European Road Safety Observatory

National Road Safety Profile - Cyprus

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 2019 a total of 52 people were killed in reported traffic accidents in Cyprus.
- Cyprus is 18th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Cyprus shows a relatively high proportion of powered two-wheelers and fatalities aged 65 and older. Also the percentage of fatalities on urban roads is higher than in the European Union.

Road safety performance indicators

- Road infrastructure in Cyprus is characterized by high road density.
- The vehicle fleet is larger than the EU average and passenger cars are slightly older.

Road safety policy and measures

- Enforcement is less widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Cyprus, a total of 52 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 59 road fatalities per million inhabitants, which is above the EU average (51). Since 2001, the mortality rate in Cyprus has declined at the same pace as the EU average. However, taking into account the number of vehicles, Cyprus performs better than the EU average with a rate of 0.72 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years, the number of fatalities in Cyprus has declined by only 13% while the EU average has fallen by 23%. The number of serious injuries on the other hand, showed a more favorable trend over the same period with a decrease of more than 40%.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	60	52	-13%	29611	22756	-23%
Serious injuries	586	340	-42%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

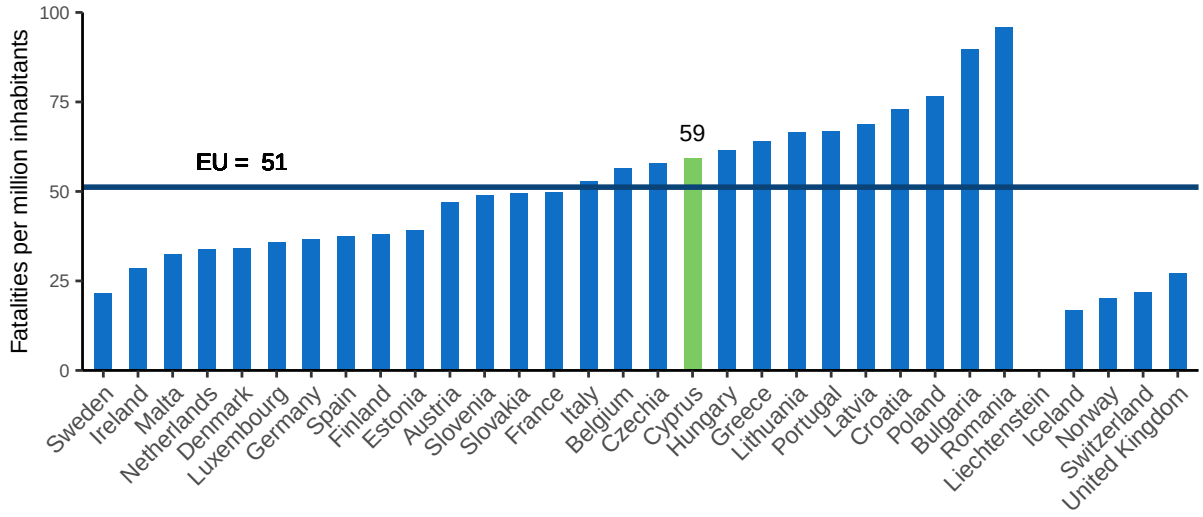


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

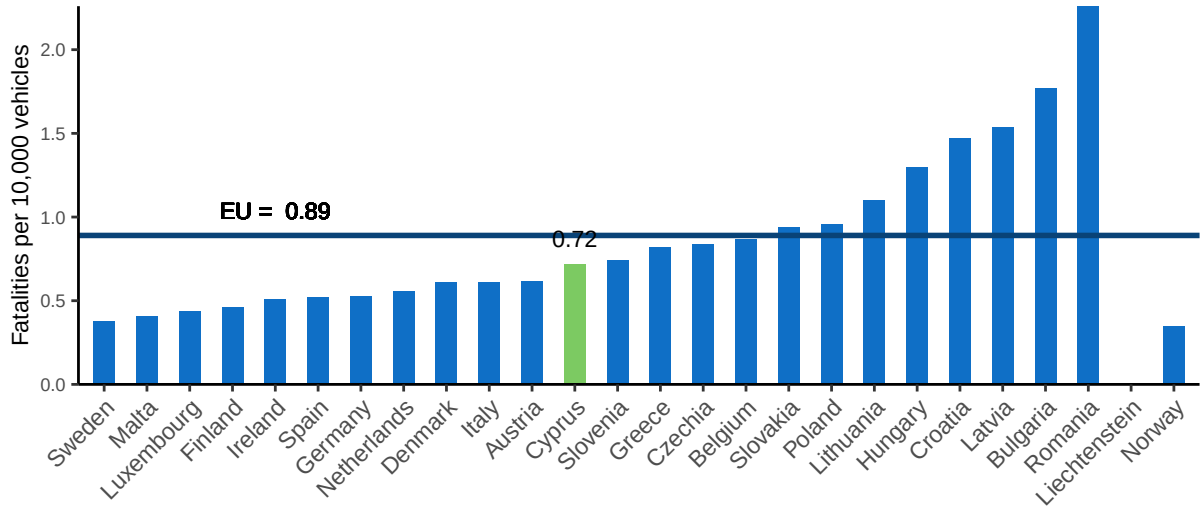


Figure 3. Number of road fatalities (2010-2019). Source: CARE

