European Commission

Country Profile

Sweden

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 2020, 204 people were killed and 1,646 people were seriously injured in road crashes in Sweden.
- Out of 27 EU countries, Sweden has the second lowest number of fatalities per million inhabitants.
- Compared to the EU average, Sweden shows a relatively high proportion of fatalities on rural roads and elderly fatalities.
- Over the period 2012-2020, Sweden recorded a similar decrease in the number of fatalities as was recorded by the European Union.

Road Safety Performance Indicators

- The use rates of seat-belts among passenger car occupants in Sweden are higher than the EU rates.
- Self-reported drink-driving is lower in Sweden when compared to the EU average.
- The passenger car fleet in Sweden is younger than the EU average.

Road Safety Policy Measures & Country Characteristics

- The maximum speed limit on motorways is lower than in most countries in the EU.
- The general alcohol limit in Sweden is 0.2 g/l which is lower than the general limit in most EU countries.
- The maximum speed limit for e-scooters in Sweden is lower than the other EU countries.
- Swedish road infrastructure is characterized by a low road density.

2. Road Safety Outcomes

2.1 Road Safety Trends

In Sweden, 210 people were killed in 2021[a], while 1,646 people were seriously injured in road crashes in 2020. Over the period 2012-2021, the number of fatalities in Sweden decreased by 26%, which is similar to the EU decrease (25%). The number of serious injuries showed a more significant decrease of 45% over the same period.

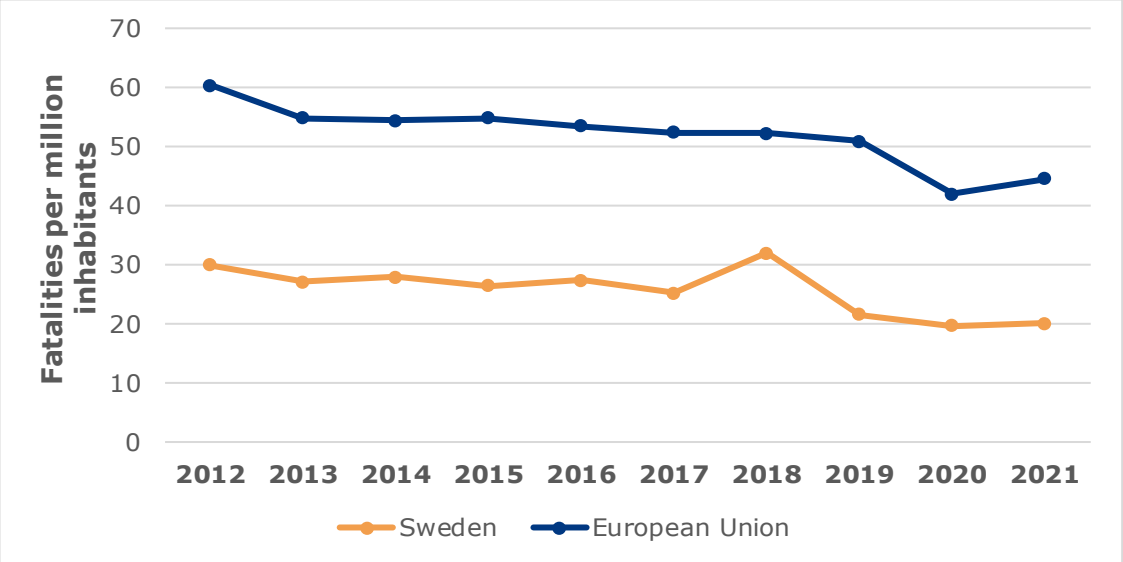
In terms of traffic mortality rates, Sweden recorded 20 road fatalities per million inhabitants in 2021, which is well below the EU average of 45.

