

## Chapter 1

# Road safety performance in 2014 and 2015

*This chapter presents an overview of road safety data in 2014 for 32 countries, as well as provisional data for 2015. It looks at progress with respect to developments, strategies and targets related to the UN Decade of Action for Road Safety, as well as current national road safety strategies and legislation regarding speed limits, drinking and driving, and the use of seat belts and helmets.*

Overall, between 2010 and 2014, the number of road fatalities declined by 8.8% in the 32 member countries of the *International Road Traffic and Accident Database (IRTAD)* for which data are consistently available. However, in 2015, the number of road deaths increased in at least 19 countries.

## Road safety in 2014-15

### **Most recent fatality data for 2014 and 2015**

In 2014, the 32 IRTAD member countries for which data are consistently available<sup>1</sup> noted a 1.3% decrease in road fatalities from 2013 and an 8.8% decrease from 2010 (Table 1.1). The decrease in 2014 was however much less than the 2.3% average annual reduction seen over the last five years (2010-2014).

For the same period, based on data from 20 countries, mobility in terms of vehicle kilometres has increased by 1.7% from 2013 and 3% from 2010.

Provisional fatality data for 2015, available for 28 countries, show an upward trend for a large number of countries. The number of fatalities increased in 19 countries, while only nine countries managed to reduce or stabilise their road death toll (Table 1.2). The positive trend on road fatalities over the last few years did not continue in 2015. This development merits careful investigation and monitoring to establish whether what is being observed is an incidental, one-off “bad year” or the start of a negative trend.

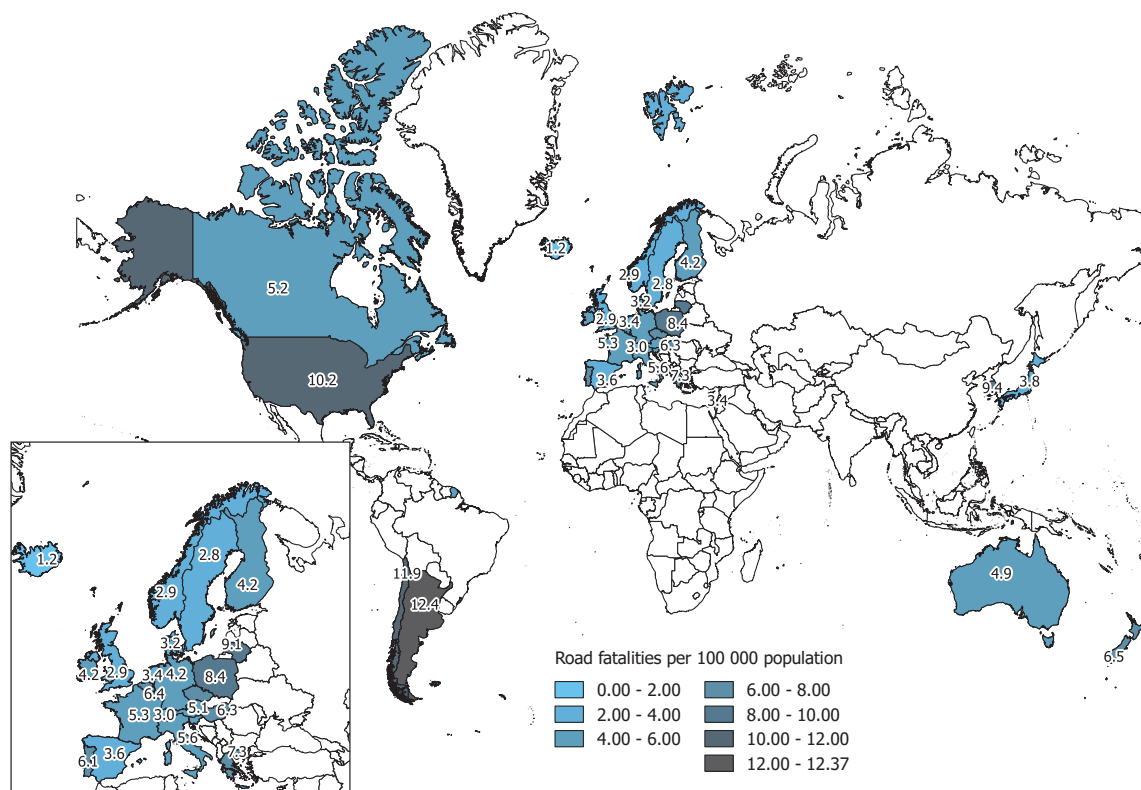
Looking at the trend over a longer time span, from 2000 until 2014, the number of road fatalities in IRTAD countries decreased by 42% – which is an impressive achievement for a relatively short period. Many countries saw reductions of over 50%, and some achieved reductions of up to 70%. Contributing elements to this overall good performance include the implementation of systematic road safety strategies, programmes that address the main risk factors (such as speeding and drink driving), improvement in the safety level of road infrastructure and vehicles as well as better road trauma management. In addition, there are strong indications that the economic downturn, which hit many countries from 2008 onward, had a marked effect on decreasing road deaths through its impact on mobility patterns as a result of unemployment and uncertain incomes. According to an IRTAD report (IRTAD, 2015) two-thirds of the reduction in fatalities from 2008-10 can be attributed to the economic recession.

### **Death rates in 2014**

#### **Fatalities per capita**

Road mortality in terms of fatalities per 100 000 inhabitants differs substantially between regions. The IRTAD countries with the lowest road fatality rates are located in Europe. In 2014, five countries: Iceland, Sweden, the United Kingdom, Norway and Switzerland recorded less than three fatalities per 100 000 inhabitants. In other regions some countries have fatality rates above 10 (Figure 1.1).

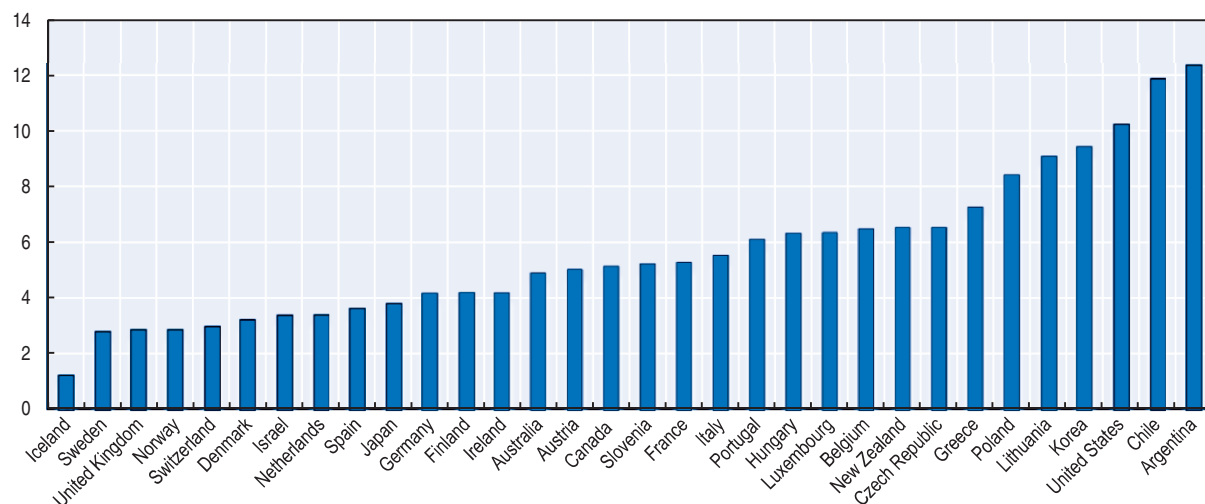
Figure 1.1. Road fatalities per 100 000 inhabitants, 2014



Sixteen countries constitute the league of relatively well-performing countries with fatality rates per 100 000 inhabitants of five or less (Figure 1.2).