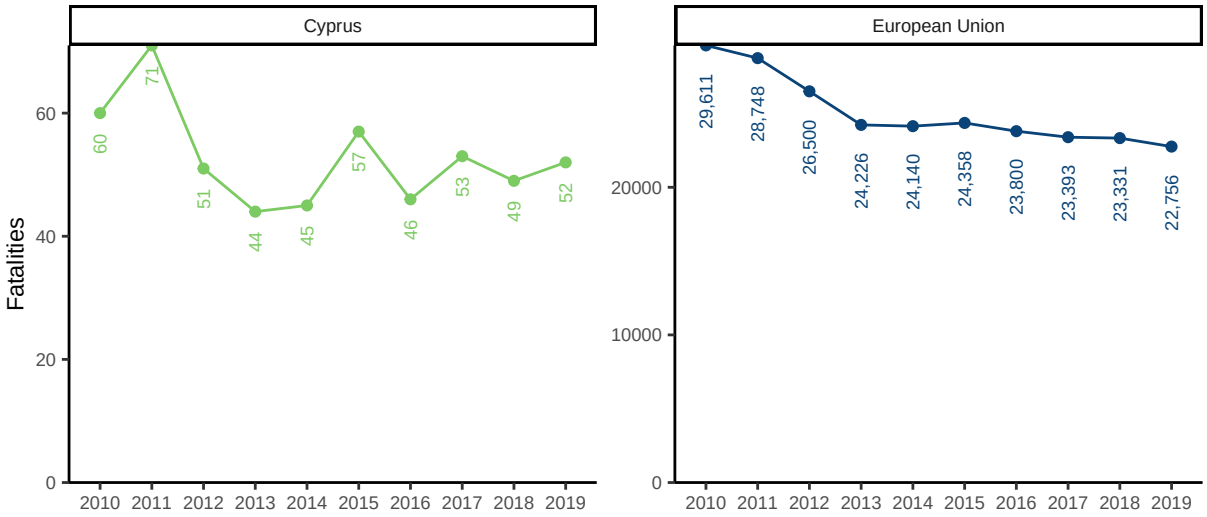


Figure 4. Number of serious injuries (2010-2019). Source: CARE

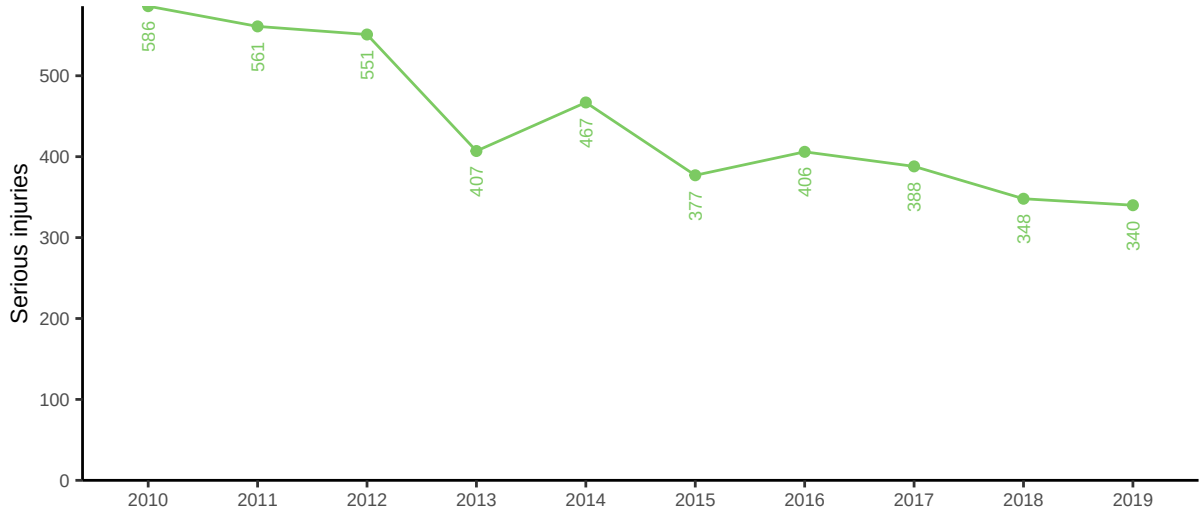
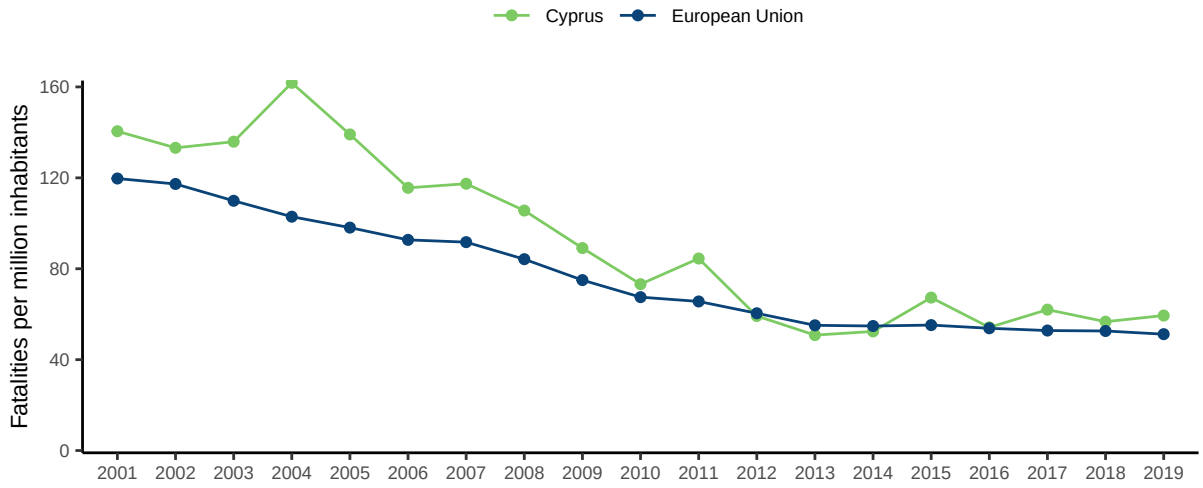


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for more than half of road traffic fatalities in Cyprus. This percentage is higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of powered two-wheelers, which represented one third of Cyprus's road fatalities, as opposed to 18% in the European Union. Car occupants on the other hand account for 27% of road fatalities, which is well below the proportion that is seen in the European Union (44%). The share of cyclists (2%) is also much smaller than in the European Union (9%).

Over time there has been a decrease in the numbers of fatalities and serious injuries in Cyprus for almost all modes. The most favourable trends in terms of transport mode were related to car occupants.

