Agnieszka Stelling

Trendline project. Report on KPI Distraction

Version: 3

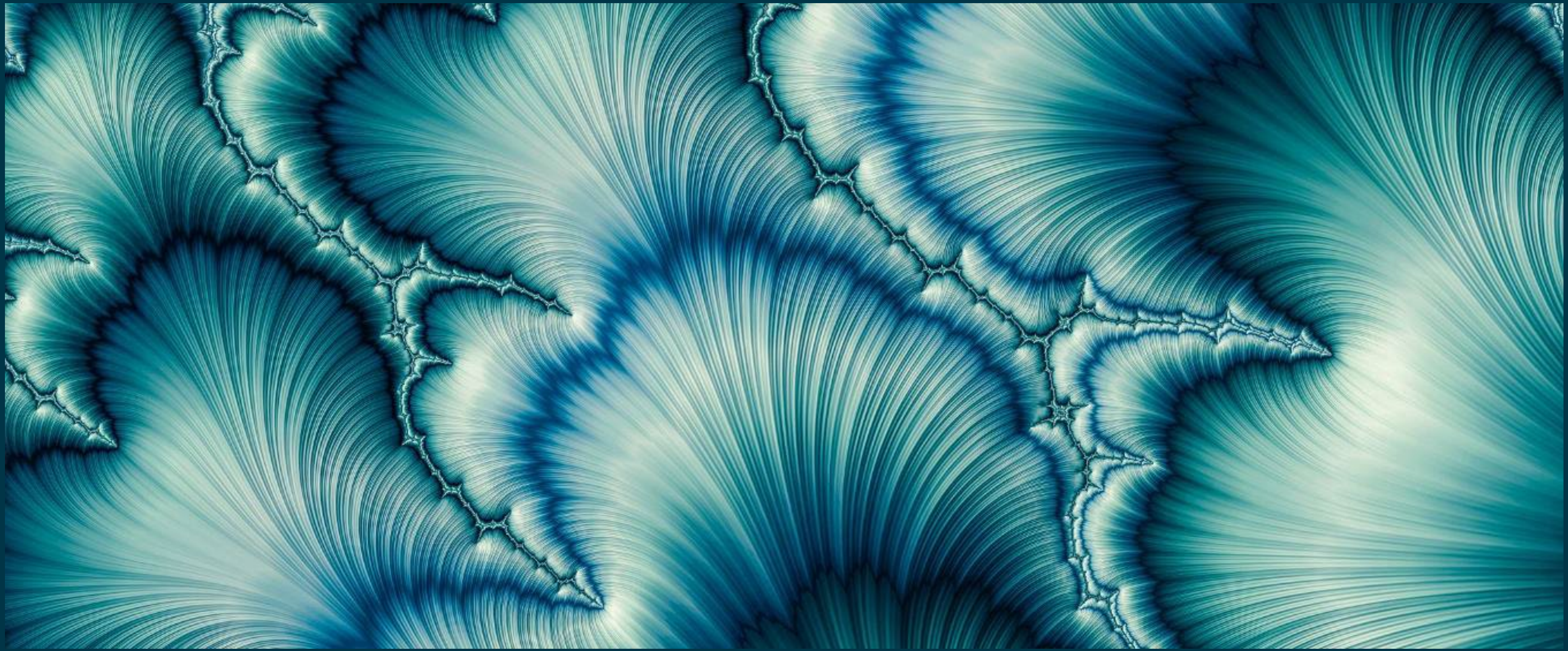
Date: 14/10/2025

Co-funded by the
European Union

Content

Trend line

Context



Purpose and objectives of Trendline

- The purpose of the Trendline project (2022-2025) is to promote the use of road safety KPIs (Key Performance Indicators) within the European Union.
- Collecting such KPI data on a regular basis will underpin and support road safety policies and interventions.
- By using common methodologies, the KPI values of countries can be compared with those of other countries.
- Trendline is supported by the European Commission, who funds 100% of the coordination costs and up to 50% of the costs for data collection and analysis in the EU Member States.
- Trendline is the successor project of “Baseline” (2020-2022).

Trend line

Main components of Trendline

8 Data collection and analysis for the 8 initial KPIs

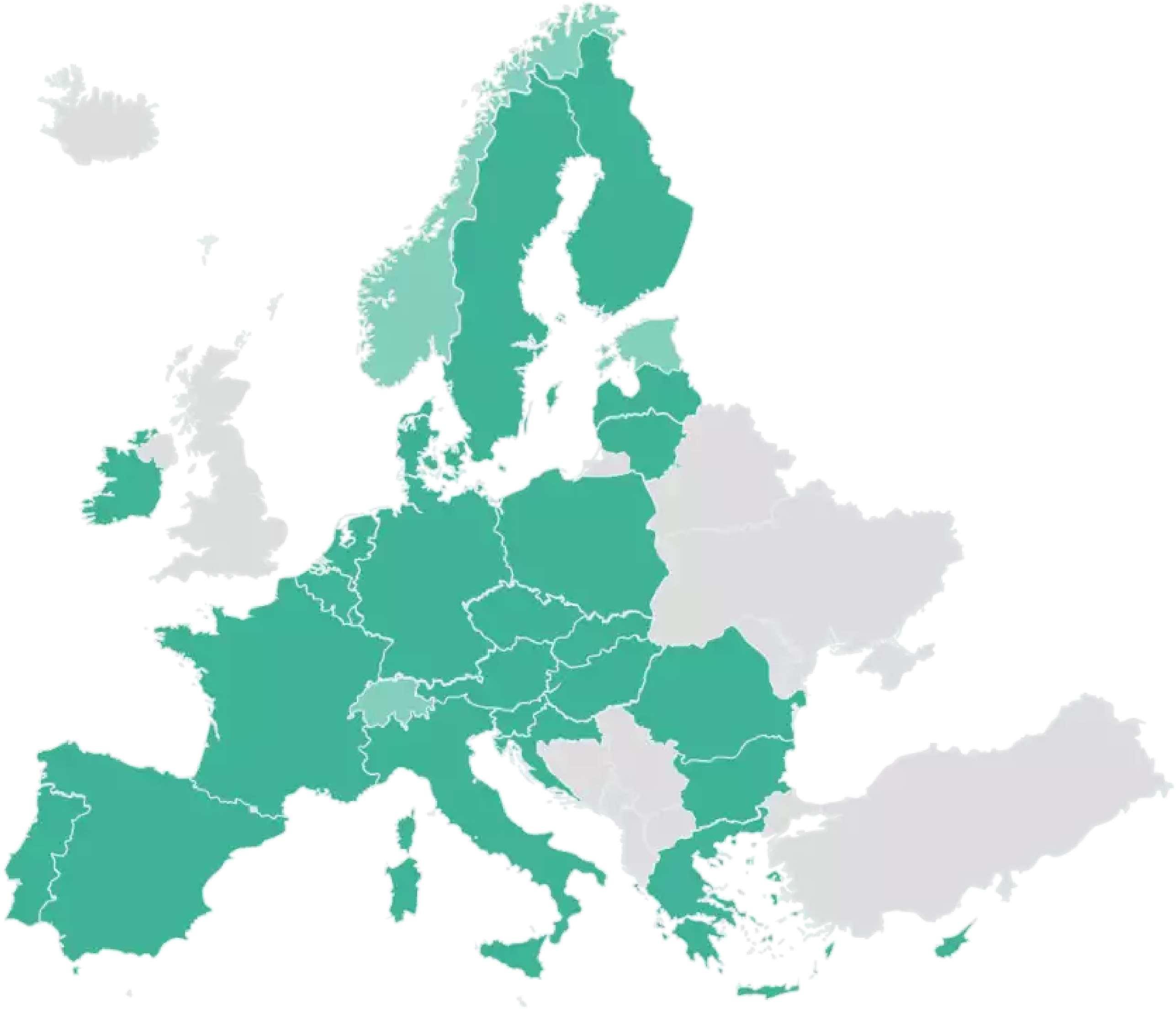
Define and test methodologies for 10 experimental indicators

Promote the use of road safety KPIs in road safety policies

Trend line

Countries participating in Trendline

- 25 EU countries (out of 27)
- 4 observers: Estonia, Malta, Norway and Switzerland



Trendline

The eight initial KPIs in Trendline

Speeding	Safety belt	Helmets
Drink driving	Distraction	Vehicle safety
*Infrastructure**	Post-crash	

Trendline

** Trendline did only support methodological development; no funding was available for data collection and analysis*

KPI Expert Group (KEG) for each initial KPI

- Purpose of the KEGs
  - to review and adapt the methodological guidelines developed within the Baseline project
  - to advice on the interpretation and possible deviations of the common guidelines
  - to verify the quality of the data collected
  - to draft and review the report on the KPI

- Members of the KEG Distraction:
  - Agnieszka Stelling, SWOV (The Netherlands) - Chair
  - Sofie Boets, VIAS (Belgium)
  - Brayan González Hernández, CTL (Italy)
  - Dagmara Jankowska, ITS (Poland)
  - Peter Larsson, Trafikverket (Sweden)
  - Markus Schumacher, BASt (Germany)
  - Sandra Vieira, LNEC (Portugal)
  - Apostolos Ziakopoulos, NTUA (Greece)

Trendline

Ten ‘experimental’ indicators

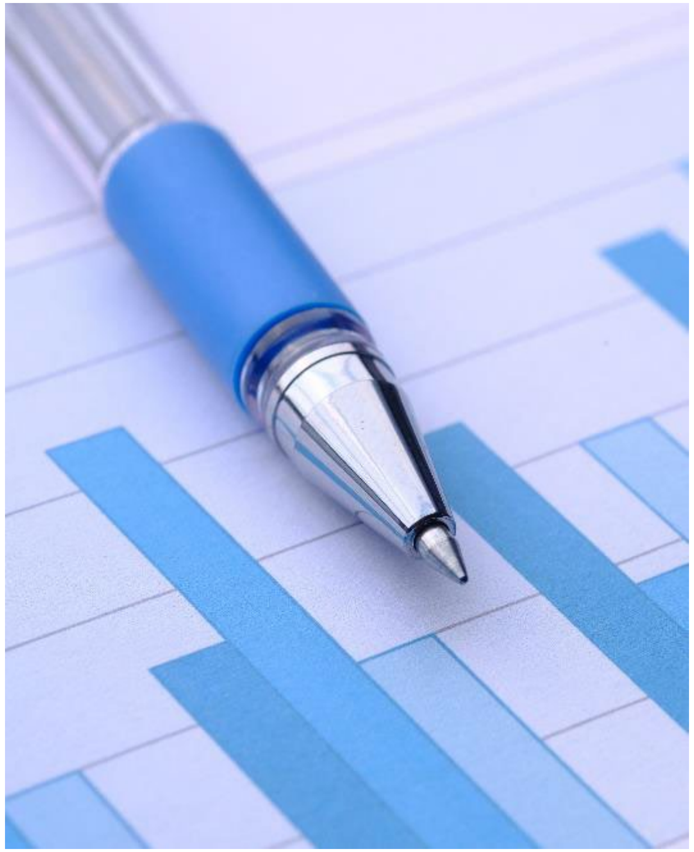
- Purpose: to examine whether the standard set of European indicators should be larger:
  - by extending the scope of existing indicators, or
  - by accepting alternative definitions, or
  - by extending the range of acceptable methodologies, or
  - by addressing new topics.