Data for some IRTAD accession and observer countries, which have not been reviewed and validated, but are presented in the country reports, indicate much higher rates, up to 26 deaths per 100 000 inhabitants in South Africa for example.

Figure 1.2. Road fatalities per 100 000 inhabitants, 2014



Note: Provisional data for Australia.

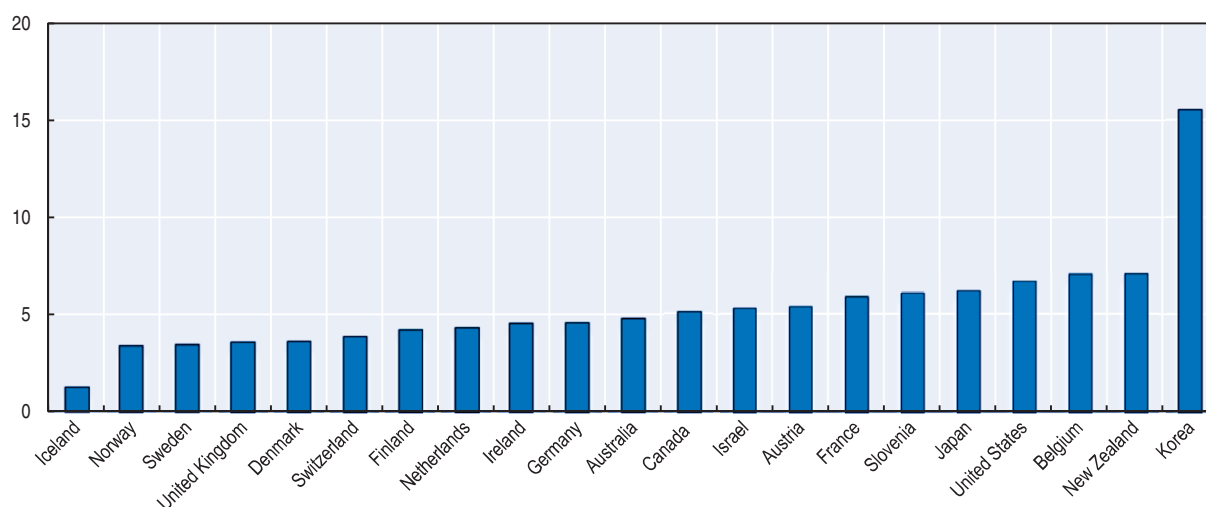
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While the fatality rate per capita is useful for comparing the performance of countries with similar levels of development and motorisation, its usefulness as a universal tool to rank all countries is limited.

### **Fatalities per vehicle-kilometres**

Analysis in terms of fatalities by distance travelled is a useful indicator for assessing the risk of travelling on the road network. However, only 22 IRTAD countries regularly collect data on vehicle-kilometres travelled (VKT). Data on risks expressed in terms of deaths per billion vehicle kilometres are summarised for these countries in Figure 1.3. In 2014, seven countries – Iceland, Norway, Sweden, the United Kingdom, Denmark, Switzerland and the Netherlands – recorded less than four deaths per billion VKT.

Figure 1.3. **Road fatalities per billion vehicle-kilometres, 2014**



Note: Provisional data for Australia; estimate for the United Kingdom; 2013 data for Belgium.

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### **Fatalities per registered vehicles**

In the absence of data on vehicle kilometres, the fatality rate per registered motor vehicle may be used as an approximation of exposure to risk. Figure 1.4 illustrates risk exposure expressed as the number of deaths per 10 000 registered vehicles.

Based on this indicator, the situation has improved substantially for all countries for which data are available. In 2014, the best-performing countries were Iceland, Norway, Switzerland, Sweden, Finland, the United Kingdom, Spain and Japan with fatality rates below or equal to 0.5 deaths per 10 000 registered vehicles.

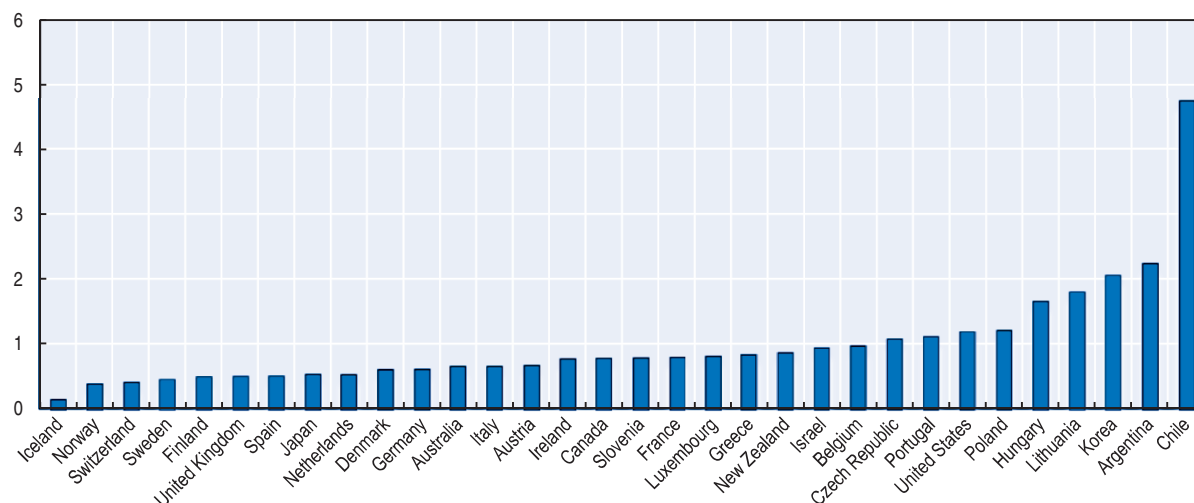
### **Reducing the number of serious injuries**

Several IRTAD countries have shown remarkable reductions in road fatalities over the recent decades. However, the numbers of serious injuries are decreasing at a slower pace. Severe injury not only entails grave consequences with regard to quality of life and household income but also has a significantly negative impact on the economy.


Police records alone are usually insufficient to carry out analysis on the nature and consequences of serious injuries, due mainly to underreporting and/or the misreporting of



Figure 1.4. Road fatalities per 10 000 registered vehicles, 2014



Note: Total registered motor vehicles do not include mopeds for Belgium, Denmark and Hungary; provisional data for Australia.

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the situation. Moreover, international comparisons are not currently feasible, as definitions of a “serious injury” and data collection methods vary widely between countries. The IRTAD report, *Reporting on Serious Road Traffic Casualties* (ITF, 2011), outlines options for combined analysis of police and hospital data and proposes a common definition of serious injuries on the basis of the Abbreviated Injury Scale (AIS). It also recommends that a serious injury should be defined as one with a Maximum AIS score of 3 or more (MAIS3+).

IRTAD encourages its members to set up adequate mechanisms for such combined and comparative analysis and will gradually enlarge the database to include data on serious injuries based on the MAIS3+ definition. Likewise, European Union (EU) member states have agreed to report MAIS3+ data to the European Commission (EC) for inclusion in the Community Database on Accidents on the Roads in Europe (CARE).

Up to now, only a few countries have been able to provide serious injury data based on the MAIS3+ definition. At this stage, it is too early to make a general analysis of MAIS3+ data trends. However, MAIS3+ data are discussed, when available, in the respective country reports.