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

	2012	2021	Trend	EU trend
Fatalities	285	210	-26%	-25%
Serious Injuries*	2,976	1,646	-45%	-

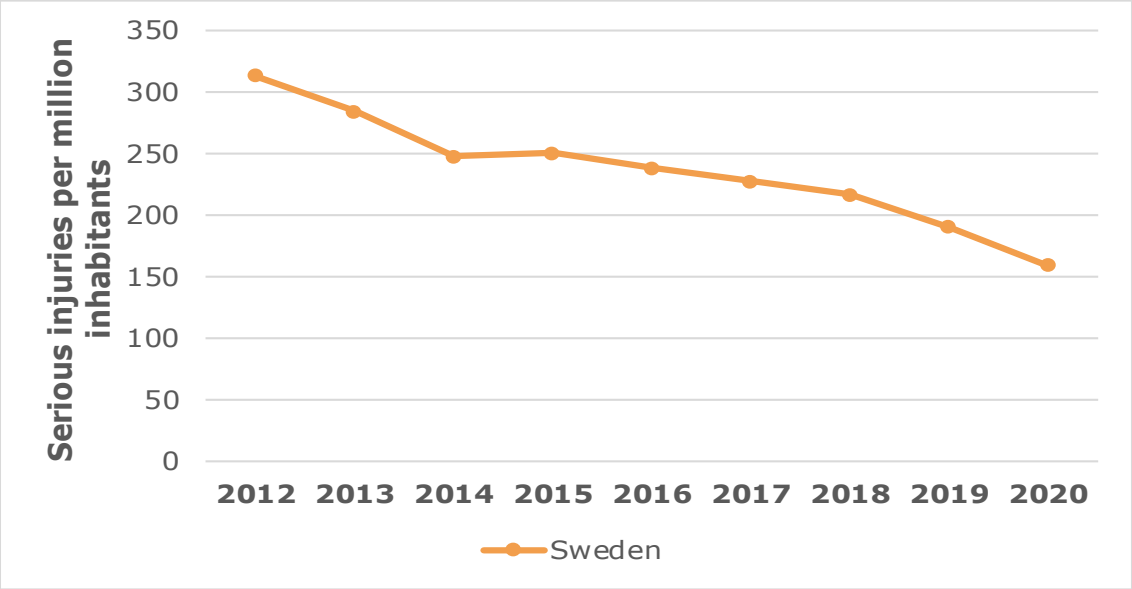
*Serious injuries data for 2020

Figure 1. Mortality rate development, 2012 – 2021



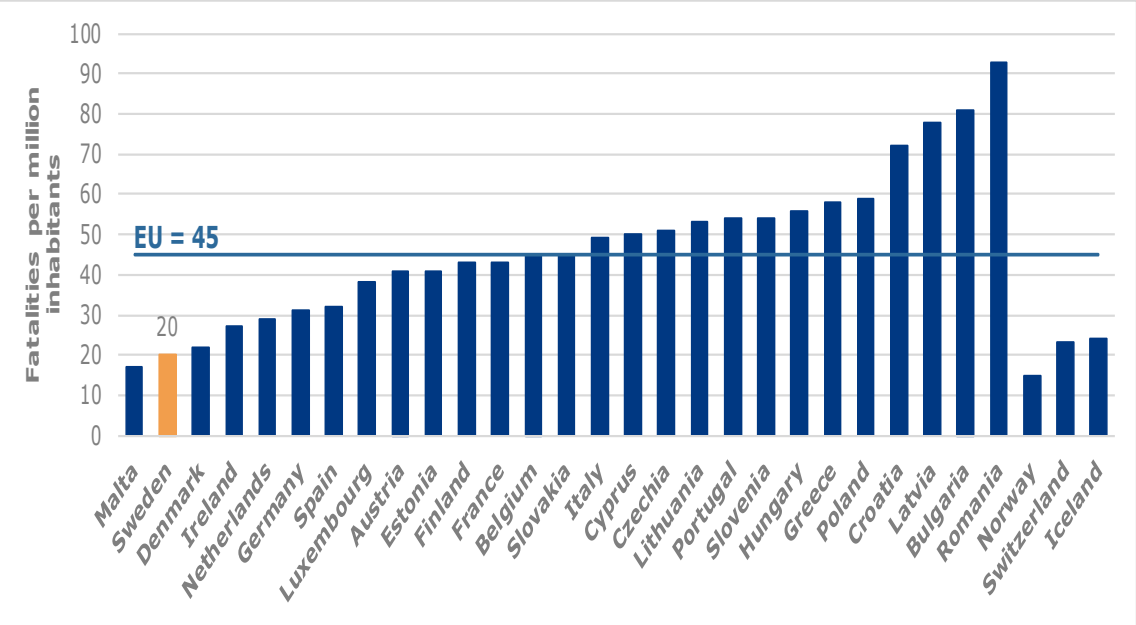
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2012 – 2020