- Status
  - 10 possible new indicators have been selected.
  - KEGs (Key Expert Groups) have established methodological guidelines.
  - Pilots and tests have been conducted for each indicator in several Member States,
  - Final output are methodological guidelines, lessons learned, and recommendations.

Trend line

The ten experimental indicators

- Driving under the influence of drugs
- The part of 30km/h roads in urban zones
- Red-light negations by road users
- Compliance with traffic rules at intersections
- Helmet wearing by PMD riders (e.g., e-steps)
- Self-reported risky behaviour
- Attitudes towards risky behaviour
- Use of lights by cyclists in the dark
- Enforcement of traffic regulations
- Speed variation



Trendline

Methodology and participants

Trend line

Definition and scope

- Definition: ***Percentage of drivers not using a handheld mobile device***

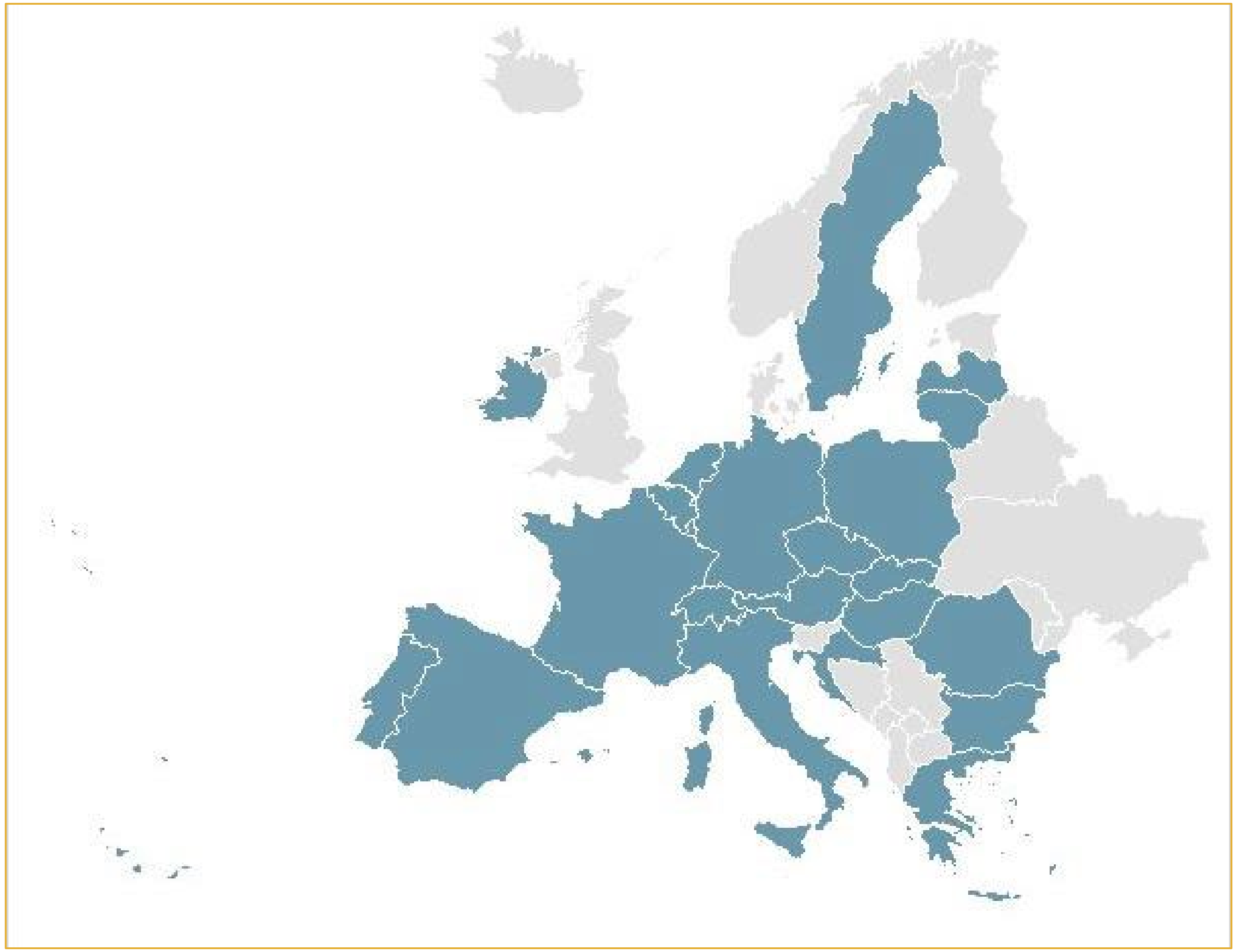
  As an absolute minimum, two clearly visible distraction categories, excluding each other, should be recorded in each observation:

  - Having a mobile device in the hand (driver is holding a mobile device in the hand, which can be held at the ear, at the steering wheel or anywhere else)
  - Not having a mobile device in the hand (rest category).

- Optionally, Member States can decide to collect additional information on different basic tasks related to using a mobile device in the hand (e.g. phoning or texting), and/or to distinguish mobile phones from other mobile electronic devices.

- This latter distinction can be especially interesting for Member States with legislation which so far refers to mobile phones only.

Countries collecting data on distraction (20)



Trend line

Countries collecting data on distraction (20)

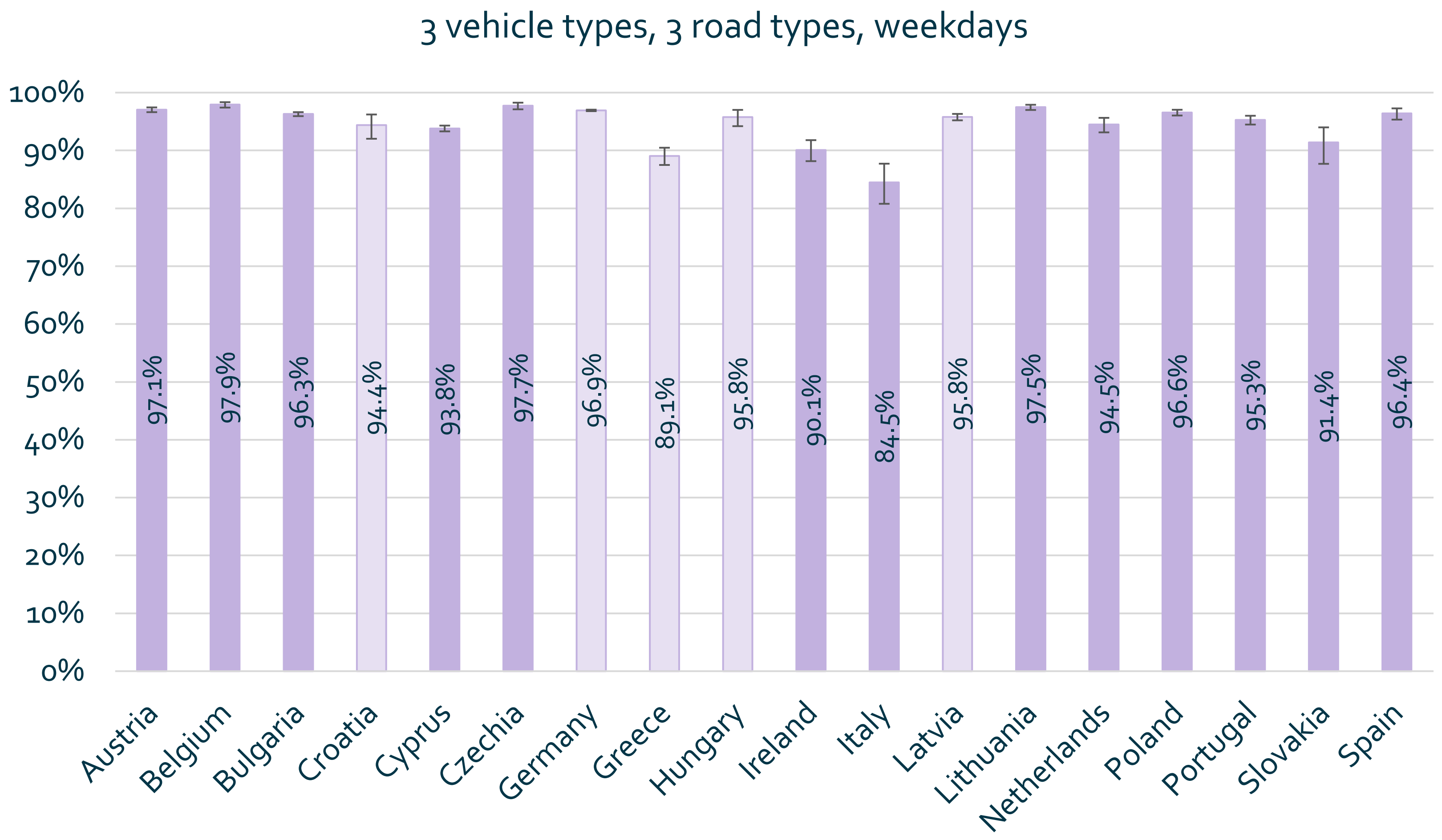
Country	Precise definition of the KPI	Data collection period (m/y)
Austria	% drivers NOT using a mobile device in the hand	01/05/2023 - 30/07/2023
Belgium	% drivers NOT using a mobile device in the hand	02/10/2023 - 07/11/2023
Bulgaria	% drivers NOT using a mobile device in the hand	17/04/2024 - 30/06/2024; 01/09/2024 - 26/11/2024
Cyprus	% drivers NOT using a mobile device in the hand	05/06/2025 - 29/06/2025
Croatia	% drivers NOT using a mobile device in the hand	01/03/2023 - 01/12/2024
Czechia	% drivers NOT using a mobile device in the hand	11/04/2024 - 28/06/2024
France	% of drivers using none of the following: a phone in hand and at the ear, a phone in hand but not at the ear, or a hands-free device	01/03/2023 - 31/05/2023; 01/09/2023 - 30/11/2023
Germany	% drivers NOT using a mobile device in the hand	24/04/2024 - 25/09/2024
Greece	% drivers NOT using a mobile device in the hand	28/3/2025 - 09/04/2025
Hungary	% drivers NOT using a mobile device in the hand	09/2024 - 10/2024
Ireland	% drivers NOT using a mobile device in the hand	12/09/2023 - 11/10/2023
Italy	% drivers NOT using a mobile device in the hand	18/06/2024 - 06/08/2024
Latvia	% drivers NOT using a mobile device in the hand	01/09/2023 - 02/10/2023
Lithuania	% drivers NOT using a mobile device in the hand	05/04/2023 - 06/09/2023
Netherlands	% drivers NOT using a mobile device in the hand	21/05/2024 - 30/06/2024 (urban roads and motorways); 02/09/2024 - 25/09/2024 (rural roads)
Poland	% drivers NOT using a mobile device in the hand	10/04/2024 - 19/06/2024
Portugal	% drivers NOT using a mobile device in the hand	17/01/2025 - 16/05/2024
Romania	% drivers NOT using a mobile device in the hand	04/2023 - 11/2023, 04/2024 - 11/2024
Slovakia	% of drivers not using a hand-held mobile device and apparently not engaging with the infotainment	08/04/2024 - 30/6/2024 and 02/09/2024 - 08/10/2024; 28/03/2024 - 30/6/2024 and 02/09/2024 - 01/10/2024; 18/04/2024 - 30/6/2024 and 02/09/2024 - 30/09/2024
Spain	% drivers NOT using a mobile device in the hand	01/10/2023 - 17/10/2023

Luxemburg not included due to a deviating data collection method (online survey).