## Mid-term review of the decade

### **The UN Decade of Action for Road Safety 2011-2020**

While many IRTAD countries have made good progress in recent years, the number of traffic casualties even in the best performing countries is still high and the encouraging results achieved in IRTAD countries only represent a small share (6%) of global road deaths. Every year 1.3 million people are killed and tens of millions injured on the roads. Ninety percent of casualties occur in low and middle-income countries.

In 2011, the United Nations General Assembly proclaimed the UN Decade of Action for Road Safety 2011-2020 in a landmark resolution agreed by 100 countries. In April 2016, the UN General Assembly adopted a resolution on “improving global road safety” (United Nations, 2016). The resolution confirmed the adoption of the Sustainable Development Goal (SDG) targets on road safety outlined in the 2030 Agenda for Sustainable Development. There

Table 1.1. Road fatality trends, 2010-14


Country	Road fatalities					2014 % change from		Annual average change <sup>1</sup>
	2014	2013	2012	2011	2010	2013	2010	2014-10 %
Argentina	5 279	5 209	5 074	5 040	5 094	1.3	3.6	0.9
Australia <sup>p</sup>	1 155	1 185	1 301	1 278	1 352	-2.5	-14.6	-3.9
Austria	430	455	531	523	552	-5.5	-22.1	-6.1
Belgium	727	724	770	861	840	0.4	-13.5	-3.5
Canada <sup>p</sup>	1 834	1 951	2 065	2 023	2 238	-6.0	-18.1	-4.9
Chile	2 119	2 110	1 980	2 045	2 074	0.4	2.2	0.5
Czech Republic	688	654	742	773	802	5.2	-14.2	-3.8
Denmark	182	191	167	220	255	-4.7	-28.6	-8.1
Finland	229	258	255	292	272	-11.2	-15.8	-4.2
France	3 384	3 268	3 653	3 963	3 992	3.5	-15.2	-4.0
Germany	3 377	3 339	3 600	4 009	3 648	1.1	-7.4	-1.9
Greece	795	879	988	1141	1 258	-9.6	-36.8	-10.8
Hungary	626	591	605	638	740	5.9	-15.4	-4.1
Iceland	4	15	9	12	8	-73.3	-50.0	-15.9
Ireland	193	188	162	186	212	2.7	-9.0	-2.3
Israel	279	277	261	341	352	0.7	-20.7	-5.6
Italy	3 381	3 401	3 753	3 860	4 114	-0.6	-17.8	-4.8
Japan	4 838	5 165	5 261	5 535	5 828	-6.3	-17.0	-4.5
Korea	4 762	5 092	5 392	5 229	5 505	-6.5	-13.5	-3.6
Lithuania	267	258	301	296	299	3.5	-10.7	-2.8
Luxembourg	35	45	34	33	32	-22.2	9.4	2.3
Netherlands	570	570	562	546	640	0.0	-10.9	-2.9
New Zealand	295	253	308	284	375	16.6	-21.3	-5.8
Norway	147	187	145	168	208	-21.4	-29.3	-8.3
Poland	3 202	3 357	3 571	4 189	3 908	-4.6	-18.1	-4.9
Portugal	638	637	718	891	937	0.2	-31.9	-9.2
Slovenia	108	125	130	141	138	-13.6	-21.7	-5.9
Spain	1 688	1 680	1 903	2 060	2 478	0.5	-31.9	-9.2
Sweden	270	260	285	319	266	3.8	1.5	0.4
Switzerland	243	269	339	320	327	-9.7	-25.7	-7.2
United Kingdom	1 854	1 770	1 802	1 960	1 905	4.7	-2.7	-0.7
United States	32 675	32 894	33 782	32 479	32 999	-0.7	-1.0	-0.2

p = provisional data for 2014.

1. Geometric mean:  $1 - (\text{Fatalities}_{\text{EndYear}} / \text{Fatalities}_{\text{StartYear}})^{1/n}$ ; n – Number of years.

Note: Police-recorded fatalities (except the Netherlands for 2000 onwards: real data, see country report). Death within 30 days.

Source: IRTAD.

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are two road safety targets in the SDGs. SDG 3.6 aims to reduce global road traffic deaths and injuries by 50% by 2020 compared to 2010 level and SDG 11.2 for cities aims to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030.

At the mid-point of the UN Decade of Action for road safety, the section below reviews progress made in IRTAD countries since the beginning of the Decade.

## Monitoring the progress

### Evolution of road deaths

Since 2010, the number of deaths decreased in all countries, except Chile (+2.2% between 2010 and 2015), Argentina (+3.6% between 2010 and 2014) and Luxembourg (3 fatalities more, equivalent to an increase of 12% between 2010 and 2015).

Table 1.2. Road fatality data for 2015 compared to 2014

Country	2015 Road deaths	Data status	2014 Road deaths	% change (provisional)
Argentina		No estimate available		
Australia	1 207	Provisional	1 155	4.5
Austria	475	Provisional	430	10.5
Belgium	755	Estimate	727	3.9
Canada		No estimate available		
Chile	2 140	Provisional	2 119	1.0
Czech Republic	738	Final	688	6.4
Denmark	180	Provisional	182	-1.1
Finland	260	Provisional	229	13.5
France	3 461	Final	3 384	2.3
Germany	3 475	Provisional	3 377	2.9
Greece	805	Estimate	795	1.3
Hungary	647	Final	626	3.4
Iceland	16	Final	4	12 fatalities more
Ireland	166	Provisional	193	-14.0
Israel	322	Final	279	15.4
Italy	na	No estimate available		
Japan	4 859	Final	4 838	0.4
Korea	4 621	Provisional	4 762	-3.0
Lithuania	241	Provisional	267	-9.7
Luxembourg	36	Final	35	1 fatality more
Netherlands	621	Final	570	8.9
New Zealand	320	Provisional	295	8.5
Norway	118	Final	147	-19.7
Poland	2 938	Final	3 202	-8.2
Portugal		No estimate available		
Slovenia	120	Final	108	11.1
Spain	1 688	Provisional	1 688	
Sweden	259	Final	270	-4.1
Switzerland	253	Final	243	4.1
United Kingdom	1315 (Jan-Sept)	Estimate based on statistical projection for January to September	1322 (Jan-Sept)	-0.5
United States	26 000 (Jan-Sept)	Estimate based on statistical projection for January to September	23 796 (Jan-Sept)	9.3

Note: Police-recorded fatalities (except for the Netherlands).

The large percentage change for Luxembourg illustrates the limits to the usefulness of this statistic in countries with statistically small numbers of deaths due to their size and relatively strong performance. Norway similarly stands out with a large percentage improvement.

The strongest decreases were observed in Norway (-43.3% between 2010 and 2015), Greece (-36% up to 2015), Portugal (-32% up to 2014) and Spain (-32% up to 2014).