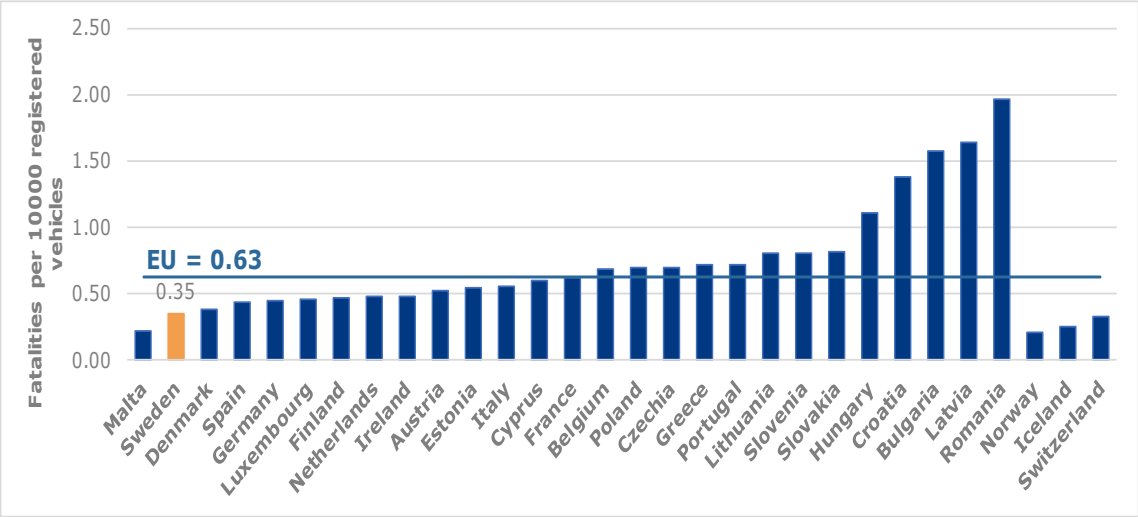
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Sweden performs much better than the EU as a whole. The rate of 0.35 fatalities per 10,000 registered vehicles in Sweden is well below the EU average (0.63).

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2020[b], car occupants accounted for more than half of all road traffic fatalities in Sweden. This percentage is higher than that observed in the EU as a whole (44%). Pedestrians and powered two-wheelers on the other hand account for only 28% of road fatalities, which is well below the respective EU proportion (38%).

Over the period 2012-2020, there has been a decrease in road fatalities and serious injuries in Sweden for all transport modes. The highest decrease was recorded for killed pedestrians and cyclists (50% and 43% respectively). Concerning serious injuries, the highest decrease was recorded for bus occupants (80%) and passenger car occupants (59%).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Sweden in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 73% were involved in crashes with passenger cars, and 20% were involved in crashes with a lorry or heavy goods vehicle. Over time Sweden showed a more substantial decrease in the number of fatalities in these types of crashes than the European Union.

Also, the number of fatalities in single vehicle crashes decreased for all transport modes except for powered two-wheelers.

[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.

Table 2: Number of fatalities by transport mode, 2012 and 2020

	2012	2020	Trend	EU trend
Bus/coach occupants	2	0	-	-50%
Car occupants	142	106	-25%	-32%
Cyclists	28	16	-43%	-11%
Heavy goods vehicles	2	1	-	-18%
Lorries, under 3.5t	16	15	-6%	-29%
Other/unknown	6	9	-	-17%
Pedestrians	50	25	-50%	-34%
Powered two-wheelers	39	32	-18%	-24%
Total	285	204	-28%	-29%