Key results

Trend line

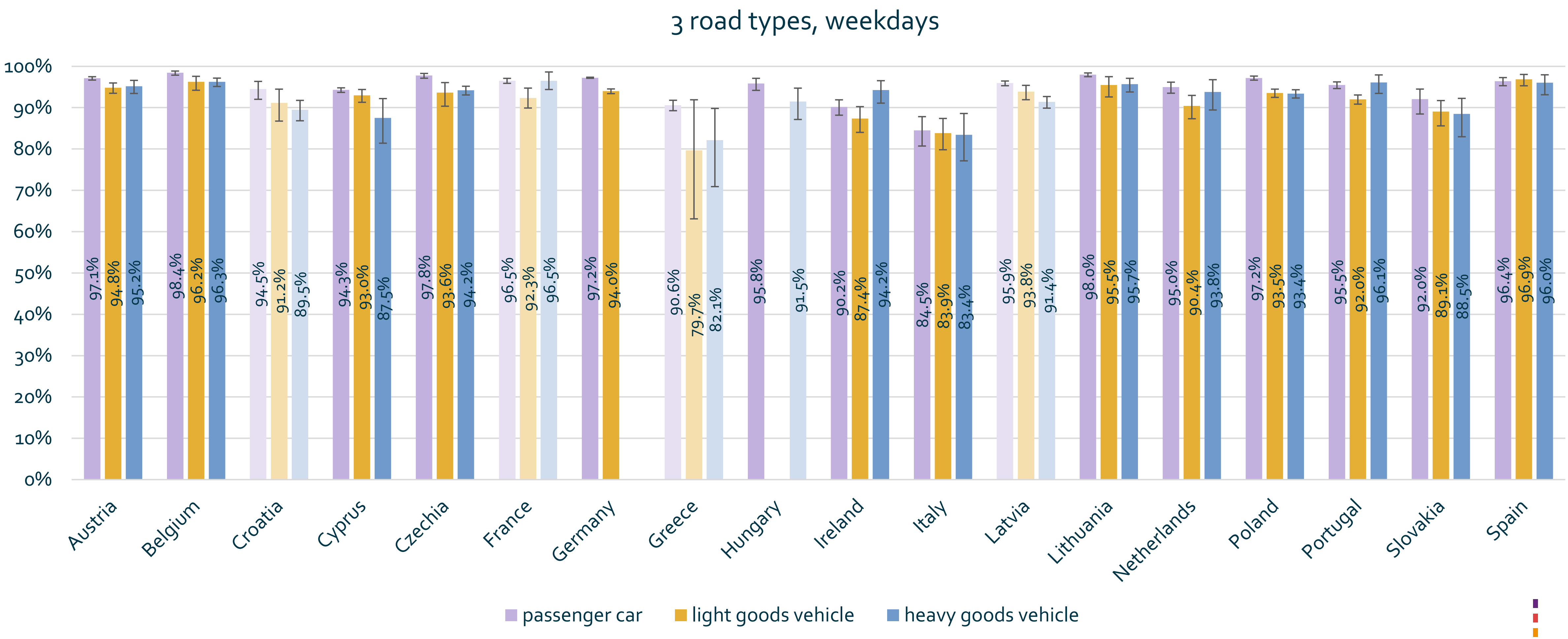
KPI Distraction country level



- In most countries more than 90% of drivers do not use mobile devices while driving
- Highest scores found in Belgium (97.9%), lowest in Italy (84.7%)

Not included: France (KPI value – 96.0%: no weighting, low number of locations for motorways), Romania (KPI value – 94.4%: no weighting, the calculation process deviates from Trendline methodology, low number of locations for motorways); light coloured: Croatia (low number of locations for motorways, Germany (no HGVs, deviation from the weighting methodology), Greece (low number of locations for motorways & for rural roads), Hungary (no LGVs, no urban roads for HGVs); Latvia (no motorways).

KPI Distaction by vehicle type



Not included: Bulgaria and Romania (no breakdown per vehicle type available), light coloured: Croatia (low number of locations for motorways), France (low number of locations for motorways), Greece (low number of locations for motorways & rural roads), Hungary (no urban roads for HGVs), Latvia (no motorways).

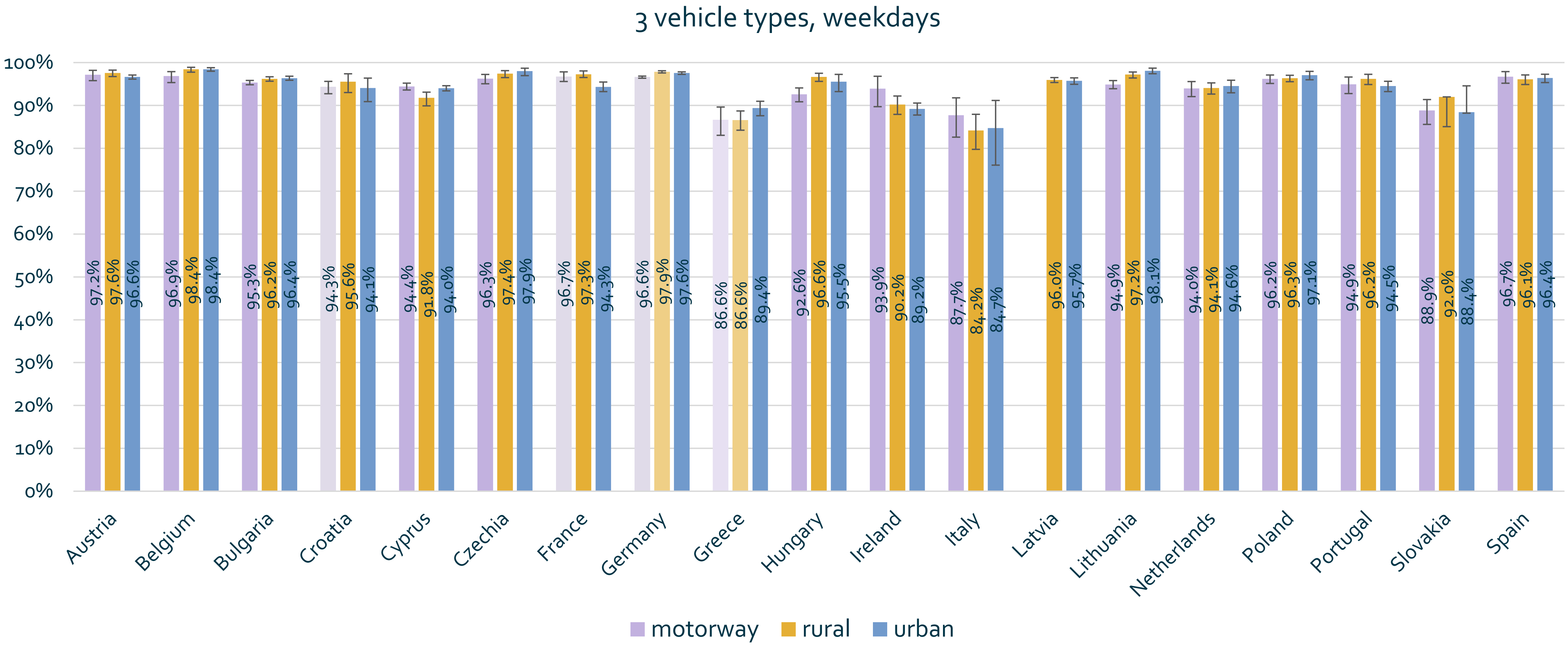
Trendline

KPI Distaction by vehicle type

- Highest values generally found for PCs, except in Ireland, Portugal & Spain
- Clear differences found between:
  - PCs and the other 2 vehicle types in Austria, Belgium, Czechia & Poland
  - PCs and LGVs or HGV in Cypus, France, Germany, Latvia, Lithuania & Portugal
- Sample sizes for LGVs & for HGVs often < 2,000;
  - in France, Greece & Spain even < 500 (see Annex 3)

Trend line

KPI Distaction by road type



Trendline

Not included: Romania (KPI motorways – 94.0%; rural roads – 94.4%, urban roads – 94.6%: calculation process deviates from Trendline methodology, 6 locations for motorways); light coloured: Croatia (low number of locations for motorways), France (low number of locations for motorways), Greece (low number of locations for motorways & for rural roads). Latvia (no motorways).

KPI Distaction by road type

- No clear common pattern among countries
- Highest values generally found for rural and/or urban roads, in some countries for motorways (Ireland, Italy, Cyprus, Spain)
- Differences usually slight and with overlapping Confidence Intervals
- Clear differences in Cyprus: motorways and urban roads with higher values than rural roads

Comparability of results across countries

- The Trendline **definition** was used in most countries. France & Slovakia applied a broader definition: France included also the use of a hands-free device, and Slovakia included also engaging with the infotainment systems.
- All countries used **direct observation** by trained observers, stationary along the road. For motorways, some countries (2) used observations from vehicles moving with the traffic flow.
- Most countries (12) used a stratified **random sample** of locations. Four countries indicated using simple random sampling. Some countries (3) used set of locations spread across the country, and kept constant to allow historical comparisons.
- All countries complied with the minimum total **sample size** i.e. minimum 2,000 for the three vehicle types together.