[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

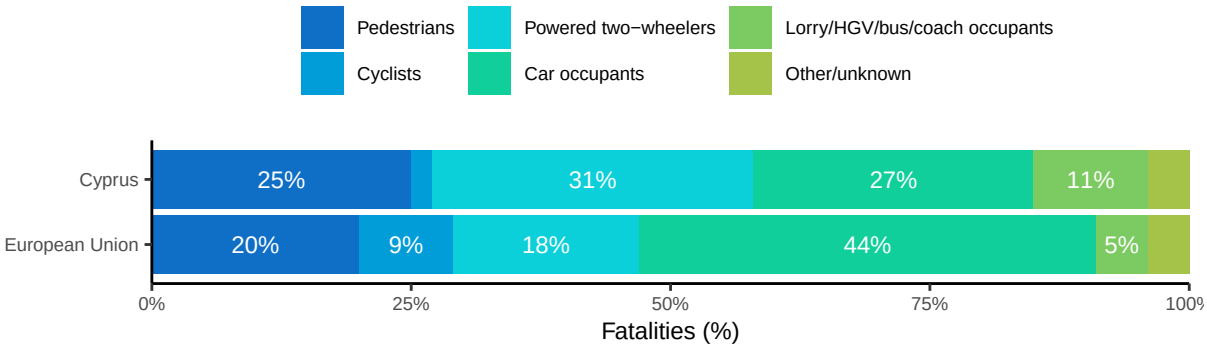


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	12	12	/	5,793	4,746	-18%
Cyclists	2	2	/	2,023	1,980	-2%
Powered two-wheelers	17	16	-6%	5,057	4,135	-18%
Car occupants	23	14	/	13,309	10,409	-22%
Lorries, under 3.5t	4	6	/	898	778	-13%
Heavy goods vehicles	0	0	/	590	408	-31%
Bus/coach occupants	0	0	/	102	107	+5%
Other/unknown	3	1	/	1,116	837	/
Total	*61*	*51*	*-16%*	*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	105	69	-34%
Cyclists	18	11	/
Powered two-wheelers	194	137	-29%
Car occupants	197	119	-40%
Lorries, under 3.5t	34	17	-50%
Heavy goods vehicles	1	2	/
Bus/coach occupants	1	1	/
Other/unknown	17	2	/
Total	*566*	*359*	*-37%*

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	1	/	258	200	-22%
Crashes involving cars	1	12	/	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	0	2	/	1,721	1,333	-23%

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

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	11	10	/	3,944	3,384	-14%
Cyclists	1	0	/	1,113	1,143	+3%
Powered two-wheelers	14	12	/	2,200	1,644	-25%
Car occupants	8	7	/	2,883	2,223	-23%
Lorries, under 3.5t	2	2	/	149	136	-9%
Heavy goods vehicles	0	0	/	82	32	-61%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	2	1	/	219	271	/
Total	*38*	*32*	*-16%*	*10,811*	*8,925*	*-17%*

2.3 Age

The distribution of road fatalities across age groups in Cyprus is different from that for the European Union. People aged 65 and older represent 38% of road fatalities, which is higher than what is seen in the European Union (28%). On the other hand, the proportion of fatalities aged 50 to 64 is smaller. Over the past ten years, the trend in the number of serious injuries in Cyprus was downward for all age groups.