Figure 5. Distribution of road fatalities by transport mode, 2020

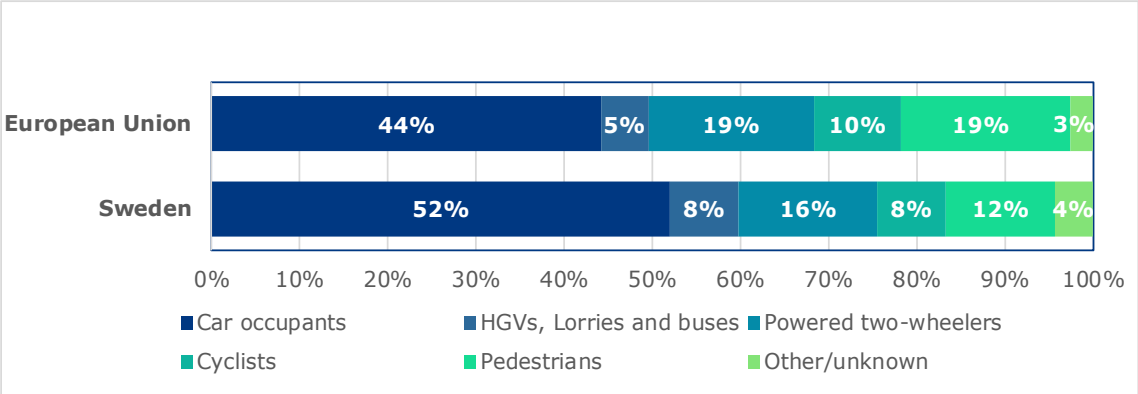


Table 3: Number of serious injuries by transport mode, 2012 and 2020

	2012	2020	Trend
Bus/coach occupants	25	5	-80%
Car occupants	1,757	723	-59%
Cyclists	315	236	-25%
Heavy goods vehicles	39	31	-21%
Lorries, under 3.5t	97	46	-53%
Other/unknown	48	67	+40%
Pedestrians	322	198	-39%
Powered two-wheelers	373	340	-9%
Total	2,976	1,646	-45%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2020

	2012	2020	Trend	EU trend
Crashes involving buses or coaches	7	3	-	-48%
Crashes involving cars	66	33	-50%	-30%
Crashes involving lorries or heavy goods vehicles	18	9	-50%	-24%

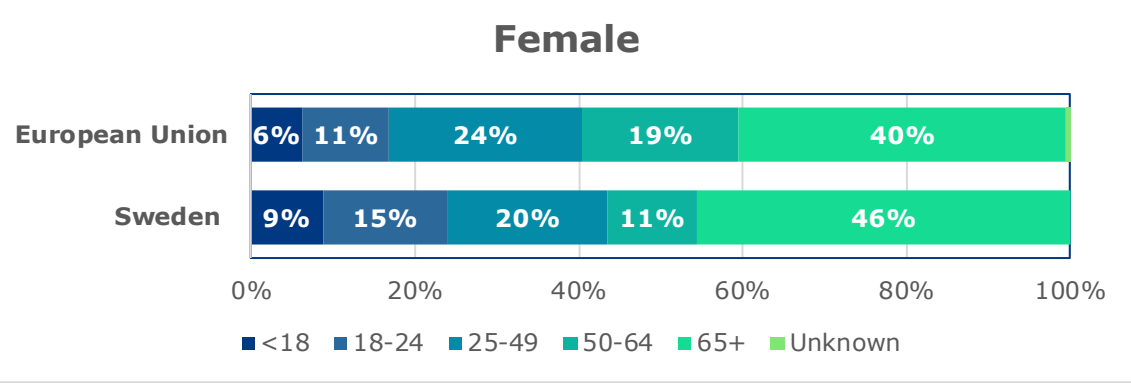
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2020

	2012	2020	Trend	EU trend
Bus/coach occupants	1	0	-	-63%
Car occupants	67	56	-16%	-30%
Cyclists	6	5	-17%	+35%
Heavy goods vehicles	1	0	-	-38%
Lorries, under 3.5t	6	5	-	-22%
Other/unknown	6	8	-	-22%
Powered two-wheelers	10	15	+50%	-16%
Total	96	89	-7%	-25%

2.4 Age and Gender

The distribution of road fatalities across age groups in Sweden is similar to that of the EU, with a higher share of fatalities aged 65 or older and a lower share of fatalities in the group aged from 25 to 49 years old. Over the period 2012-2020, the number of fatalities dropped for almost all age groups. The number of seriously injured persons decreased for all age groups.