Trend line

Comparability of results across countries

- All countries provided the national KPIs for the 3 minimum required **vehicle types** together, except for Germany (only PCs & LGVs) and Hungary (only PCs & HGVs). All countries, except Bulgaria, provided also KPIs per vehicle type, which was optional but recommended. Additionally, eight countries collected data for buses, which was not required in Trendline (it was in Baseline). However, due to small sample sizes in almost all of them (n< 500), bus data are not included in this report.
- The recommended number of observations per vehicle type was 2,000 or more. All countries reached this number for passenger cars. However, the sample sizes for LGVs and HGVs were smaller than 2,000 in most countries. In three countries (France, Greece and Spain) the number of observations for HGVs was lower than 500. The same applies to the number of observations for LGVs in France.
- All countries provided KPIs for the 3 required **road types,** except Latvia (no motorways).

Trend line

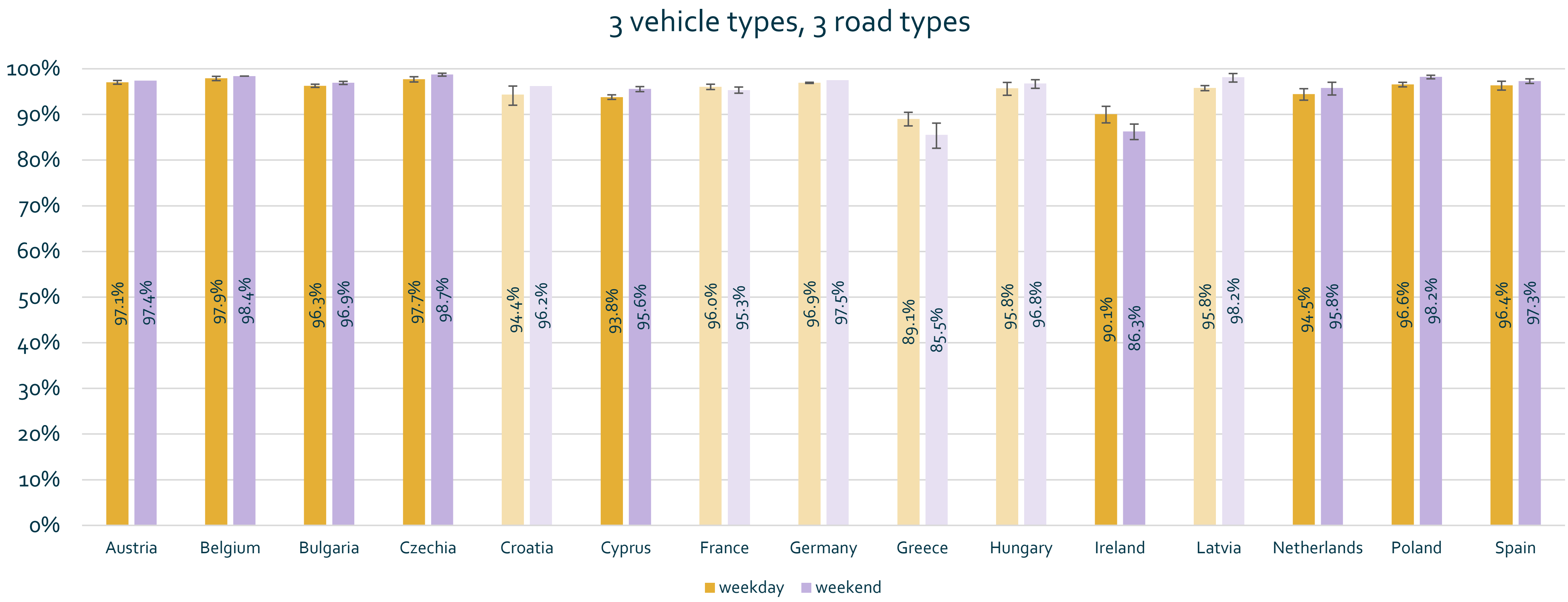
Comparability of results across countries

- The minimally required number of **locations** (10) per road type was generally reached, with some exceptions. The number of motorway locations was lower in Croatia (9), France (4) and Greece (6). Greece had also only 6 locations for rural roads.
- All countries provided the required '**weekday**' KPIs. Additionally, 15 countries provided 'weekend day' KPIs.
- Nine countries provided KPIs by **gender** and 6 countries by **age** category (both were optional).
- Most countries delivered **weighted results**, some countries (6) provided raw data.
- Suggested approach for weighting sample data and calculation of statistics in Trendline was applied in most countries, except in France and Germany. Germany weighted the data according to its national assessment procedure (to allow historical comparability), which deviates from the Trendline approach. France applied no weighting at all, which greatly affects comparability with other countries.

Trend line

Additional results

Differences by part of the week



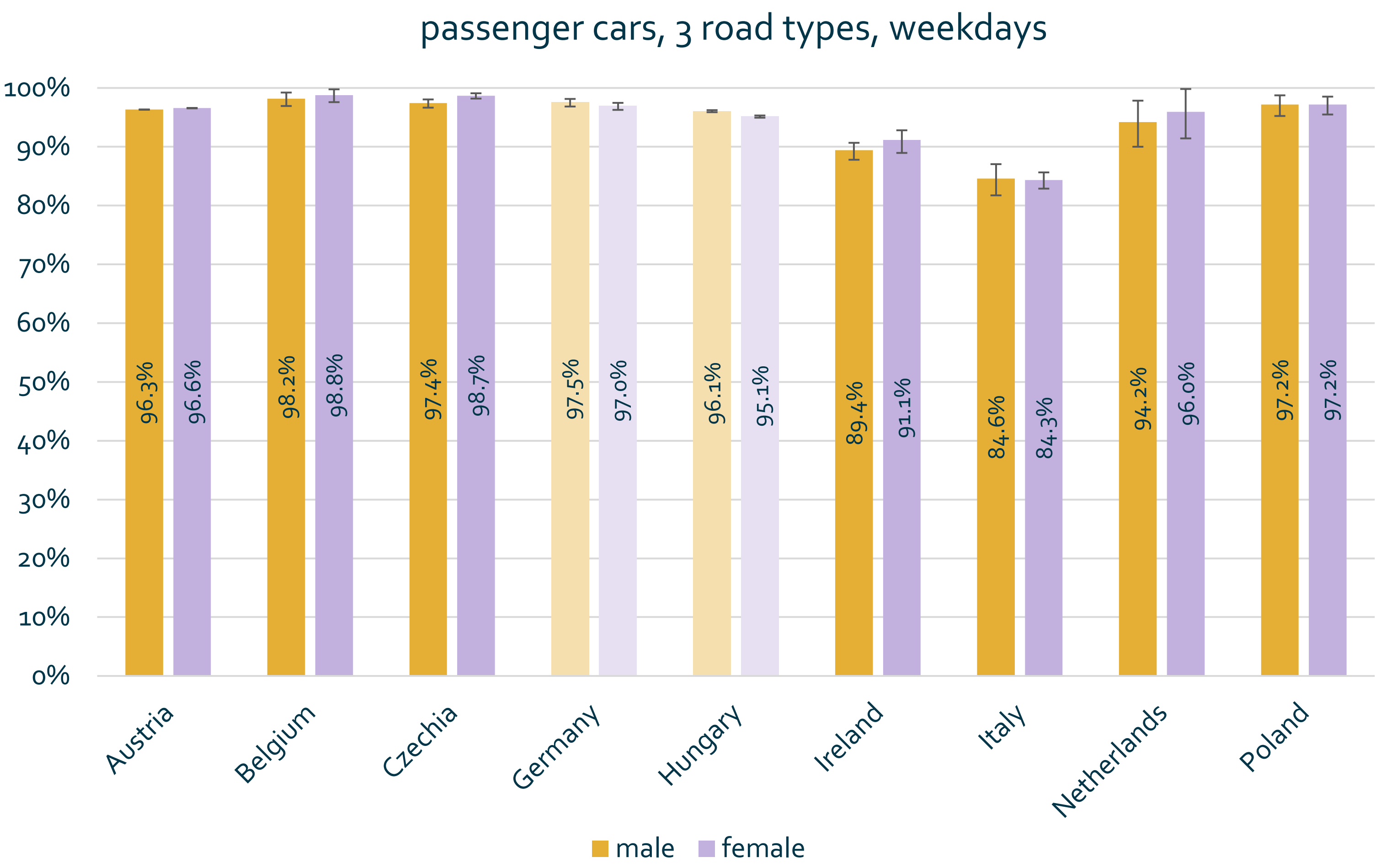
Light coloured: Croatia (low number of locations for motorways, France (low number of locations for motorways), Germany (no HGVs), Greece (low number of locations for motorways & for rural roads), Hungary (no LGVs, no urban roads for HGVs), Latvia (no motorways).

Trendline

Differences by part of the week

- Generally, the shares for weekends are slightly higher than for weekdays (in 12 countries). In 3 countries (France, Greece and Ireland) weekdays have higher shares than weekends. Clear differences found in Bulgaria, Czechia, Cyprus, Ireland, Latvia & Poland.