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

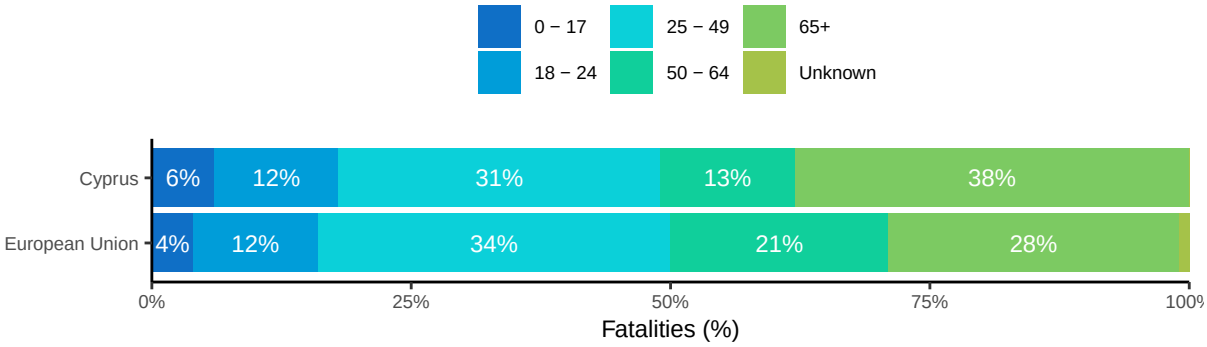


Table 6. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	1	2	/	744	502	-33%
15 - 17	2	2	/	761	488	-36%
18 - 24	12	7	/	4,398	2,750	-37%
25 - 49	29	19	-34%	10,456	7,885	-25%
50 - 64	7	4	/	5,273	4,882	-7%
65+	11	16	/	6,390	6,545	+2%
Unknown	0	/	/	738	295	/
Total	*61*	*51*	*-16%*	*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
<15	25	14	/
15 - 17	32	17	-47%
18 - 24	121	66	-45%
25 - 49	239	142	-41%
50 - 64	76	57	-25%
65+	73	62	-15%
Unknown	0	/	/
Total	*566*	*359*	*-37%*

2.4 Gender

The high proportion of males among total road fatalities in Cyprus (77%) 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

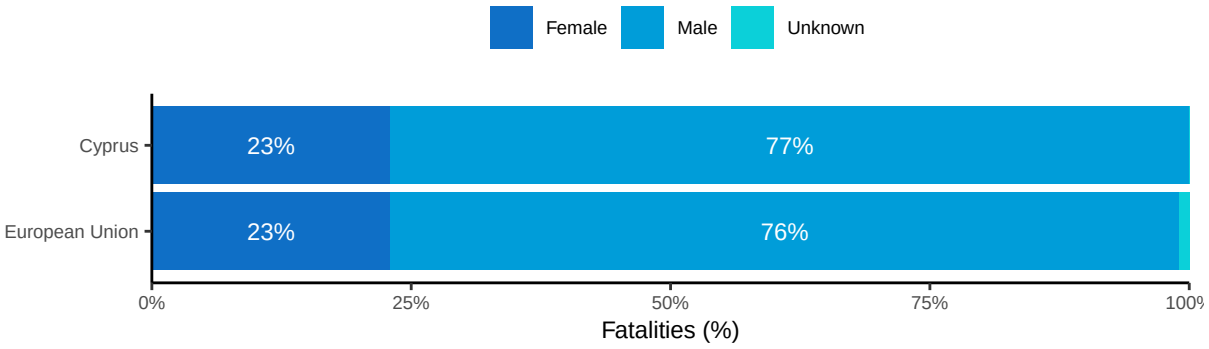


Table 8. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	12	10	/	6,655	5,444	-18%
Male	48	41	-15%	21,519	17,714	-18%
Unknown	0	0	/	1,310	190	/
Total	*61*	*51*	*-16%*	*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	164	101	-38%
Male	402	258	-36%
Unknown	0	0	/
Total	*566*	*359*	*-37%*

2.5 Area

As opposed to the EU average, the majority of road fatalities in Cyprus occurred on urban roads (61%). Over the past ten years, the number of fatalities and serious injuries decreased on all road types.

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

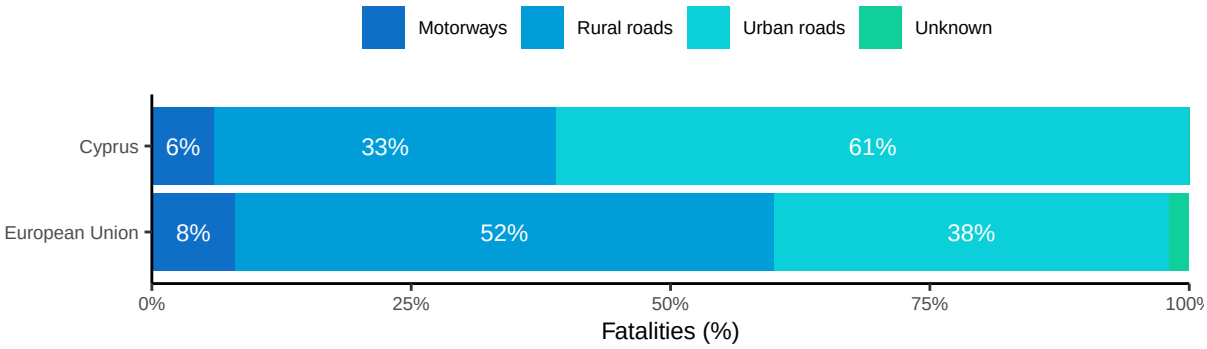


Table 10. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	6	5	/	2,047	1,978	-3%
Rural	17	14	/	15,300	12,283	-20%
Urban	38	32	-16%	10,811	8,925	-17%
Unknown	/	/	/	925	477	/
Total	*61*	*51*	*-16%*	*28,286*	*23,160*	*-18%*