The reduction has been particularly marked in IRTAD countries which were the most affected by the economic downturn. As explained in a recently published IRTAD report (ITF, 2015), the economic downturn from 2008-10 had general negative repercussions on the unemployment rate and contributed to the reduction of the number of road deaths in IRTAD countries. Several factors explain this relationship: a reduction in distance travelled, especially by young men and by heavy goods vehicles, a reduction in speeding and in drink driving and a reduction in the driving licence acquisition rate. Overall the economic

Table 1.3. Road fatalities per 100 000 inhabitants, per billion vehicle-km and per 10 000 registered motor vehicles


Country	Killed per 100 000 inhabitants				Killed per billion v-km				Killed per 10 000 registered vehicles			
	1990	2000	2010	2014	1990	2000	2010	2014	1990	2000	2010	2014
Argentina	-	-	12.6	12.4	-	-	-	-	..	..	2.9	2.2
Australia	13.7	9.5	6.1	4.9 <sup>a</sup>	14.4	9.1	5.9	4.8	2.3	..	0.8	0.7
Austria	20.4	12.2	6.6	5.1	32.0	15.0	7.3	5.4	3.7	1.8	0.9	0.7
Belgium	19.9	14.4	7.7	6.4	28.1	16.3	8.5	7.1 <sup>d</sup>	4.3	2.6	1.3	1.0
Canada	14.3	9.5	6.6	5.2	-	9.4	6.7	5.1	2.3	1.6	1.0	0.8
Chile	15.7	14.3	12.1	11.9	-	-	-	-	-	-	6.3	4.7
Czech Republic	12.5	14.5	7.7	6.5	48.3	36.7	16.2	-	3.3	3.2	1.3	1.1
Denmark	12.3	9.3	4.6	3.2	17.3	10.7	5.6	3.6	2.9	2.0	0.9	0.6
Finland	13.0	7.7	5.1	4.2	16.3	8.5	5.1	4.2	2.8	1.5	0.7	0.5
France	19.4	13.9	6.4	5.3	26.2	15.8	7.1	5.9	3.6	2.3	1.0	0.8
Germany	14.2 <sup>b</sup>	9.1	4.5	4.2	19.7 <sup>b</sup>	11.3	5.2	4.6	2.5 <sup>b</sup>	1.4	0.7	0.6
Greece	20.3	18.7	11.2	7.3	-	-	-	-	7.4	3.1	1.3	0.8
Hungary	23.4	11.7	7.4	6.3	-	-	-	-	11.2	4.4	2.0	1.7
Iceland	9.5	11.5	2.5	1.2	14.9	13.8	2.5	1.2	1.7	1.8	0.3	0.1
Ireland	13.6	11.0	4.7	4.2	19.2	13.6	5.0	4.5	4.5	2.5	0.9	0.8
Israel	8.7	7.1	4.6	3.4	22.4	12.4	7.1	5.3	4.1	2.4	1.4	0.9
Italy	12.6	12.4	7.0	5.6	-	-	-	-	2.1	1.6	0.8	0.7
Japan	11.8	8.2	4.6	3.8	23.2	13.4	8.0	6.2	1.9	1.2	0.6	0.5
Korea	33.1	21.8	11.3	9.4	-	49.5	18.7	15.5	28.9	6.9	2.6	2.1
Lithuania	26.9	18.2	9.5	9.1	-	-	-	-	11.8	5.0	1.4	1.8
Luxembourg	18.7	17.5	6.4	6.4	-	-	-	-	3.3	2.4	0.8	0.8
Netherlands <sup>c</sup>	9.2	7.3	3.9	3.4	14.2	10.0	4.8	4.3	2.2	1.4	0.6	0.5
New Zealand	21.4	12.0	8.6	6.5	-	13.6	9.4	7.1	3.3	1.8	1.2	0.9
Norway	7.8	7.6	4.3	2.9	12.0	10.5	4.9	3.4	1.4	1.2	0.6	0.4
Poland	19.3	16.4	10.2	8.4	-	-	-	-	8.1	4.4	1.7	1.2
Portugal	29.3	20.0	8.9	6.1	-	-	-	-	13.4	3.9	1.6	1.1
Slovenia	25.9	15.8	6.7	5.2	65.1	26.7	7.7	6.1	6.9	3.2	1.0	0.8
Spain	23.3	14.4	5.3	3.6	-	-	-	-	5.1	2.2	0.7	0.5
Sweden	9.1	6.7	2.8	2.8	12.0	8.5	3.5	3.4	1.7	1.2	0.5	0.5
Switzerland	13.9	8.3	4.2	3.0	18.6	10.6	5.2	3.9	2.2	1.2	0.6	0.4
United Kingdom	9.4	6.1	3.0	2.9	12.8	7.4	3.8	3.6 <sup>e</sup>	2.1	1.2	0.5	0.5
United States	17.9	14.9	10.7	10.2	12.9	9.5	6.9	6.7	2.4	1.9	1.3	1.2

Death within 30 days. Police recorded data (except for the Netherlands for 2000 onwards, see country report)

a = 2013.

b = 1991.

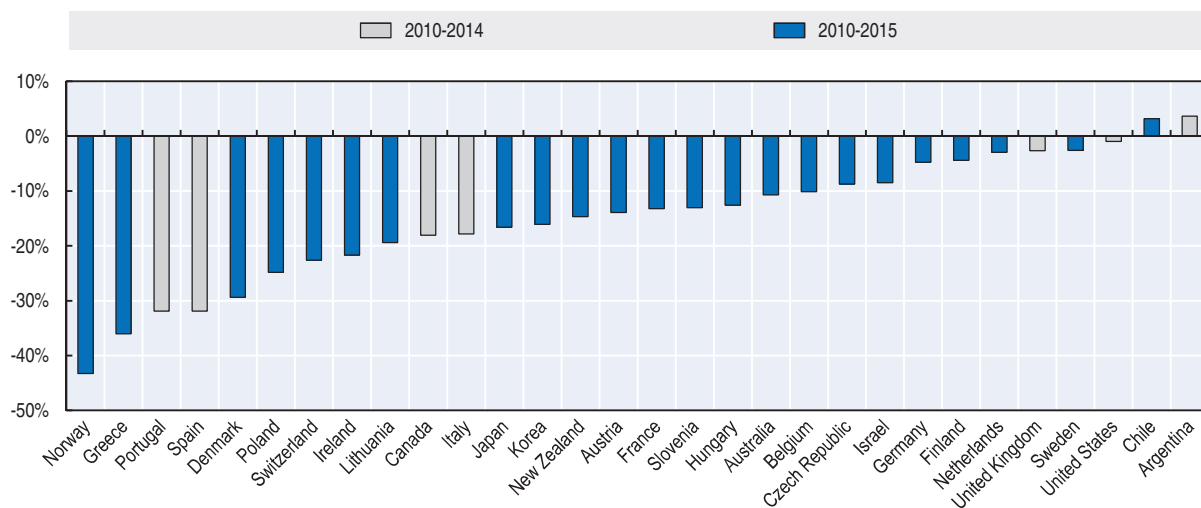
c = "real" data for the Netherlands for 2000 onwards.

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downturn may well have contributed to about two-thirds of the decrease in fatalities between 2008 and 2010. Over more recent years, though, traffic levels have risen again, nearing or exceeding the pre-recession levels in the affected countries. This might explain the generally poor performance in 2015 and suggests that the number of road deaths could start increasing again unless strong measures are taken.

The reduction in roads deaths since 2010 has been modest in traditional "best" performing countries such as Sweden, the United Kingdom and the Netherlands. While these countries achieved notable success during the previous decades and have among the lowest fatality rates, these modest reductions may also reveal the limit of current safety measures and the need for further innovation in road safety policies.