Differences by gender

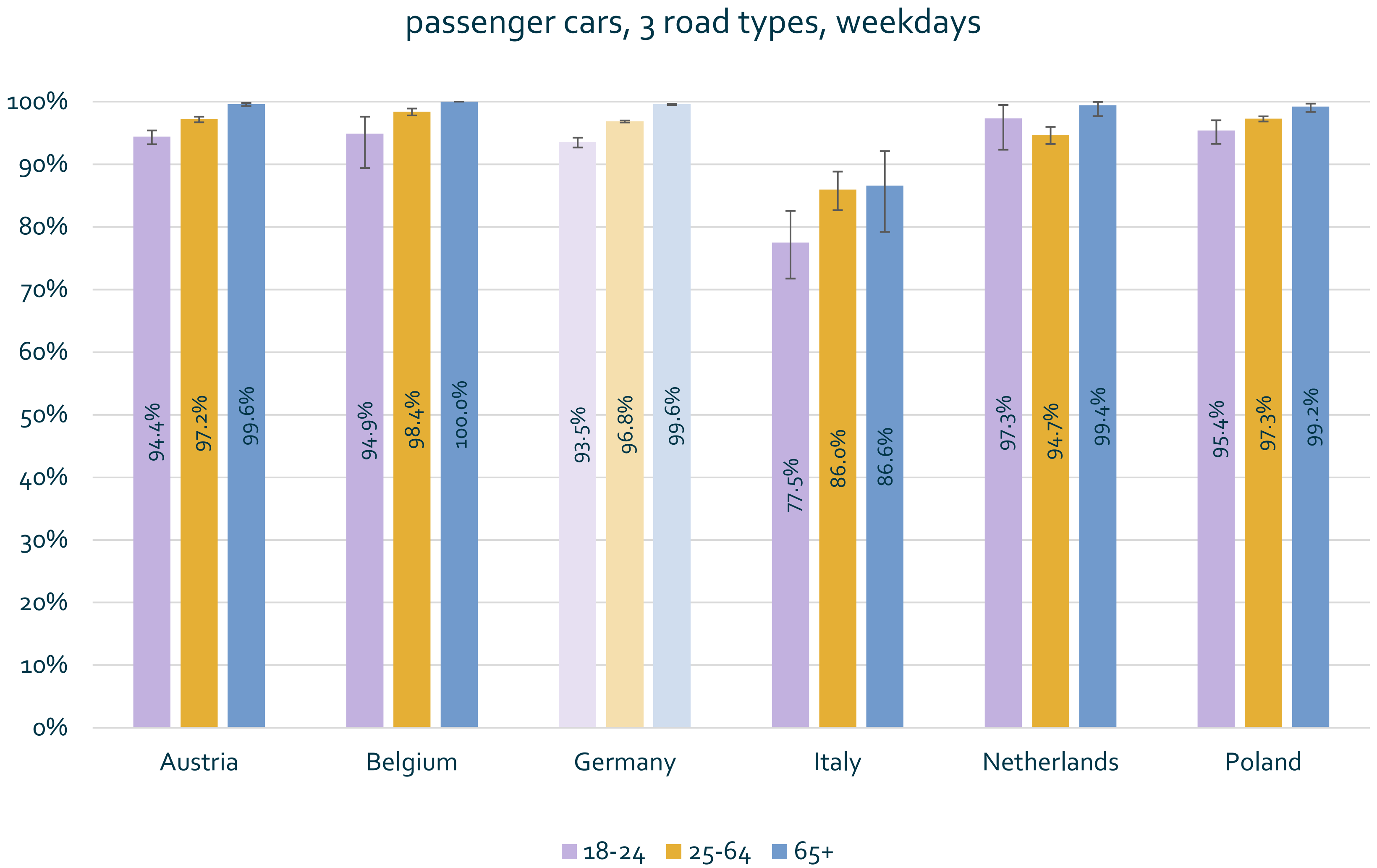


- Higher KPI values found for females than males in 5 out of 9 countries.
- In 3 countries (Germany, Italy and Hungary) the opposite is true.
- Differences are usually slight & with overlapping CIs.
- No gender differences found in Poland

Light coloured: Germany (no HGVs), Hungary (no LGVs, no urban roads for HGVs).

Trendline

Differences by age

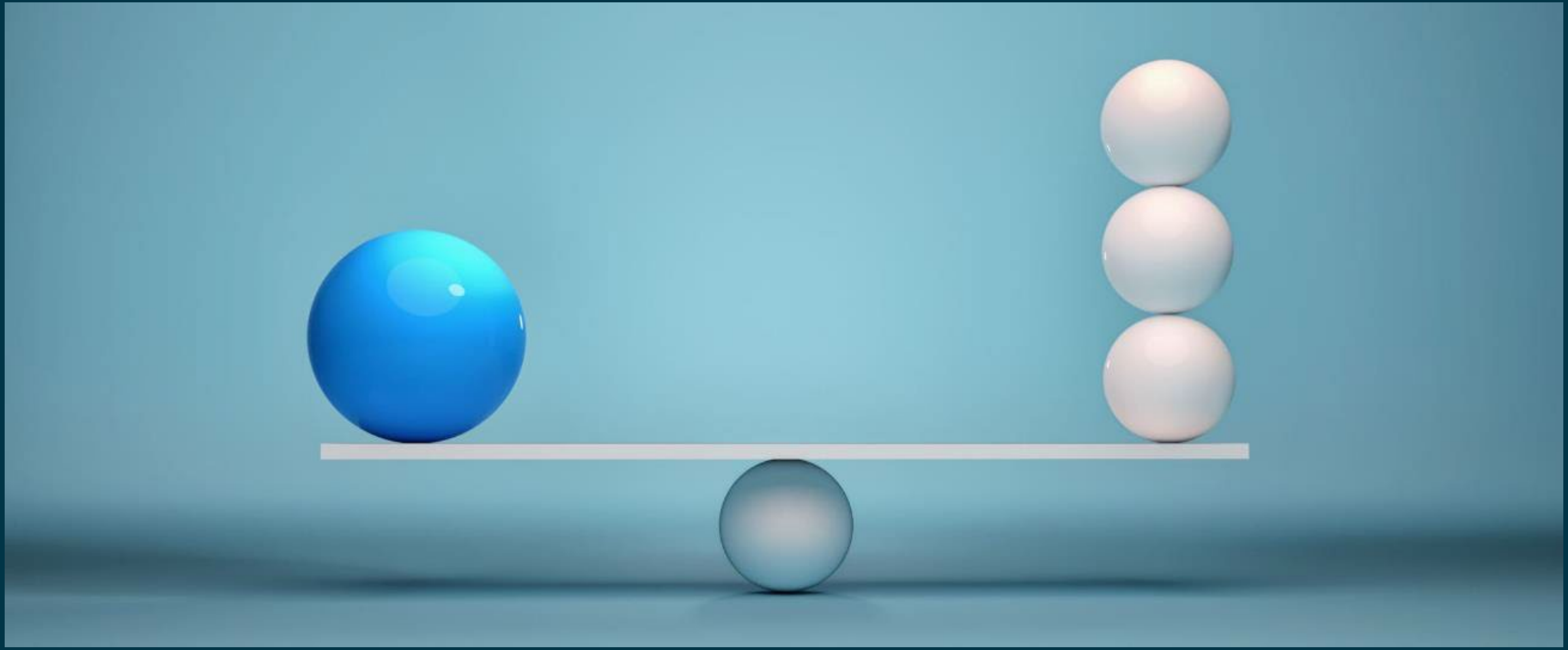


Light coloured: Germany (no HGVs).