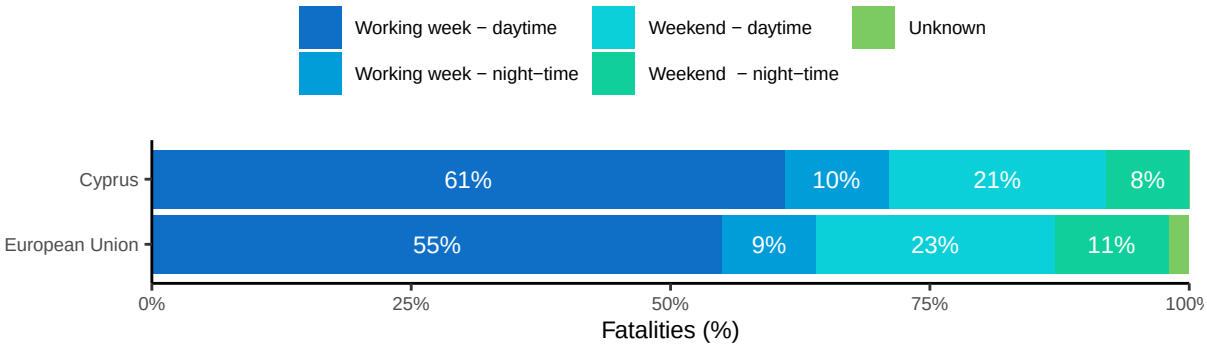
Table 11. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Motorway	31	20	-35%
Rural	81	52	-36%
Urban	455	287	-37%
Unknown	/	/	/
Total	*566*	*359*	*-37%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occuring in the daytime during the working week. The percentage of fatalities that occur in the night-time during weekends is slightly smaller than in the European Union.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE



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

Table 12. 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	26	24	-8%	15,404	13,244	-14%
Working week - night-time	9	6	/	2,566	1,984	-23%
Weekend - daytime	13	13	/	6,353	5,350	-16%
Weekend - night-time	13	8	/	3,540	2,583	-27%
Unknown	/	/	/	4,226	509	/
Total	*61*	*51*	*-16%*	*28,286*	*23,160*	*-18%*

2.7 Road conditions

The majority of road fatalities in Cyprus occur on dry roads. Only a small percentage (6%) of road fatalities occur on wet roads while in the European Union as a whole the proportion of fatalities in wet road conditions is much larger. Regarding light conditions, almost half of road fatalities occur when it is dark.

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

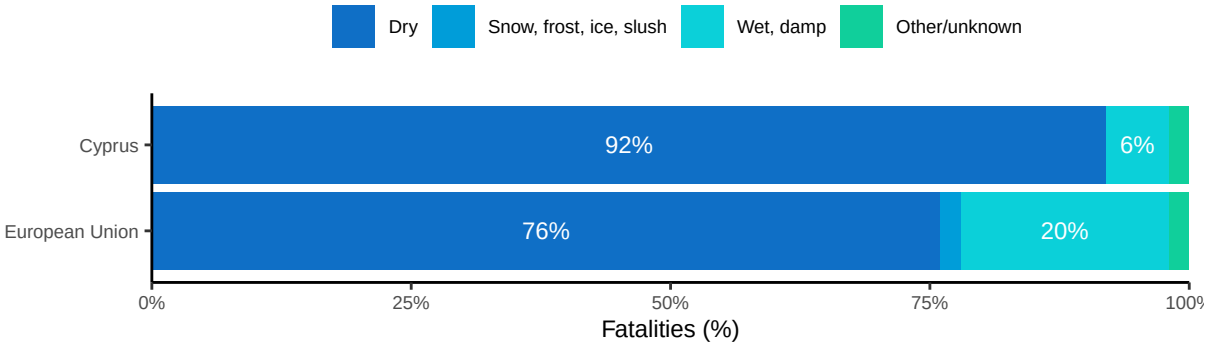


Table 13. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	57	47	-18%	21,091	17,671	-16%
Snow, frost, ice, slush	0	0	/	988	447	-55%
Wet, damp	4	3	/	5,636	4,633	-18%
Other/unknown	0	2	/	2,458	598	/
Total	*61*	*51*	*-16%*	*28,286*	*23,160*	*-18%*