Figure 6. Distribution of road fatalities by age and gender, 2020



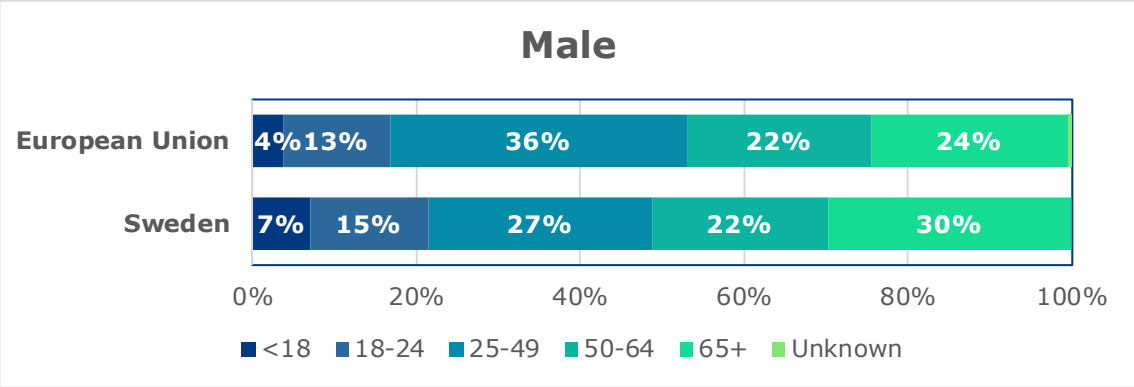


Table 6: Number of fatalities by age and gender, 2012 and 2020

	2012	2020	Trend	EU trend
Female				
<18	9	4	-	-47%
18-24	6	7	-	-44%
25-49	18	9	-50%	-38%
50-64	8	5	-	-29%
65+	26	21	-19%	-29%
Unknown	0	0	-	-5%
Total	67	46	-31%	-35%
Male				
<18	8	11	-	-39%
18-24	35	23	-34%	-39%
25-49	89	43	-52%	-34%
50-64	41	34	-17%	-18%
65+	45	47	+4%	-12%
Unknown	0	0	-	-27%
Total	218	158	-28%	-27%

Table 7: Number of serious injuries by age and gender, 2012 and 2020

	2012	2020	Trend
Female			
<18	132	92	-30%
18-24	214	90	-58%
25-49	392	199	-49%
50-64	212	102	-52%
65+	143	76	-47%
Unknown	1	2	-
Total	1,094	561	-49%

Male			
<18	173	118	-32%
18-24	400	182	-55%
25-49	757	425	-44%
50-64	326	219	-33%
65+	203	135	-33%
Unknown	5	1	-
Total	1,864	1,080	-42%

2.5 Area and Road Type

The majority of road fatalities in Sweden occurred on rural roads (64%). The percentage of fatalities that occurred on urban roads in Sweden (29%) is much lower than the EU average (40%). Over the time period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Sweden.

Table 8: Number of fatalities by road type, 2012 and 2020

	2012	2020	Trend	EU trend
Motorway	16	6	-63%	-21%
Rural	178	131	-26%	-31%
Urban	87	60	-31%	-27%
Unknown	4	7	-	-57%
Total	285	204	-28%	-29%

Figure 7. Distribution of road fatalities by road type, 2020

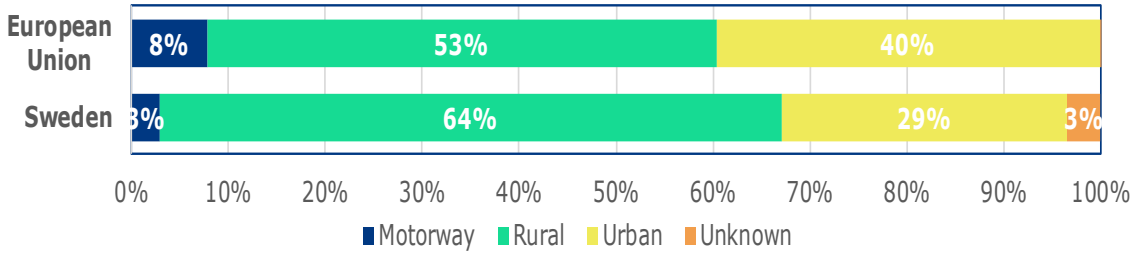
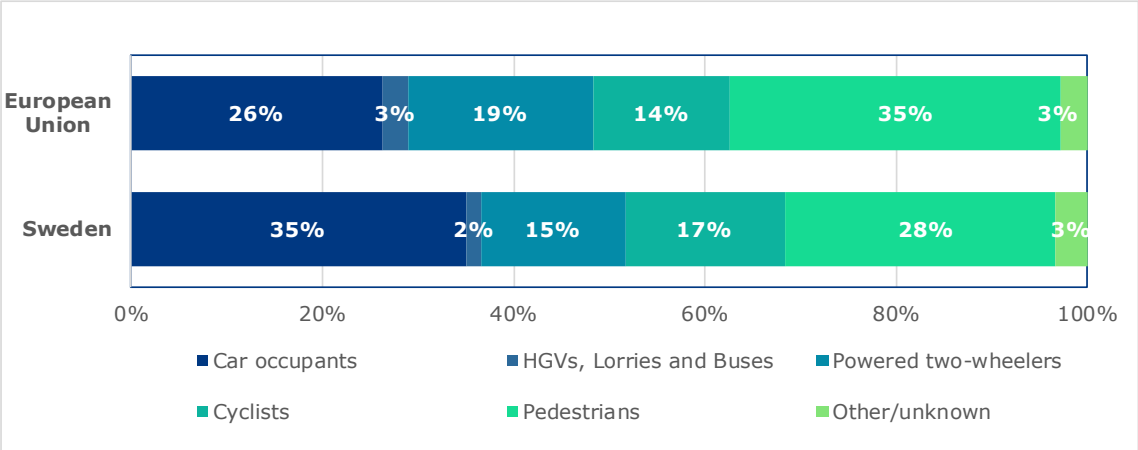