Figure 1.5. **Percentage change in the number of road deaths, 2010-15**  
(or 2010-14 where 2015 provisional data are not available)



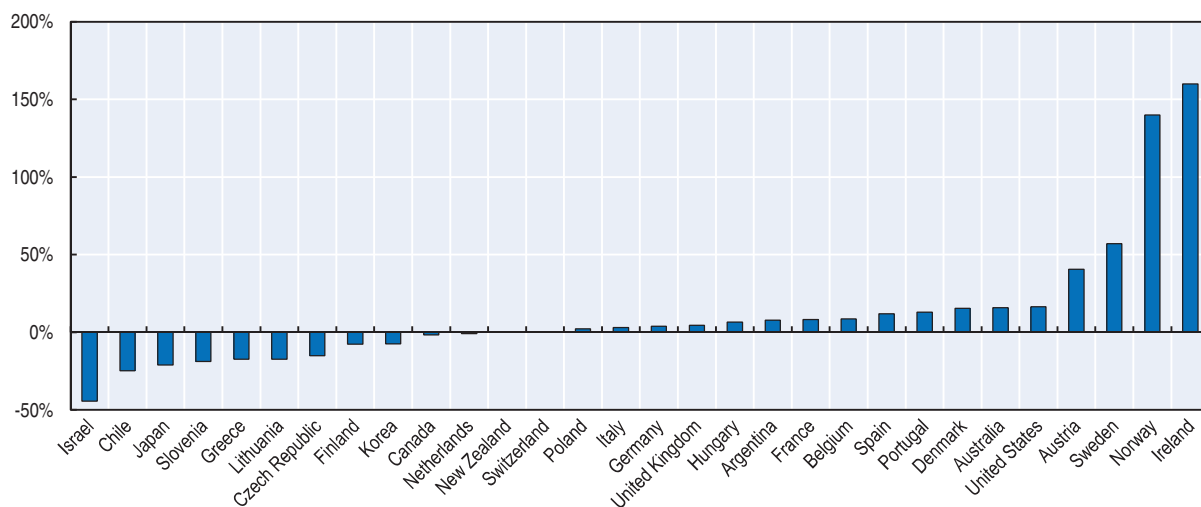
Note: Iceland and Luxembourg not included due to wide yearly fluctuations.

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## Cyclists

Against the background of the general improvement between 2010 and 2014, there are wide variations in progress in reducing deaths between road user categories. While the number of car occupants killed has decreased in virtually all countries since 2010, the number of cyclists killed has increased in 17 countries out of the 32 countries for which data are available and validated (Figure 1.6).

Figure 1.6. **Percentage change in the number of deaths among cyclists, 2010-14**



Note: Luxembourg and Iceland: no cyclist fatalities in 2014. Ireland reached its lowest level of cyclist fatalities in 2010, which explains the substantial increase seen between 2010 and 2014.

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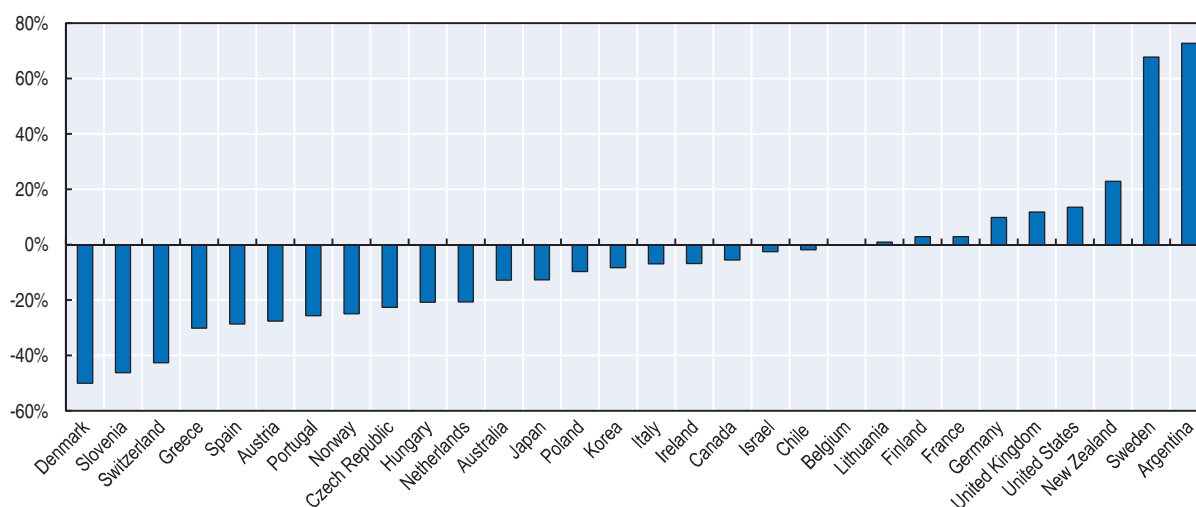
The increase in the number of cyclist fatalities is in part related to the growing popularity of cycling in many IRTAD countries, in the context of wide promotion of active mobility, without always seeing parallel development of the necessary cycling infrastructure. A mild

winter and a warm and early spring in 2014 in many European countries are also cited among the contributing factors resulting in more cyclists on the roads. In several countries, the increasing use of the E-bikes, considered by some countries to be more hazardous than traditional pedal bicycles, clearly needs further attention.


### Pedestrians

Between 2010 and 2014, the number of pedestrians killed in traffic increased in ten countries (see Figure 1.7). In Argentina, Sweden, New Zealand, the United States and the United Kingdom pedestrian fatalities increased by more than 10%, with a significant increase seen in Argentina and Sweden (however 2015 figures are back to the 2010 level in Sweden and New Zealand). In many countries the biggest proportion of pedestrian fatalities was among the group of those aged 65 and above.

Figure 1.7. **Percentage change in the number of deaths among pedestrians, 2010-14**



Note: Iceland and Luxembourg not included in the graph, due to wide yearly fluctuations, as absolute numbers are very low.

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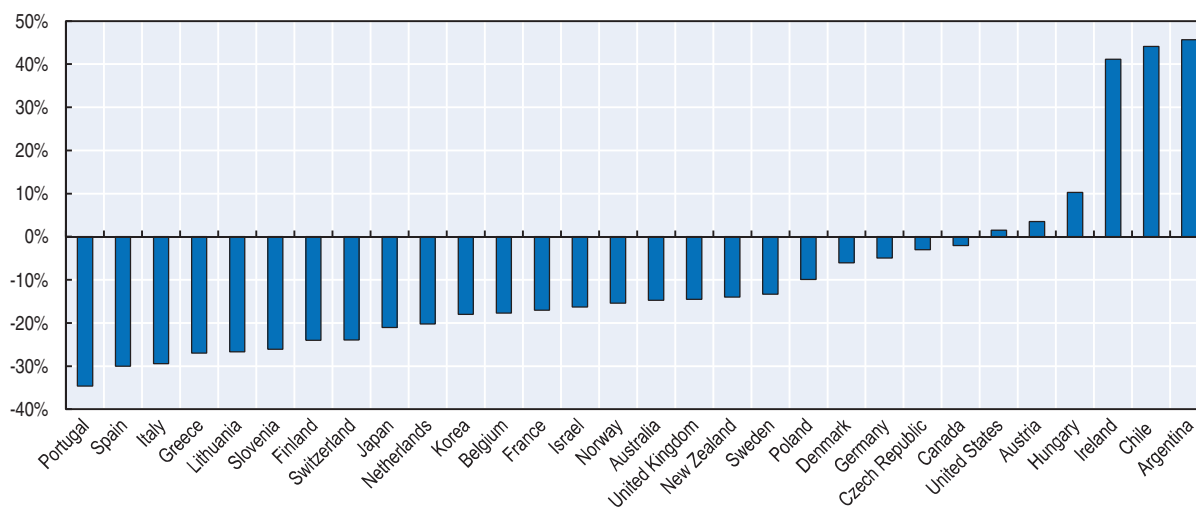
### Powered two-wheelers (PTW)

While the safety of riders of powered two-wheelers (motorcycles and mopeds) deteriorated in many countries up to 2010, significant improvement has been recorded since then in 26 out of 32 countries. In 20 of them, PTW fatalities decreased by 20-35% between 2010 and 2014. At the same time, Argentina, Chile and Ireland saw an increase in fatalities for this road user group of more than 40%. Smaller increases, within the range of 2-10% have been recorded in Hungary, Austria and the United States.