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

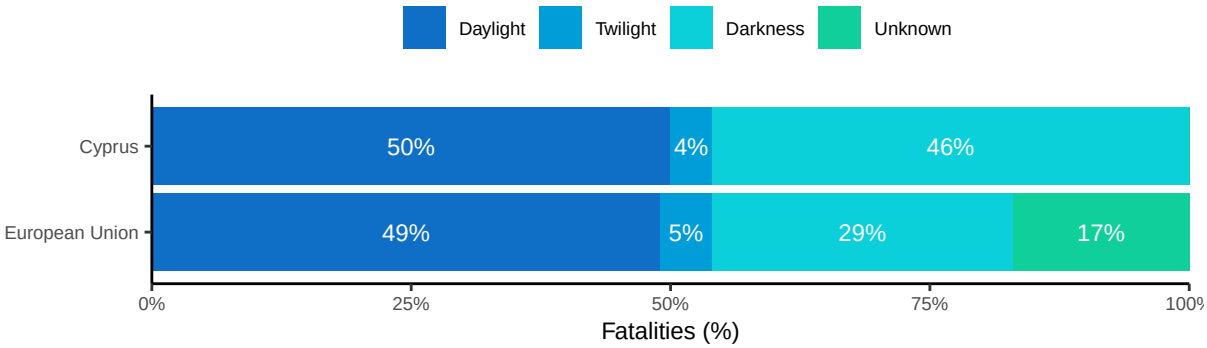


Table 14. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	33	25	-24%	8,918	6,756	-24%
Daylight	25	25	+0%	13,706	11,891	-13%
Twilight	3	1	/	1,498	1,228	-18%
Unknown	/	/	/	5,301	4,058	/
Total	*61*	*51*	*-16%*	*28,286*	*23,160*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

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

3.1.1 Speeding

Table 15. Observed speeding. Source: ETSC (2017)

	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h)	47	37%
Rural roads (80km/h)	74	18%
Motorways (100km/h)	105	63%

3.2 Infrastructure

In Cyprus both the overall road network and the motorway network show high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Cyprus, a score of 5.1 (on a value scale from 1 to 7) is given, which is average compared to the score of other EU countries.

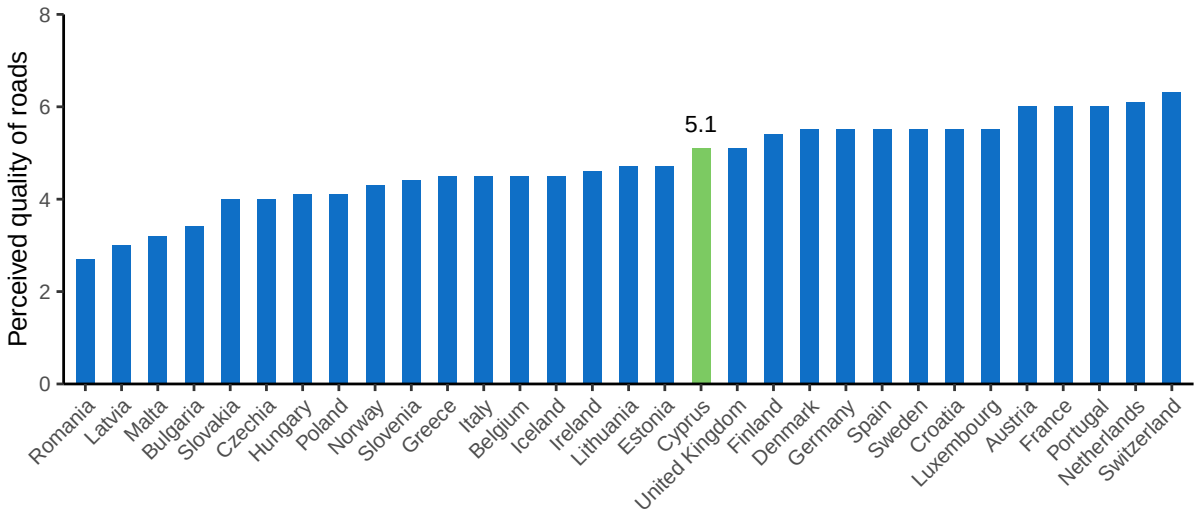
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2017)