- Generally, the KPI value were found to increase with increasing age category

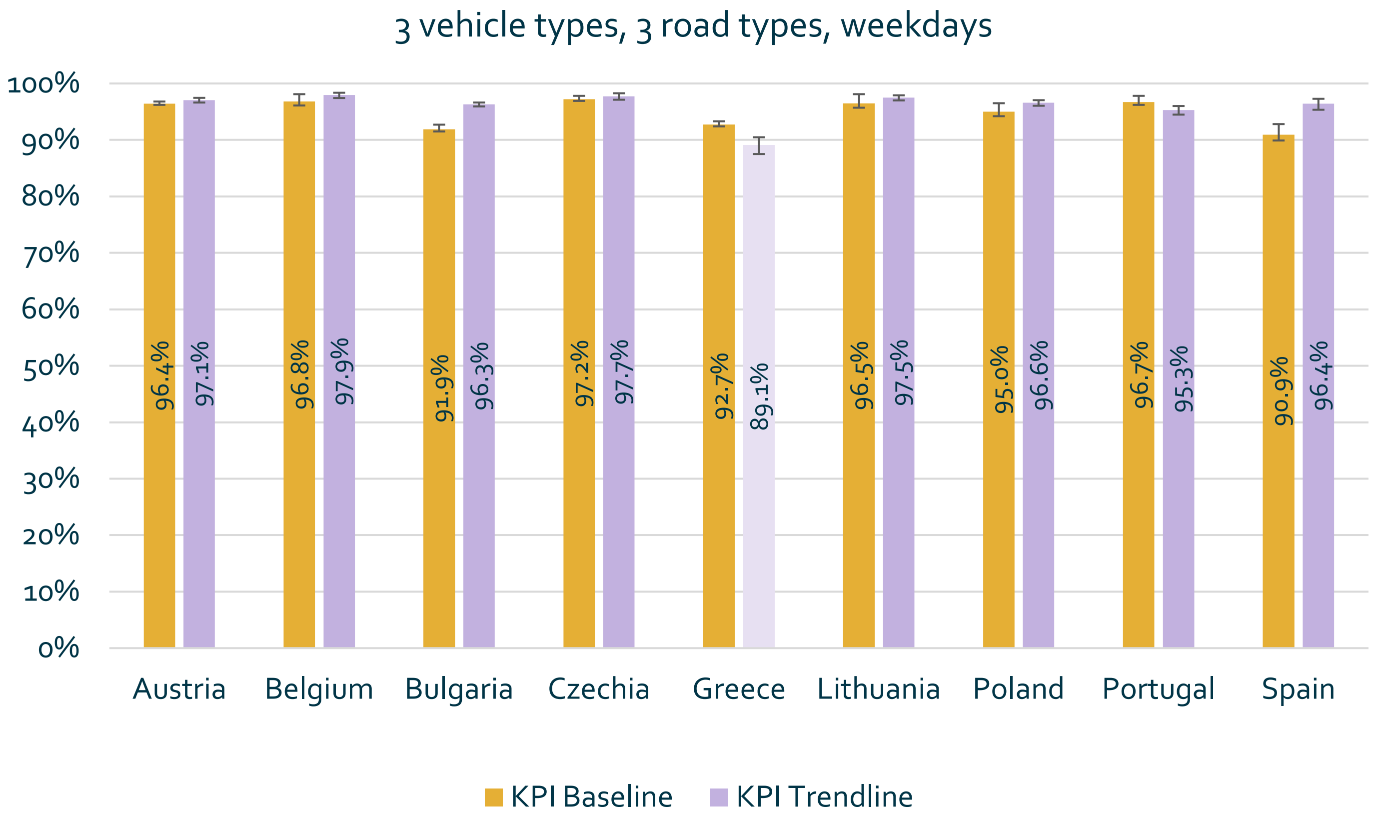
Trend line

Comparison with Baseline



Trend line

National KPI Trendline vs Baseline

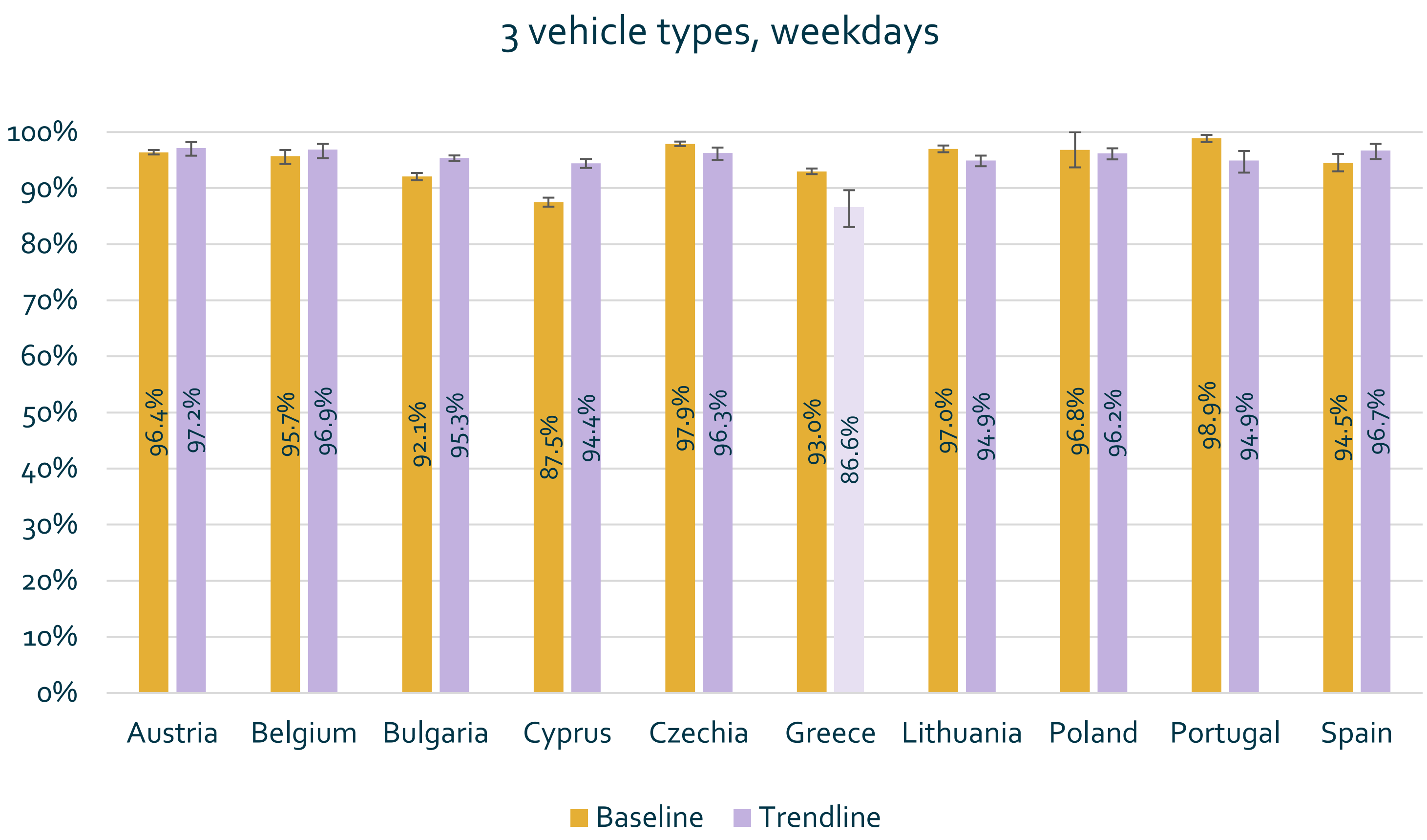


Light coloured: Trendline Greece (low number of locations for motorways & for rural roads)

- Compared to Baseline the KPI value generally slightly improved, except in Greece and Portugal.
- Differences are often small, with overlapping CIs.
- Clear differences found in Bulgaria, Portugal (increase) and in Greece (decrease).
- Key difference between Baseline and Trendline: Baseline included passenger cars, light goods vehicles, and buses, while Trendline replaced buses with heavy goods vehicles.

Trendline

KPI Distraction on motorways

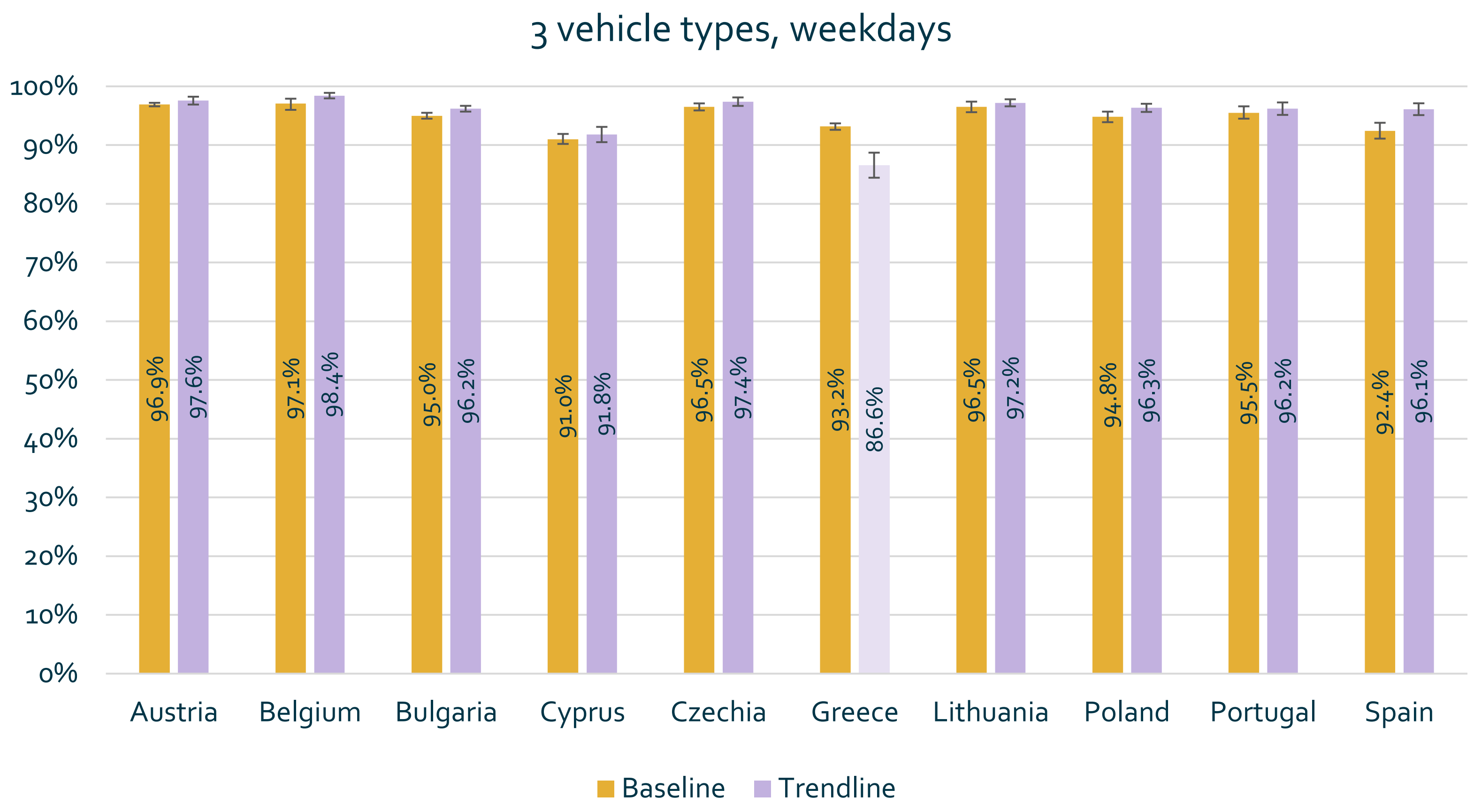


Light coloured: Trendline Greece (low number of locations for motorways & for rural roads)

- Compared to Baseline, the KPI value for motorways (slightly) increased in 5 countries (Austria, Belgium, Bulgaria, Cyprus, & Spain) and (slightly) decreased in the other 7.
- Clear differences were found in Bulgaria, Cyprus, Czechia, Greece and Portugal. In Cyprus and Greece the differences were relatively large (respectively an increase of 6.9% and a decrease of 6.4%).

Trend line

KPI Distraction on rural roads

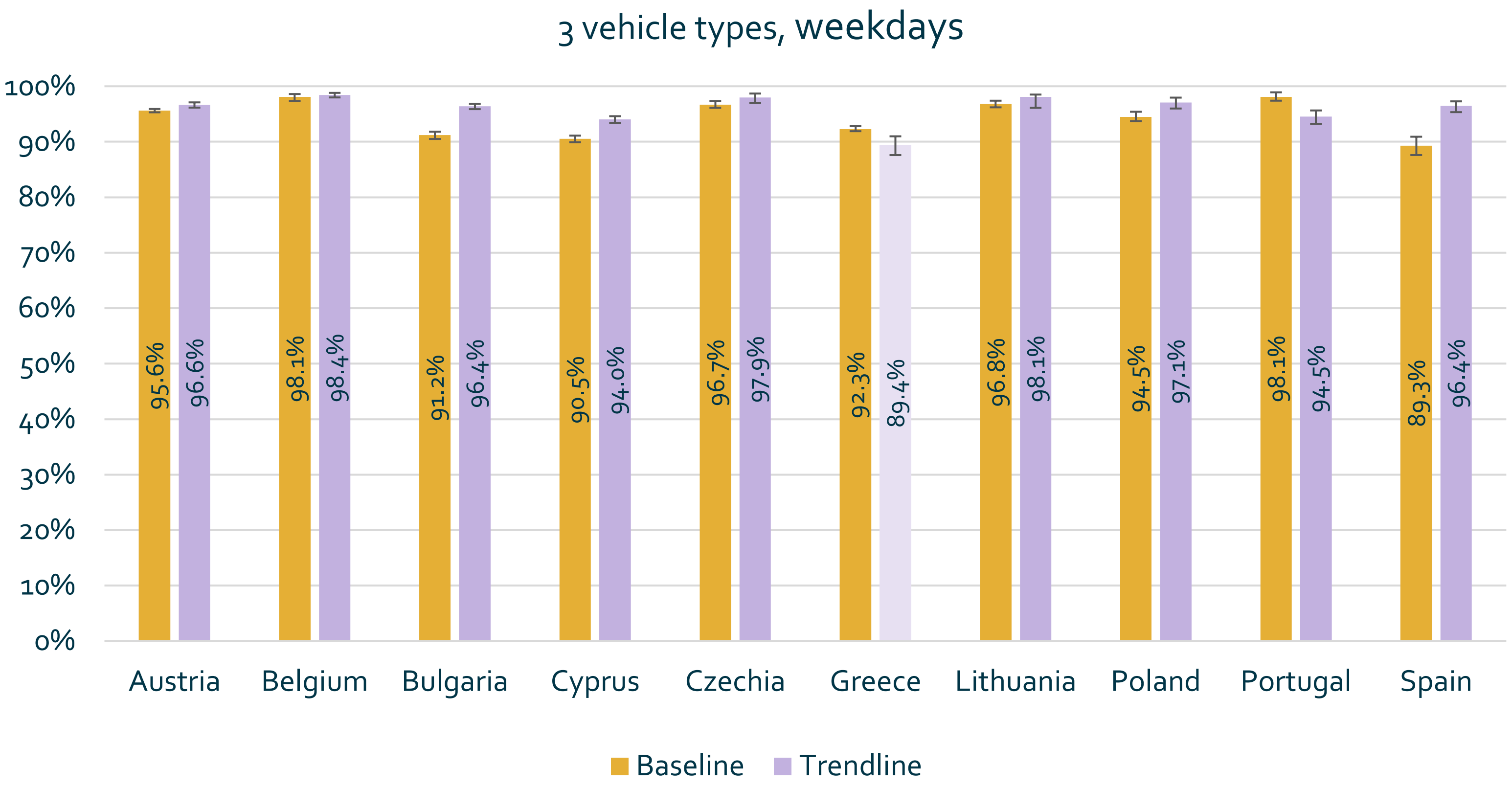


- Compared to Baseline, the KPI value for rural roads in Trendline increased in all countries, except in Greece, where it considerably decreased (by 6.6%)
- For most countries, the increase was usually slight.
- Clear differences (with no overlapping CIs) found in Belgium, Bulgaria, Poland and Spain.

