# Global status report on road safety 2023

World Health Organization

# Malta

**Population:** 526 748 ↑

**Income group:** High income =

**WHO Region:** European Region

**GSRRS participation:** 2009, 2013, 2015, 2018, 2023

| BURDEN | | E |
|---|---|---|
| Reported fatalities (year) | 9 (2021) | ↓ |
| Reported fatalities sex distribution (Male; Female) | 67%; 33% | N/A |
| Reported fatalities user distribution[1] | 33%; 22%; 44%; 0%; 0% | N/A |
| WHO estimated road traffic fatalities (95% CI) (year) | 10 (95% CI 8 - 12) (2021) | ↓ |
| WHO estimated rate per 100 000 population (year) | 1.9 (2021) | ↓ |
| **SAFE ROAD INFRASTRUCTURE** | | |
| **Total paved kilometers (year)** | **1 251 (2021)** | N/A |
| Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them[2] | – | N/A |
| Presence of systematic approaches to assess/audit new roads[2] | – | N/A |
| National law requiring a formal road safety inspection/assessment | No | N/A |
| Target for roads to meet technical safety standards for all users (year) | (2050) | N/A |
| Investments to upgrade high risk locations | – | N/A |
| **SAFE VEHICLES** | | |
| **Total registered vehicles [rate per 100 000 pop] (year)** | – | N/A |
| Four-wheel vehicles | – | N/A |
| Powered 2- and 3-wheelers | – | N/A |
| Heavy trucks | – | N/A |
| Buses | – | N/A |
| Other | – | N/A |
| Legislation on periodic vehicle technical inspection[2] | Yes‡ | N/A |
| National laws on front and side impact protection | Yes†‡ | N/A |
| National laws on seat-belt and seat-belt anchorages | Yes†‡ | N/A |
| National law on electronic stability control | Yes†‡ | N/A |
| National law on pedestrian protection | Yes†‡ | N/A |
| National law on anti-lock braking systems | Yes†‡ | N/A |
| Government vehicle procurement practices include safety prerequisites | – | N/A |
| Presence of high-quality safety standards for used-vehicle imports[2] | – | N/A |
| **POST-CRASH RESPONSE** | | |
| National law on universal access to emergency care | –§ | N/A |
| National law guaranteeing free-of-charge access to rehabilitative care for all injured | –§ | N/A |
| National law guaranteeing free-of-charge access to psychological services to road crash victims and their families | –§ | N/A |
| National good Samaritan law | –§ | N/A |
| National emergency care access number | – | N/A |
| National target for time between serious crash and initial provision of professional emergency care (year) | – | N/A |
| **INSTITUTIONAL FRAMEWORK** | | |
| Presence of strategies to promote alternatives to individuals use of powered vehicles | Yes, national | ↗ |
| National road safety strategy[2] | – | N/A |
| Fatality reduction target (year) | – | N/A |
| Non fatal reduction target (year) | – | N/A |
| Funding to implement strategy | – | N/A |
| National law mandating third-party liability insurance for powered vehicles | Yes | N/A |
| National law on driving time and rest periods for professional drivers[2] | Yes‡ | N/A |
| Adherence to one or more of the 7 UN road safety conventions[2] | 3 | N/A |
| Presence of national lead agency to implement national road safety strategy[2] | Yes | = |
| Presence of agencies that coordinate pre-hospital and emergency medical services[2] | – | N/A |

| ROAD USER BEHAVIOUR | | E |
|---|---|---|
| **Legislation on urban speed limits for passenger cars and motorcycles[2]** | | = |
| National law setting a speed limit | Yes | = |
| Maximum urban speed limit | 50 km/h | = |
| Maximum rural speed limit | 80 km/h | = |
| Maximum motorway speed limit | – | N/A |
| Local authorities can modify limits | No | N/A |
| Presence of targets to reduce speeds nationally (year)[2] | – | N/A |
| Available types of enforcement | Manual | = |
| **Legislation on drink driving[2]** | | ↗ |
| National law on drink-driving | Yes | = |
| BAC limit – general population | ≤ 0.05 g/dl | ↓ |
| BAC limit – young or novice drivers | ≤ 0.02 g/dl | ↓ |
| Random breath testing carried out | – | N/A |
| Presence of targets to reduce driving after drinking nationally (year)[2] | – | N/A |
| Testing carried out in case of fatal crash | – | N/A |
| **Legislation on drug driving** | **Yes** | = |
| **Legislation on distracted driving (mobile phones)** | **Yes** | N/A |
| Ban on mobile phone use[2] | Hand held | = |
| Presence of targets to reduce distracted driving nationally (year)[2] | – | N/A |
| **Legislation on helmets for motorcycle riders[2]** | | = |
| National motorcycle helmet law | Yes | = |
| Legislation requires helmet fastening | No | = |
| Legislation applies to: | Drivers and Passengers | ⟳ |
| Legislation applies to all road types | Yes | = |
| Legislation applies to all engine types | Yes | = |
| Legislation refers to and/or specifies helmet standard[2] | No†‡ | = |
| Presence of targets to increase helmet use (year) | – | N/A |
| Helmet wearing rate[2] (Driver; Passenger) | 100%; 100% | N/A |
| Minimum age/height children are allowed as passengers | No | N/A |
| **Legislation on seat-belts for motor vehicle occupants[2]** | | = |
| National seat-belt law | Yes | = |
| Legislation applies to front and rear seat occupants | Yes | = |
| Presence of targets to increase seat belt use (year)[2] | – | N/A |
| Seat-belt wearing rate[2] (Drivers; Front seat occupants; Rear seat occupants) | – | N/A |
| **Legislation on child restraint systems[2]** | | = |
| National child restraints use law | Yes | = |
| Children seated in front seat | Yes | = |
| Age or height specified for children requiring child restraint | 3 y | = |
| Child restraint standard referred to and/or specified | Yes†‡ | = |
| Presence of targets to increase child safety restraint use (year) | – | N/A |
| **NATIONAL DATA SYSTEMS ON…** | | |
| Civil Registration and Vital Statistics (2021) | Group 1 | = |
| Frequency and distribution of journeys by modal type | Partially | N/A |
| Speeding violations and speeding related injuries and fatalities[2] | Yes | N/A |
| Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries[2] | No | N/A |
| Seat belt and child-restraint systems use[2] | No | N/A |
| Powered 2- and 3- wheeler helmet use[2] | No | N/A |
| Mobile phone use while driving[2] | No | N/A |

Strong · Moderate · Weak/None

↑ Increase · ↓ Decrease · = No change · ⟳ Change · ↗ Advancement

⊘ None or unknown · — Not provided · N/A Not applicable

E Evolution since 2010 or closest year possible

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

**Global status report on road safety 2023: Country and territory profiles.**

**©World Health Organization 2023**

Some rights reserved. This work is available under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 IGO licence (CC BY-NC-SA 3.0 IGO; https://creativecommons.org/licenses/by-nc-sa/3.0/igo).