	Cyprus	European Union
Motorways	28 km road/1000 km²	15 km road/1000 km²
Total	1412 km road/1000 km²	942 km road/1000 km²

3.2.2 Road quality

Figure 13. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the vehicle fleet in Cyprus, expressed per 100 inhabitants, is larger than the EU average. Regarding the age of the vehicles, Cypriot passenger cars appear to be slightly older than the EU average, with over 60% passenger cars over 10 years.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Cyprus	European Union
All vehicles (except trailers and motorcycles)	79	63
Total utility vehicles	13	9
Lorries	13	7
Road tractors	0	1
Trailers and semi-trailers	2	4
Motorcycles	3	6
Passenger cars	65	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2019)

	Cyprus	European Union
Percentage of total number of passenger cars		
Less than 2 years	5%	12%
From 2 to 5 years	10%	15%
From 5 to 10 years	21%	21%
From 10 to 20 years	50%	42%
Over 20 years	16%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Cyprus reflects the situation in the majority of EU countries with a few exceptions. The speed limit on rural roads (80 km/h) and on motorways (100 km/h) is lower than in most other EU countries.

Table 19. National road safety legislation. Source: WHO (2018)

	Cyprus	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	80 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 5
Motorways	100 km/h	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; 0.3 g/l: 0; 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 135 cm	Up to 150 cm: 13; 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	Prohibited under 12 yrs	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	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	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, Cyprus scores below the EU average for all legislation surveyed, except drink-driving legislation.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Cyprus	European average
Speed legislation	6	6.8
Drink-driving legislation	7	7
Seatbelt legislation	6	7
Child restraint system legislation	6	7
Motorcycle helmet legislation	7	8

4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

	Cyprus	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	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. Policy related to post-crash care. Source: WHO (2018)

	Cyprus	EU countries
Trauma registry	Subnational	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	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	No	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Cyprus is below the EU average, and its population is mainly settled cities. The percentage elderly in the population is lower than the EU average. The GDP per capita in Cyprus is below that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	Cyprus	European Union
Population-related data (2020)		
Population (2020)	888005	447319916
Population density (inhabitants/km²)	96	106
% Children (0-14)	16%	15%
% Adults (15-64)	68%	64%
% Elderly (65+)	16%	21%
Urbanization (2019)		
% living in cities	52%	38%
% living in suburbs and towns	30%	34%
% living in rural areas	18%	28%
Economic data		
GDP per capita (EUR, 2020)	23469.1	29768.3
Unemployment rate (2020)	8%	7%

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Communications and Works
	Road Safety Council which is the national statutory body for the coordination of all government authorities involved in road safety
Monitoring of the road safety development	Road Safety Unit
Improvements in road infrastructure	Department of Public Works of the Ministry of
	Communications and Works
	District Administration of Ministry of Interior and Municipalities
Improvement in vehicles	Road Transport Department of the Ministry of Communications and Works
Improvement in road user education	Ministry of Education and Culture
	Ministry of Communications and Works
	(Department of Road Transport): driver training Road Safety Unit
Publicity campaigns	Road Safety Council
	Traffic Police
Enforcement of traffic laws	Traffic Police
	Road Safety Unit
	Ministry of Justice and Public Order
	General Police
Other relevant actors	The Ministry of Health: responsible for emergency medical care
	The Cyprus Radio Foundation, the Cyprus Scientific Technical Chamber, the Cyprus Safety and Health Association: involved in the Road Safety Council
	The Cyprus Youth Organisation, the Automobile Association, the Association of Cyprus Insurance Companies
	Universities and research institutes

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: 15th of November, 2021. 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: 7th of August 2020

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 http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

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 (2019). 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 2019 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.