	2022	2025
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above [a]	/	/	83.6	82.7
Average age of passenger car fleet (years)[d]	10.8	11.1	12.3	12.5

Sources: [a] Baseline and Trendline projects, [d] ACEA (2024, 2025)

3.3 Enforcement

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

Tickets per 1,000 population	Norway	EU
Speeding	410.3	139.7
Non-use of seat-belt	0.4	5.7
Illegal use of mobile phone	3.2	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

	Norway
Timeframe	2022-2025
Lead Authority	Norwegian Public Roads Administration
Targets	
Fatalities	max 50 by 2030
Serious injuries	max 350 KSI by 2030
Baseline Year	2022
SPIs	-
Link	https://www.vegvesen.no/globalassets/fag/fokusomrader/trafikksikkerhet/national-plan-of-action-for-road-safety-2022-2025---short-version-in-english.pdf

Source: National sources

4.2 Traffic Laws and Regulations

National road safety legislation in Norway is different in several aspects from that in most EU countries. Both the maximum speed on rural roads (80km/h) and on motorways (100 km/h) is lower than in most EU countries. Unlike most EU countries there is no age restriction to transport children on motorcycles. The general alcohol limit in Norway is 0.2 g/l, while in the majority of EU countries the general limit is 0.5 g/l.

Table 16: National road safety legislation

	Norway	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	80	90: 17/27
Motorways	100	130: 14/27
Allowed BAC levels (g/l)		
General population	0.2	0.5: 19/27
Novice drivers	0.2	0.2: 13/27, 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
Child restraint systems		

	Norway	Most common in EU
CRS required	Up to 135 - 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
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No	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	Allowed from 12 years old	Not restricted: 8/27, Allowed from 14 years: 7/27
Max. speed limit (km/h)	20	25: 17/27
Helmet required	Up to 15 years old	Not required: 11/27
Allowed on road lanes	Yes (prohibited where bicycles are banned)	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

	Norway	Most common in EU
Novice Drivers		
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
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval (Age)	Every 15 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

	Norway	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	Yes	Yes:18/27, No:4/27
Investments to upgrade high risk locations	Yes	Yes:21/27, No:6/27
Design standards for the safety of pedestrians / cyclists	Partial	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

The population density in Norway is much lower than the EU average and its GDP per capita is much higher. The proportion of GDP dedicated to road infrastructure investment is lower than the EU average.

Table 19: Country Characteristics, 2023

	Norway	EU
Demographics[2]		
Population (inhabitants)	5,488,984	447,695,350
Population density (inh./km^2)	15.2	106.0
% children (0-17)	11.9	10.6
% adults (18-64)	69.7	68.1
% elderly (65+)	18.4	21.3
% of urban population	83.1	74.9
Economic Data[2]		
GDP per capita (euro)	63,470	33,400
Infrastructure[1]		
Country Area (km^2)	384,486	4,225,134
Road network length (km)	95,700	4,582,936
Road density (km/km^2)	0.2	1.1
% of motorways	0.7	1.67
% GDP spent to road infrastructure[3]	0.2	0.4
Vehicle Fleet[1]		
Vehicles per population	0.69	0.73
% of passenger cars	76.3	77.4
% of motorcycles	8.2	11.8
% of HGVs	15.1	10.6
% of buses	0.4	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	87.9	82.0
- Bus/coach/Metro/Tram	6.8	9.6
Modal split of freight transport on land (tonne-km in %):		
- Road	61.0	75.0
- Rail	9.5	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	7.9	749.1
Share of road transport emissions in total transport emissions (%)	55.4	79.2

Sources: [1]EC (2025b), [2]Eurostat, [3]OECD (2025)

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Ministry of Transport and Communications - Norwegian National Public Road Administration - NHO Transport - Norwegian Haulier's Association - Norwegian Transport Workers' Union - Union of Norwegian Transport Employees - Norwegian Association of Local and Regional Authorities
Monitoring of the road safety development	- Ministry of Transport and Communications - Norwegian National Public Road Administration - Norwegian Association of Local and Regional Authorities
Improvements in road infrastructure	- Norwegian National Public Road Administration - Accident Investigation Board Norway (AIBN)
Improvement in vehicles	- Norwegian National Public Road Administration - Police Department
Improvement in road user education	- The Norwegian Council for Road Safety - Norwegian Directorate of Education and Training
Publicity campaigns	- Norwegian National Public Road Administration
Enforcement of traffic laws	- Norwegian National Public Road Administration - Police Department - County Governor
Other relevant actors	- Norwegian Directorate of Health - Norwegian Driving School Association - Finance Norway (FNO) - Royal Norwegian Automobile Club (KNA) - Norwegian Abstaining Motorists Association (MA) - No to Head-on collisions (NtFk) - Norwegian Automobile Federation (NAF) - Norwegian Cycling Federation (NCF)

Source: National sources

5.3 Self-declared behaviour & Attitudes

For Norway, there are no data available on self-declared behaviour and attitudes in ESRA 3 project.

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 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: October 2025

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 the use of helmets is not obligatory for cyclists (see Table 16).

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

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

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


Publications Office