Table 9: Number of serious injuries by road type, 2012 and 2020

	2012	2020	Trend
Motorway	213	80	-62%
Rural	1,444	837	-42%
Urban	1,222	685	-44%
Unknown	97	44	-55%
Total	2,976	1,646	-45%

Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2020



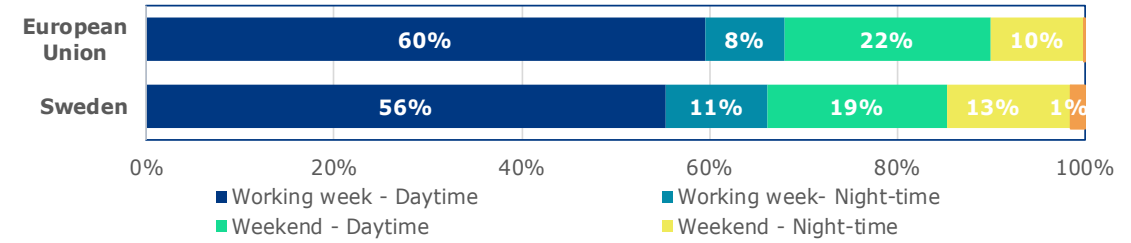
2.6 Time Period

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. Over the period 2012-2021, Sweden showed a more favourable downward trend regarding night-time fatalities during the weekend.

Table 10: Number of fatalities by time period, 2012 and 2020

	2012	2020	Trend	EU trend
Working week - Daytime	175	113	-35%	-24%
Working week- Night-time	14	22	+57%	-32%
Weekend - Daytime	44	39	-11%	-32%
Weekend - Night-time	48	27	-44%	-43%
Unknown	4	3	-	-79%
Total	285	204	-28%	-29%

Figure 9. Distribution of road fatalities by time period, 2020



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Sweden and in European Union occur during daylight and under dry weather conditions. Over period 2012-2020, crash fatalities during twilight in Sweden remained stable whereas they decreased in the EU. During daylight and under wet conditions, road crash fatalities decreased more than what they did in the EU on average.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2020

	2012	2020	Trend	EU trend
Lighting Conditions				
Daylight	159	108	-32%	-23%
Twilight	25	25	0%	-26%
Darkness	92	67	-27%	-34%
Weather Conditions				
Dry	220	166	-25%	-29%
Rain	25	17	-32%	-28%
Other/Unknown	40	21	-48%	-29%

3. Safety Performance Indicators

3.1 Road User Behaviour

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

	Sweden	EU
Speeding[c] % of passenger cars travelling within speed limits[1]		
Motorways	44.4	-
Rural Roads	51.7	-
Urban Roads	66.0	-
Seat belt & CRS use rates (%)[1,2]		
Front	97.9	93.3
Rear	/	75.5
Child restraint systems	/	67.0
Helmet use rates (%)[1]		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist	/	37.8
DUI of Alcohol[3] (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	7.1	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	94.6	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

	Sweden	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	95.5	83.6
Average age of passenger car fleet (years)[2]	10.2	11.8