### Car occupants

Car occupants are the user category that has benefited the most from road safety improvements. All countries have recorded significant improvements, except Chile. The improvement in car occupant safety was greatest in Israel, Greece, Spain and Portugal where the number of deaths among car occupants decreased between 39-50% from 2010 to 2014. Seventeen more countries recorded a decrease in car occupant fatalities in the range of 20-30% (Figure 1.9). IRTAD does not have disaggregated crash data but several studies (e.g. Kahane, 2015) showed that the penetration of safer cars (for example equipped with

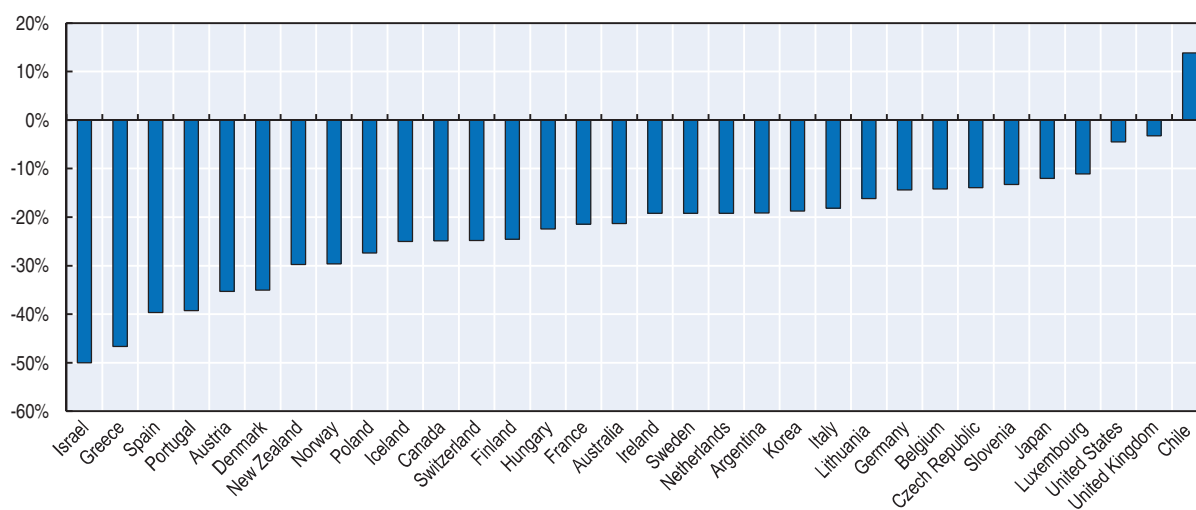
Figure 1.8. **Percentage change in the number of deaths among powered two-wheeler users, 2010-14**



Note: Iceland and Luxembourg not included in the graph, due to wide yearly fluctuations, as absolute numbers are very low. Ireland had a particularly low level of PTW fatalities in 2010.

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Figure 1.9. **Percentage change in the number of deaths among car occupants, 2010-14**



Note: Iceland not included in the graph, due to wide yearly fluctuations, as absolute numbers are very low.

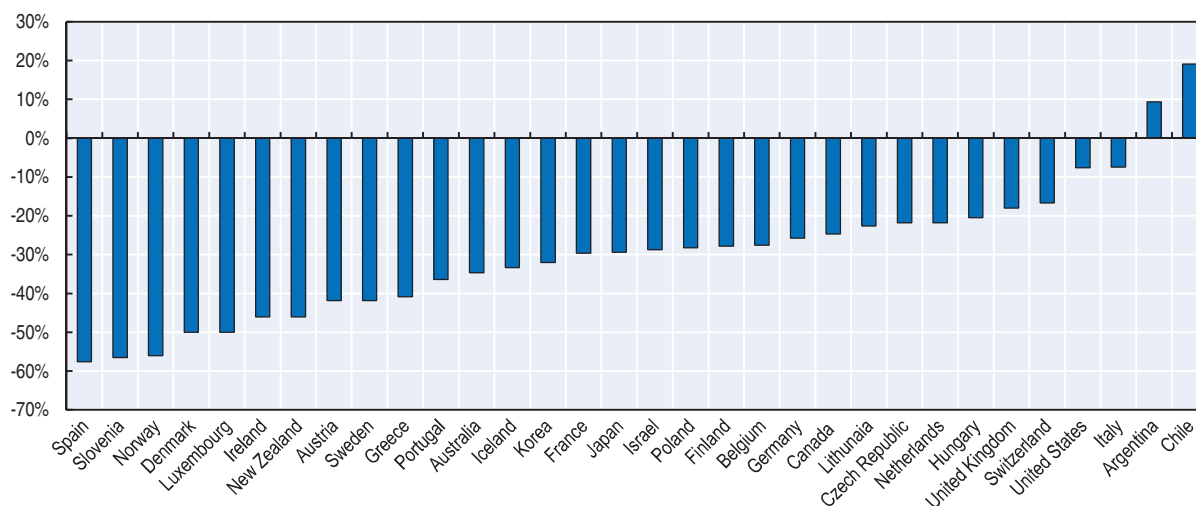
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electronic stability control, anti-lock braking, etc.) and the replacement of older models have certainly contributed to this progress.

### **Young people and senior citizens**

For most countries there is wide variation in fatality reductions for different age categories. While the number of young people killed between 15 and 24 years of age decreased in almost all countries (except Argentina and Chile), the number of fatalities among senior citizens aged 65 years and over increased in 16 out of the 32 countries for which data are available and validated (Figures 1.10 and 1.11).

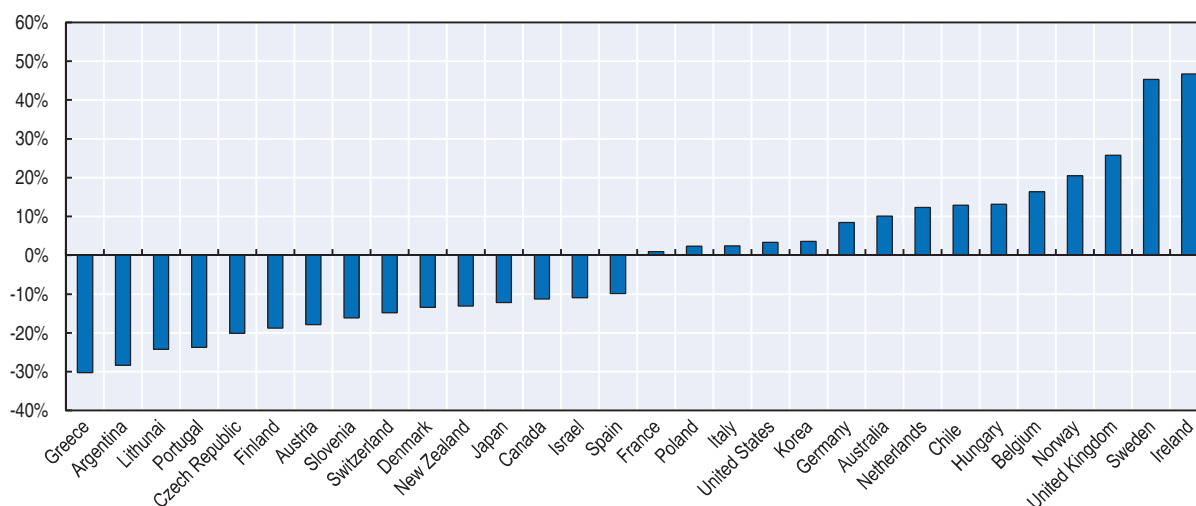
Figure 1.10. **Percentage change in the number of deaths among young road users 15-24 years old, 2010-14**



Note: Iceland not included in the graph, due to wide yearly fluctuations, as absolute numbers are very low.

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Figure 1.11. **Percentage change in the number of deaths among population 65 years and over, 2010-14**



Note: Provisional data for Australia. Iceland and Luxembourg not included in the graph due to wide yearly fluctuations, as absolute numbers are very low.