Light coloured: Trendline: Greece (low number of locations for motorways & for rural roads).

Trendline

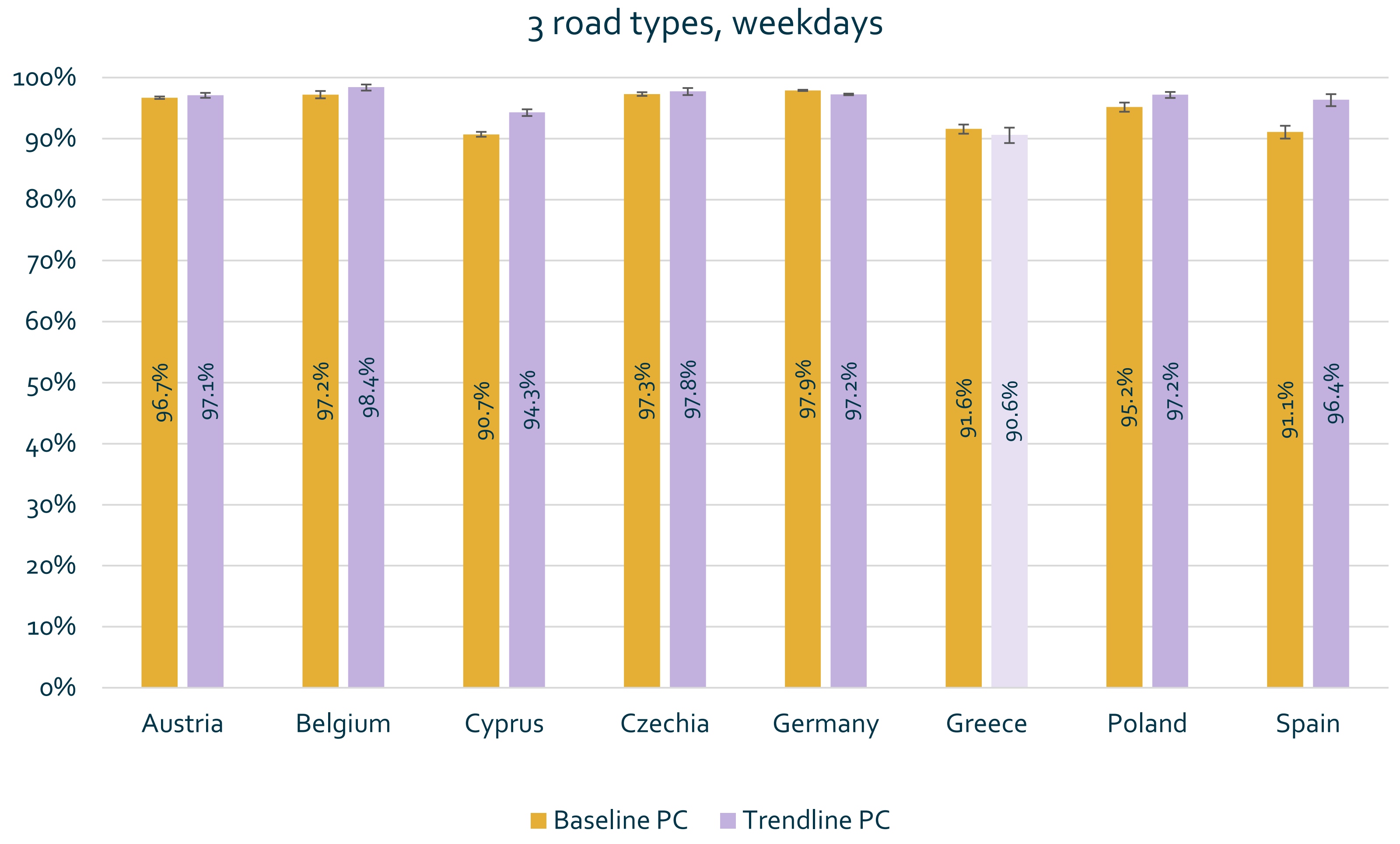
KPI Distraction on urban roads



Light coloured: Trendline Greece (low number of locations for motorways & for rural roads)

- In most countries, the KPI value increased for urban roads in Trendline compared to Baseline, except in Greece and Portugal where it clearly decreased.
- A clear increase found in Austria, Bulgaria, Cyprus, Poland & Spain. In Bulgaria & Spain the increase was relatively large (resp. 5.2% and (7.1%) .

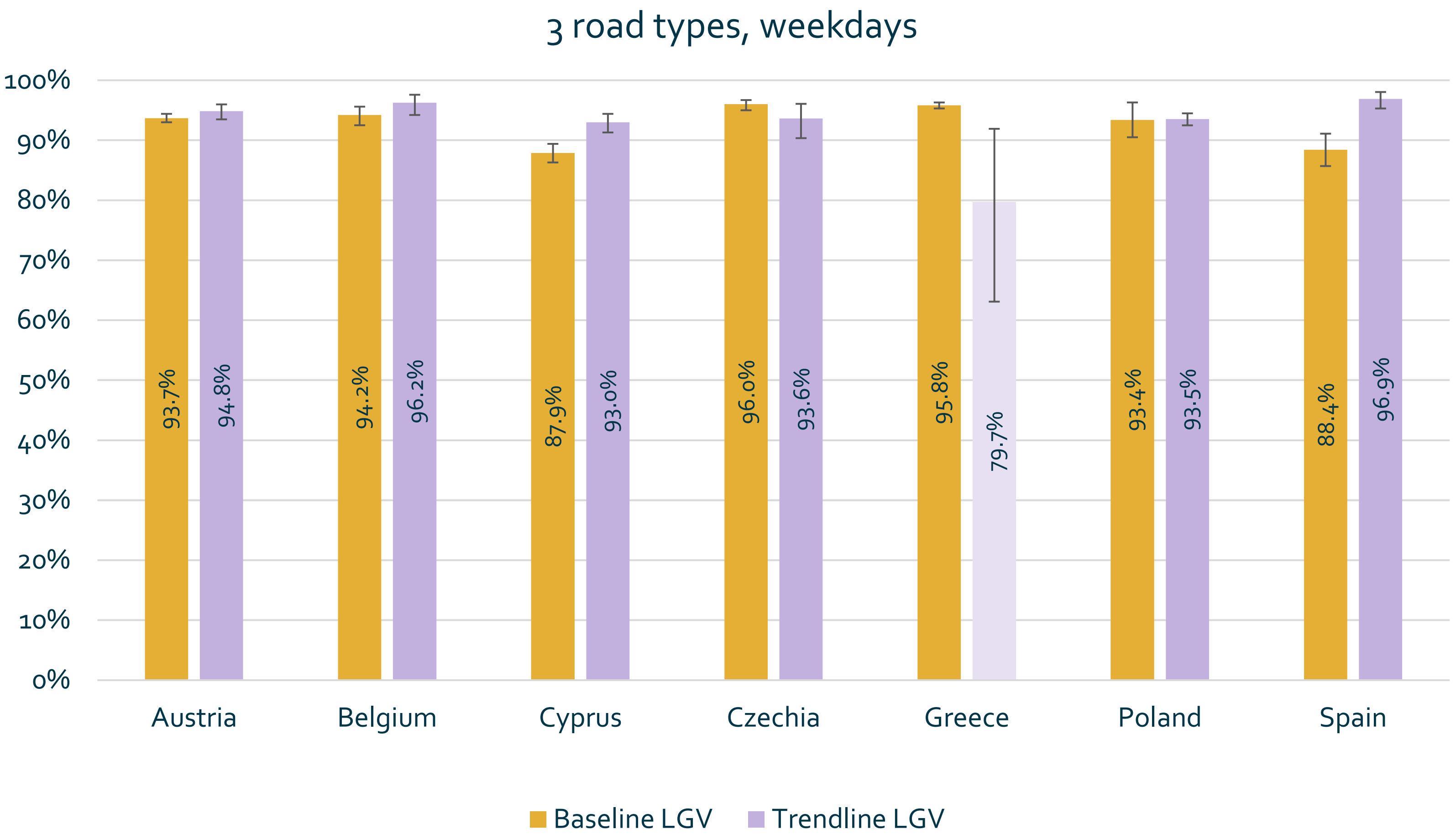
KPI Distraction for passenger cars (PCs)



Light coloured: Trendline Greece (low number of locations for motorways & for rural roads),

- Compared to Baseline, the KPI value for PCs increased in all countries, except in Germany and Greece where it decreased
- A clear increase found in Belgium, Cyprus, Poland & Spain: in Spain a relatively large increase, i.e. 5.3%.

KPI Distraction for light goods vehicles (LGVs)



Light coloured: Trendline Greece (low number of locations for motorways & for rural roads).

- Compared to Baseline the KPI for LGVs in Trendline increased in most countries, except in Czechia and Greece where it decreased.
- A clear and relatively large increase found in Cyprus and Spain (resp. by 5.1% and 8.5%).
- The decrease in Greece is considerably large, i.e. 16.1%.

Trendline

Recommendations

Recommendations on future scope

- To increase international comparability of results, it is recommended that countries comply with all minimum requirements.
- For comparability among countries, it is important to keep the predefined (handheld-use only) definition for the KPI and, if desired, measure broader forms of distraction via additional indicators (e.g. including operating a fixed mobile phone or onboard screen).
- Since three-fourths of countries collected data on weekends, the minimum requirements may be extended to include weekend days.

Recommendations on methodology

- It is recommended to keep collecting data on heavy goods vehicles (rather than buses as in Baseline) in the future editions, given the larger and thus more reliable sample sizes.
- Since the recommended number of observations per vehicle type (min. 2,000) could not often be reached for light and heavy goods, consider lowering the number of observations to 1,000.

Trend line

Recommendations on policy integration

- It is recommended that distraction data be systematically collected for all vehicle categories, with particular attention to light and heavy goods vehicles, which had lower KPIs values than passenger cars, to monitor progress over time.