Sources: Baseline project, ACEA (2022)

3.3 Enforcement

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

Tickets per 1,000 population	Sweden	EU
Speeding	21.9	139.7
Non-use of seat-belt	0.8	5.7
Illegal use of mobile phone	1.4	4.4
Driving above legal alcohol limits	0.8	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

	Sweden
Timeframe	2020-2030
Lead Authority	Swedish Transport Administration
Targets	
Fatalities	-50%, maximum 133 road deaths in 2030
Serious injuries	-50%, maximum 3,100 seriously injured in 2030, 25% reduction in seriously injured pedestrians falling(single) by 2030, 25% reduction in seriously injured cyclists in single crashes by 2030
Baseline Year	2020
SPIs	Yes, for the 8 KPIs
Link	https://bransch.trafikverket.se/globalassets/dokument/vision-zero/road-safety-action-plan-2022_2025.pdf

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Sweden is different in several aspects from that in most EU countries. The maximum speed limit on motorways is 110 km/h, which is lower than in most EU countries. The legislation regarding drink driving is somewhat stricter than in most EU countries, with the general alcohol limit being 0.2 g/l in Sweden.

Table 16: National road safety legislation

	Sweden	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	70	90: 17/27
Motorways	110	130: 14/27
Allowed BAC levels (g/l)		
General population	0.2	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
Child restraint systems		

	Sweden	Most common in EU
CRS required	Up to 135cm	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	Yes	Not mandatory: 19/27
Age restriction	Up to 15 years	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	Yes	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	No	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	20	25: 18/27
Helmet required	Up to 15 years	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	No	No: 13/27, 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

	Sweden	Most common in EU
Novice Drivers		
Accompanied driving	16 years	17 years: 13/27, No: 7/27
Probation period for novice drivers	/	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval (Age)	Every 10yrs	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	No	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Sweden	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 Sweden is much lower than the EU average, and its population is mainly settled in cities. Its GDP per capita is above that of the European Union.

Table 19: Country Characteristics, 2021

	Sweden	EU
Demographics[2]		
Population (inhabitants)	10,379,295	447,000,548
Population density (inh./km^2)	25.4	109.0
% children (0-17)	21.1	18.2
% adults (18-64)	58.8	61.6
% elderly (65+)	20.1	20.3
% of urban population	88.5	75.2
Economic Data[2]		
GDP per capita (euro)	51,910	32,560
Infrastructure[1]		
Country Area (km^2)	447,424	4,225,134
Road network length (km)	200,025	4,473,380
Road density (km/km^2)	0.4	1.1
% of motorways	1.09	1.67
% GDP spent to road infrastructure[3]	0.5	0.4
Vehicle Fleet[1]		
Vehicles per population	0.63	0.73
% of passenger cars	76.8	77.3
% of motorcycles	12.3	11.4
% of HGVs	10.6	11.1
% of buses	0.2	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	82.9	85.2
- Bus/coach/Metro/Tram	9.7	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	71.0	74.6
- Rail	28.8	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	14.0	739.8
Share of road transport emissions in total transport emissions (%)	58.0	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	- Ministry of Enterprise and Innovation (Minister for Infrastructure) - The Swedish Transport Administration - The Swedish Transport Agency - Transport Analysis
Monitoring of the road safety development	- Ministry of Infrastructure - Swedish Transport Agency - The Swedish Transport Administration - Transport Analysis
Improvements in road infrastructure	- Ministry of Enterprise and Innovation - Swedish Transport Administration
Improvement in vehicles	- The Swedish Transport Agency
Improvement in road user education	- The Swedish Transport Agency - Swedish Transport Administration - Public Transport Authorities
Publicity campaigns	- Ministry of Enterprise and Innovation - The Swedish Transport Agency - Swedish Road Administration
Enforcement of traffic laws	- The Swedish police authority
Other relevant actors	/

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Sweden	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	6.7	17.0	3/18
- drive faster than the speed limit inside urban areas	49.1	55.7	8/18
- transport children under 150cm without using CRS	19.8	17.2	14/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	12.9	16.8	14/18
- respecting speed limits	19.8	34.4	17/18
- using of hand-held mobile phone while driving	8.5	15.0	17/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	75.9	76.6	12/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	55.7	38.3	2/18
- requiring all cyclists to wear a helmet	49.0	60.1	14/18

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 (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/

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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