StatLink <http://dx.doi.org/10.1787/888933385307>

All countries report the general ageing of the population and their increased use of the transport system. In IRTAD countries, between 2010 and 2014, the number of people aged 65 and over increased by more than 10%, with the proportion in the total population growing from 16% to 18%.

### National Road Safety Strategies

This section summarises the strategies and targets followed by IRTAD member and observer countries. More information can be found in the individual country reports that follow.



Table 1.4. National road safety strategies and targets

International strategies	Vision	Targets
United Nations Decade of Action for Road Safety 2011-20 Global Plan for the Decade of Action		Stabilise and then reduce the forecasted level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels
<b>United Nations</b> Sustainable Development Goals		SDG targets to halve road deaths by 2020 and to improve road safety in cities Goal 3.6 (health): By 2020, halve the number of global deaths and injuries from road traffic accidents Goal 11.2 (cities) : By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
<b>European Union</b> Policy Orientations on Road Safety 2011-20	Towards Zero	-50% fatalities by 2020 (base year: 2010)
Country/Strategy/timeframe	Vision	Targets
<b>Argentina</b> National Road Safety Strategy	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-50% fatalities by 2014, base year 2009 Specific targets for 2020 are being developed
<b>Australia</b> National Road Safety Strategy (NRSS) 2011-20	Safe System No-one should be killed or seriously injured on Australia's roads	-30% (at least) fatalities by 2020 -30% (at least) severely injured by 2020 Base year average 2008-2010
<b>Austria</b> Austrian Road Safety Programme 2011-20	Safe system Become one of the five safest countries in Europe	-50% fatalities by 2020, based on the average for the years 2008-10 (Interim target: -25% by 2015) -40% serious injuries by 2020, based on the average for the years 2008-10 (Interim target: -20% by 2015) -20% injury accidents by 2020, based on the average for the years 2008-10 (Interim targets: -10% by 2015)
<b>Belgium</b> Recommendations for 15 priority measures for a period of 2015-20	EU Road Safety Target adopted	-50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020)
<b>Cambodia</b> National Plan for Road Safety 2011-20 (approved by the Council of Ministers in 2014)	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020 Several sub-targets on helmet wearing rates, speed, drink-driving
<b>Canada</b> Road Safety Strategy (RSS) 2025 (introduced in January 2016)	Towards Zero	No hard numerical targets Continual downward trend in fatalities and serious injuries averaged over 3 years compared to the baseline period
<b>Chile</b> Road Safety Plan 2011-14 A new National Road Safety Strategy in preparation		-20% road deaths by 2014 in comparison with 2011 level
<b>Czech Republic</b> The National Strategic Road Safety Plan 2011-20	Vision Zero	Reduce fatality rate to EU 27 average No more than 360 fatalities in 2020 (-60%) No more than 2 100 seriously injured in 2020 (-40%) Base year 2009
<b>Denmark</b> Danish Road Safety Commission National Action Plan, 2013-20	Based on Vision Zero	Fewer than 120 killed in 2020, equivalent to 53 % fatalities compared to 2010 (based on EU Road Safety target) 52% serious and slightly injured road users
<b>Finland</b> National Road Safety Strategy 2012-14 ended. A new programme is under preparation.	Based on EU Road Safety Target	Fewer than 137 fatalities (or 24 fatalities per million inhabitants) by 2020 Fewer than 5 750 injuries by 2020 (based on EU Road Safety target) Long term target: fewer than 100 fatalities by 2025
<b>France</b> Action Plan for Road Safety, including 26 measures announced by Minister of Interior in January 2015 55 measures announced during the Inter-ministerial Road Safety Committee (October 2015)	Based on EU Road Safety target	-50% fatalities by 2020 (fewer than 2 000 fatalities)
<b>Germany</b> Road Safety Programme 2011-20		-40% fatalities by 2020 (base year: 2010)

Table 1.4. **National road safety strategies and targets (cont.)**

Country/Strategy/timeframe	Vision	Targets
<b>Greece</b> National Strategic Road Safety Plan 2011-20	Developing a road safety culture	-50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010 Interim targets: reduction by 80 road fatalities per year between 2010-2015 and 50 road fatalities per year between 2016-2020
<b>Hungary</b> Road Safety Action Programme 2014-16 National Transport Strategy under preparation		2016 target is 518 fatalities -50 % fatalities by 2020 compared to 2010 (based on EU Road Safety target);
<b>Iceland</b> Traffic Safety Plan 2011-22		Rate per 100 000 inhabitants should not be higher than in the best countries by 2022 Average annual reduction in killed and seriously injured of 5%. 11 sub-targets defined
<b>Ireland</b> Road Safety Strategy 2013-20		Reduction of road collision fatalities on Irish roads to 25 per million inhabitants or less by 2020. Provisional target for the reduction of serious injuries by 30% from 472 (2011), or fewer, to 330 by 2020 or 61 per million population. Specific targets for reducing speed and to increase restraint use.
<b>Israel</b> National Road Safety Plan 2020		Fewer than 240 fatalities per year by 2020.
<b>Italy</b> National Road Safety Plan Horizon 2020 (final approval by an inter-ministerial board expected)	No child should die on the road.	-50% fatalities by 2020 (under consideration) (based on EU Road Safety target) Mid-term target (under consideration) an average annual reduction rate of fatalities of 7%, corresponding to a reduction of 38% in 2017 (with reference to 2010 fatalities).
<b>Jamaica</b> National Road Safety Policy 2012-15		Fewer than 240 deaths by 2016.
<b>Japan</b> 10th Traffic Safety Programme 2016-20	Make Japan the safest country for road traffic	Fewer than 2 500 deaths (deaths within 24 hours) by 2020 Fewer than 500 000 casualties by 2020
<b>Korea</b> 7th National Transport Safety Plan 2013-17 (new target for 2020 under discussion)	Reach the average safety level of OECD countries	Less than 1.64 fatalities per 10 000 vehicles by 2017 This represents a 40% reduction in fatalities compared to 2012 level Fewer than 4 000 fatalities by 2017
<b>Lithuania</b> Road Safety Strategy 2011-17	No one should be killed or seriously injured on Lithuania's roads	To be ranked among the 10 best performing countries in the EU (or less than 60 fatalities per million inhabitants)
<b>Luxembourg</b> Road Safety Action Plan 2014-18 adopted on 8 December 2014	Vision Zero	-50 % fatalities by 2020 compared to 2010 (based on EU Road Safety target);
<b>Malaysia</b> Road Safety Plan 2014-2020	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020 (this corresponds to a 22% reduction compared to 2010)
<b>Mexico</b> Estrategia Nacional de Seguridad Vial 2011-20	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-50% fatalities by 2020
<b>Morocco</b> National Road Safety Strategy 2004-2013; Strategic Orientations for 2014-15 Road Safety Strategy 2016-25 in preparation		-25% fatalities by 2020 compared to 2016 (or less than 2 800 fatalities by 2020) - 50% fatalities by 2025 compared to 2016 (or less than 1 900 fatalities by 2025)
<b>Netherlands</b> Road Safety Strategic Plan 2008-20	Sustainable Safety	Fewer than 500 fatalities by 2020 Fewer than 10 600 serious road injuries (MAIS2+) by 2020
<b>New Zealand</b> Safer Journeys: Road Safety Strategy 2010-20 3rd Action Plan for 2016-2020 under preparation	Safe System A safe road system increasingly free of death and serious injury	No overall targets Several sub targets
<b>Nigeria</b> Road Safety Strategy 2014-18	Having one of the 20 safest road networks in the world by 2020 Based on the UN Road Safety Plan for the Decade of Action for Road Safety. Becoming a country where road traffic crashes result in no death	-50% fatalities by 2015 compared to 2007 level - 50% fatalities by 2020 in comparison with 2010 level (based on UN Decade of Action Plan)
<b>Norway</b> Road Safety Strategy 2014-24 National Plan of Action for Road Traffic Safety 2014-17	Vision Zero	Fewer than 500 fatalities and serious injuries by 2024.