Annex 1 National legislation (3)

Countries	KPI distraction related legislation
Austria	Ban of use of hand-held mobile phones
Belgium	Forbidden to use, hold or manipulate a handheld mobile electronic device, unless the device is fixed in a suitable holder attached to the vehicle
Bulgaria	Using a handheld mobile device while driving a motor vehicle is prohibited in Bulgaria (Road Traffic Act).
Croatia	A driver must not use a mobile phone or other devices in a manner that would reduce their ability to react and safely operate the motor vehicle while driving
Cyprus	Drivers are not allowed to use their mobile phone without a hand-free set
Czechia	Drivers are prohibited from holding a mobile phone or other telecommunications device in their hand while driving a vehicle
France	The use of handheld mobile phones while driving is prohibited (article R412-6-1 of the French Highway Code, Code de la Route). This includes calling, texting, or holding a phone in hand while the vehicle is moving or stationary (except when parked). Non-compliance results in a fixed fine of €135 and a deduction of 3 points from the driver's license. When combined with another traffic offense (e.g. speeding), it may result in an immediate license suspension (decree 2020-605). Drivers of vehicles in circulation are also prohibited from wearing any device in the ear capable of emitting sound (with the exception of electronic hearing aids).
Germany	drivers may use an electronic communication device such as a cell phone while driving in particular only if they neither pick up the device nor hold it in their hands and if they only glance briefly at the device to operate and use it
Greece	Mobile phone use while driving is only permitted when it is placed on a special position for hands-free listening/talking or when used with a wireless communication headset

Annex 1 National legislation (3)

Countries	KPI distraction related legislation
Hungary	In Hungary, using a hand-held mobile phone while driving is prohibited under the Road Traffic Regulations (Decree 1/1975. (II. 5.) KPM-BM). Drivers may only use a phone with hands-free devices such as headsets or built-in car systems. The rule applies to both motorists and cyclists, and violations are subject to fines.
Ireland	Section 3 of the Road Traffic Act 2006 is entitled “Prohibition on holding mobile phone by driver of mechanically propelled vehicle, etc.”. More details can be found here: https://www.irishstatutebook.ie/eli/2006/act/23/enacted/en/print#sec3
Italy	According to the art. 173 CdS, “It is forbidden for the driver to use radiotelephone devices (smartphones, laptops, notebooks, tablets and similar devices that involve even temporarily removing the hands from the steering wheel) or to use headphones, with the exception for the drivers of the vehicles of the armed forces and of the bodies referred to in article 138, paragraph 11, and of the police. The use of hands-free devices or devices equipped with earphones is permitted provided that the driver has adequate hearing capabilities in both ears which do not require the use of the hands for their operation”.
Latvia	The driver of a vehicle is prohibited from: 1) using a telephone while the vehicle is in motion, except in cases where the telephone is used in hands-free mode; 2) using notebooks, tablets and smart devices while the vehicle is in motion
Lithuania	When the vehicle is in public traffic (except when the vehicle is stationary), drivers are prohibited from using mobile communication devices if they are used by hand, with the exception of controlling mobile communication devices using hands-free equipment, when the mobile communication device is fixed in a special holder, or using vehicle equipment. Drivers of vehicles must avoid any actions not related to driving.
Netherlands	handheld phone use (or use of other electronic devices that can be used for communication and information processing) while driving is prohibited. Nor may telephones be clasped between ear and shoulder. However, operating a phone in a holder is allowed.
Poland	According to Article 45 par. 2 point 1 of Road Traffic Act of June 20, 1997: The vehicle driver is forbidden to use a telephone while driving that requires a handset or microphone to be held in the hand. By not complying with this provision, a risk of a fine and penalty

Annex 1 National legislation (3)

Countries	KPI distraction related legislation
Portugal	It is prohibited to use mobile phones or any handheld electronic devices while driving, except when operated through hands-free systems or devices with approved legal exemptions (Road Code, Article 84.º — Prohibited Use of Devices)
Romania	Drivers are allowed to use telephone while car is stopped (traffic light, parked, etc).
Slovakia	The use of mobile devices while driving is regulated by Act No 8/2009 on Road Traffic. In particular, §4, paragraph 1 states the obligations of the driver and paragraph 2 states what the driver must not do, while point m) states that the driver must not: “while driving a vehicle, hold in his hand or otherwise operate a telephone or other telecommunications, audiovisual or similar device, except when using a hands-free system, or carry out any other similar activity which is not related to driving the vehicle; this shall not apply to the driver of a vehicle of the Armed Forces of the Slovak Republic (hereinafter referred to as "the Armed Forces"), the Armed Security Forces, the Armed Forces, the Military Police, the Municipal Police, the Fire and Rescue Service, other fire-fighting units, the Mountain Rescue Service, the Ambulance Service, the Emergency Medical Service, the Mining Rescue Service, the Military Intelligence Service and the Slovak Information Service in the performance of their tasks". "Using a telephone device or performing other similar activities while driving a vehicle" is one of the offences against road safety and traffic flow for the purposes of which the Ministry of the Interior of the Slovak Republic allows other Member States of the European Union, through the EUCARIS information system, access to the vehicle register in order to carry out automated searches for data on vehicles and data on vehicle owners or vehicle holders (§113, section 9 h) and section 10 f)). §137 sec. 2 defines violations of road traffic rules in a serious manner and under e) also defines: "while driving a vehicle, holding in the hand or otherwise operating a telephone or other telecommunication, audio-visual or similar device, other than by using a hands-free system, or carrying out any other similar activity which is not related to driving a vehicle“. Regulation of the Minister of the Interior of the Slovak Republic No. 9/2009 (as in force from 1.1.2022) provides in Annex No. 1 ('Tariff of fines') for violation of §4 section 2 point m) ('Holding in the hand or otherwise operating a telephone apparatus or other telecommunications, audiovisual or similar equipment, except for the use of a hands-free system, or carrying out another similar activity not related to driving') a fine of up to €150.

Annex 1 National legislation (3)

Countries	KPI distraction related legislation
Spain	General Traffic Regulations. Article 18.2. Second paragraph. Other Obligations of the Driver. “The use of mobile phone devices and any other means or communication system while driving is prohibited, except when the communication takes place without using hands or wearing headsets, earphones, or similar devices.” Law on Traffic, Motor Vehicle Circulation, and Road Safety. Article 76g. Grave Infractions. “Using mobile phone devices by holding them with the hand or keeping them pressed between the helmet and the user’s head while driving, manually operating mobile phone devices under conditions other than those mentioned before, manually operating GPS devices or any other means or communication system while driving, as well as carrying in vehicles mechanisms for detecting radars or speed cameras”.

Trendline

Annex 2 Meta-data (1)

Countries	Method : Observations (stationary on roadside*)	Stratifications required (3 road types, 3 vehicle types, weekdays) & delivered	Optional stratifications delivered	Delivered datasets (raw data/weighted results)
Austria		all delivered	Gender, age, weekend, bus (n=815)	raw data
Belgium		all delivered	Gender, age, weekend, bus (n=250)	weighted results
Bulgaria		all delivered	weekend	weighted results
Croatia		all delivered	Gender, weekend, bus (n=300)	raw data
Cyprus		all delivered	Weekend, bus (n=246)	weighted results
Czechia		all delivered	Gender, weekend	weighted results
France		all delivered	weekend	results without weighting
Germany		no data for HGVs	Gender, age, weekend	weighted results, calculations not based on Trendline methodology
Greece		all delivered	Gender, age, weekend, bus (n=160)	weighted results
Hungary	* motorways: observation from moving vehicles	no data for LGVs	weekend	weighted results

Annex 2 Meta-data (2)

Countries	Method : Observations (stationary on roadside)*	Stratifications required & delivered Required (3 road types, 3 vehicle types, weekdays)	Optional stratifications delivered	Delivered datasets (raw data/weighted results)
Ireland		all delivered	Gender, age, weekend, bus (n=381)	raw data
Italy		all delivered	Gender, age	raw data
Latvia		no data for motorways	weekend, bus (n=96)	raw data
Lithuania		all delivered		weighted results
Netherlands	* motorways: observation from moving vehicles	all delivered	Gender, age, weekend	weighted results
Poland		all delivered	Gender, age, weekend	weighted results
Portugal	* motorways: observation from moving vehicles	all delivered		weighted results
Romania		all delivered		weighted results
Slovakia		all delivered		weighted results
Spain		all delivered	Gender, weekend, bus (n=43)	raw data

Annex 3 Driver sample: total & per road type (weekdays only)

Countries	Total driver sample	Driver sample per road type		
		Motorway	Rural	Urban
Austria	33,248	6,751	9,769	16,728
Belgium	14,432	2,287	6,556	5,589
Bulgaria	21,024	7,795	6,498	6,731
Croatia	13,747	2,967	4,459	6,321
Cyprus	23,979	8,771	5,321	9,887
Czechia	12,412	3,084	4,430	4,898
France	4,346	972	1,730	1,644
Germany	43,702	20,649	12,199	10,854
Greece	5,879	1,620	1,555	2,704
Hungary	12,581	3,878	5,659	3,044

Countries	Total driver sample	Driver sample per road type		
		Motorway	Rural	Urban
Ireland	18,321	2,781	7,163	8,377
Italy	9,656	2,459	4,314	2,883
Latvia	15,732	0	3,978	11,754
Lithuania	15,428	5,069	3,267	7,092
Netherlands	11,143	3,470	3,971	3,702
Poland	39,307	15,958	14,837	8,512
Portugal	9,239	1,667	3,624	3,948
Romania	150,443	30,842	62,876	56,725
Slovakia	14,425	4,331	4,491	5,603
Spain	9,566	2,197	1,507	5,862

Annex 3 Driver sample per vehicle type (weekdays only)

Countries	Driver sample per vehicle type		
	Car	LGV	HGV
Austria	27,776	3,680	1,792
Belgium	10,077	1,868	2,487
Bulgaria	no data	no data	no data
Croatia	11,828	926	993
Cyprus	19,161	3,255	1,317
Czechia	10,600	543	1,269
France	3,590	469	287
Germany	37,593	6,109	0
Greece	4,523	742	454
Hungary	9,426	0	3,155

Countries	Driver sample per vehicle type		
	Car	LGV	HGV
Ireland	14,209	2,967	1,145
Italy	6,611	1,594	1,451
Latvia	13,076	1,499	1,157
Lithuania	11,764	1,663	2,001
Netherlands	8,249	1,806	1,088
Poland	30,916	4,059	4,332
Portugal	6,995	1,733	511
Romania	no data	no data	no data
Slovakia	9,967	2253	2,205
Spain	8,177	1,104	285

References and further reading

Trend line

Key documents and links

- Stelling, A., Boets, S., González Hernández, B., Jankowska, D., Larsson, P., Schumacher, M., Vieira, S., Ziakopoulos, A., (2023). KPI Distraction. Methdological Guidelines. Report produced as part of the Trendline project, supported by the European Union. https://trendlineproject.eu/methodological-guidelines
- Boets, S. (2023). Baseline report on the KPI Distraction. Baseline project, Brussels: Vias institute. https://www.baseline.vias.be/en/publications/kpi-reports/
- Van den Berghe, W. & Stelling , A. (Eds.) (2025). Trendline 2022-2025. Data collection and analysis of road safety KPIs in Europe. Report produced as part the Trendline project, supported by the European Union.
- Trendline Dashboard (+ link)

Trendline

Trendline

For more information:

www.trendlineproject.eu

trendline@swov.nl

Co-funded by the
European Union