Table 1.4. **National road safety strategies and targets** (cont.)

Country/Strategy/timeframe	Vision	Targets
<b>Poland</b> National Road Safety Programme 2013-20	Vision Zero	-50% fatalities by 2020 (based on EU Road Safety target) -40% severely injured by 2020 Base year 2010
<b>Portugal</b> National Road Safety Strategy 2008-15 2013-15 plan approved		62 fatalities per million inhabitants in 2015
<b>Serbia</b> National Strategy for Road Traffic Safety for the period 2015-2020 (adopted in June 2015)		No child killed in traffic by 2020 -50% fatalities and serious injuries by 2020 compared to 2011 Halving by 2020 the total annual social-economic costs of traffic crashes compared to 2011 level Several sub-targets on seatbelt wearing rates, child restraint usage, helmet wearing rates, speed and drink-driving
<b>Slovenia</b> National Road Safety Programme 2013-22	Vision Zero No fatalities and no one seriously injured on Slovenian roads	-50 % fatalities by 2022 or less than 35 fatalities per million inhabitants -50 % seriously injured by 2022 or less than 230 seriously injured per million inhabitants
<b>Spain</b> Road Safety Strategy 2011-20	Safe system/Vision Zero. Citizens have the right to a Safe Mobility System in which everyone involved has a responsibility	Less than 3.7 killed per 100 000 population aligned with the European 2020 target -35% seriously injured compared to 2009 Several targets for various performance indicators (restraint systems, speed, drink-driving, etc.)
<b>South Africa</b> National Road Safety Strategy 2016-30	Aligned with the United Nations Decade of Action pillars	Target under consideration: -50% fatalities by 2030 compared to 2010.
<b>Sweden</b> No safety plan in a traditional sense	Vision Zero	-50% fatalities between 2007 and 2020 (the average for 2006-08 is used as the base figure), i.e. max. 220 deaths by 2020. -25% severely injured between 2007 and 2020.
<b>Switzerland</b> Via Sicura Adopted in June 2012 by Swiss Federal Council		No hard numerical targets Range of targeted measures
<b>United Kingdom (Great Britain)</b> Road safety statement: "Working together to build a safer road system"	Safe System approach.	Road safety statement provides a road safety strategy for the immediate future. The strategy sets out the context of road safety in Britain today and the overarching scope of road safety activity for the government. It will be followed by consultations on specific issues as options are developed. The statement covers road safety policy within Britain as governed by the Department for Transport (DfT).
<b>United States</b>	Dedicated to achieving the highest standards of excellence in motor vehicle safety and reducing deaths, injuries and economic losses resulting from motor vehicle crashes.	Performance targets set to end 2016 Less than 1.02 fatalities per 100 million vehicle miles travelled in 2016 Performance targets for four sub measures: large trucks, passenger vehicles, non-occupants, and motorcycles

## Priority challenges for road safety

Drink driving, speeding, non-wearing of seat belts and motorcycle helmets represent common safety challenges in all countries. The sections below summarise existing regulations and practices regarding maximum authorised blood alcohol content, speed limits, seat belt and helmet use.

### Drink driving

All IRTAD and observer countries have established maximum authorised blood alcohol content (BAC) for drivers as one of the primary measures to prevent crashes, injuries and fatalities caused by drink driving. General BAC levels in these countries vary from 0.0 g/l in Czech Republic and Hungary to 0.8 g/l in Canada, Jamaica, Malaysia, the United Kingdom and the United States. The most common maximum authorised BAC level is 0.5 g/l. Most of the countries also apply lower BAC levels for novice, young and professional drivers (see Table 1.5).

Table 1.5. **Maximum authorised blood alcohol content, 2016**

Country	General BAC level	Differentiated BAC for novice drivers, professional drivers
Argentina	0.5g/l	0.0 g/l for professional drivers
Australia	0.5 g/l	0.0 g/l for novice drivers 0.2 g/l for professional drivers
Austria	0.5 g/l	0.1 g/l for moped drivers younger than 20 years; novice drivers (less than 2 years), truck and bus drivers
Belgium	0.5 g/l	0.2 g/l for professional drivers (since January 2015)
Cambodia	0.5 g/l	-
Canada	0.8 g/l administrative maximum level of 0.4 g/l or 0.5 g/l. in most provinces	0.0 g/l administrative maximum level for novice and young drivers in most provinces
Chile	0.3 g/l	-
Czech Republic	0.0 g/l	-
Denmark	0.5 g/l	-
Finland	0.5 g/l	-
France	0.5 g/l	0.2 g/l for bus/coach drivers, novice drivers
Germany	0.5 g/l Drivers with a BAC between 0.3-0.5 g/l can have their licenses suspended if their driving ability is impaired	0.0 g/l for drivers under 21 and novice drivers 0.0 g/l for professional drivers who transport passengers or hazardous goods
Greece	0.5 g/l	0.2 g/l for professional drivers, motorcycles and moped riders
Hungary	0.0 g/l (sanctions when BAC > 0.2 g/l)	-
Iceland	0.5 g/l	-
Ireland	0.5 g/l	0.2g/l for learner, novice and professional drivers
Israel	0.5 g/l	0.1 g/l for young, novice and professional drivers
Italy	0.5 g/l	0.0 g/l for young, novice and professional drivers.
Jamaica	0.8 g/l	-
Japan	0.3 g/l	-
Korea	0.5 g/l	-
Lithuania	0.4 g/l	0.0 g/l for novice, professional, moped and motorcycle drivers since January 2015
Luxembourg	0.5 g/l	0.2 g/l for novice and professional drivers
Malaysia	0.8 g/l	-
Mexico	0.8 g/ (may vary by state)	0.3 g/l for professional drivers (may vary by state)
Morocco	0.2 g/l	-
Netherlands	0.5 g/l	0.2 g/l for novice drivers
New Zealand	0.5 g/l	0.0 g/l for drivers under 20 years and for repeating offenders
Nigeria	0.5 g/l	0.2 g/l for novice and 0.0 g/l professional drivers under approval
Norway	0.2 g/l	-
Poland	0.2 g/l	-
Portugal	0.5g/l	0.2 g/l for novice (first three years) and professional drivers (since 1 January 2014)
Serbia	0.3 g/l	0.0 g/l for novice and professional drivers and for PTW operators
Slovenia	0.5 g/l	0.0 g/l for novice (first three years) and professional drivers
South Africa	0.5 g/l	0.2 g/l for professional drivers
Spain	0.5 g/l	0.3 g/l novice and professional drivers
Sweden	0.2 g/l	-
Switzerland	0.5 g/l	0.0 g/l for novice (first three years) and professional drivers
United Kingdom	0.8 g/l in England, Wales and Northern Ireland 0.5 g/l in Scotland Northern Ireland will lower the limit to 0.5 g/l from 2018	-
United States	0.8 g/l	0.4 g/l for professional drivers 0.0 to 0.2 g/l for drivers < 21

## Speed limits

In urban areas, in most countries, the default speed limit for passenger cars is 50 km/h; lower speed limits (typically 30 km/h) are often enforced in residential areas or around schools. Higher default speed limits (60 km/h) are found in Poland (during the night), Chile and Korea.

Speed limits on roads outside built up areas typically vary between 80 and 100 km/h. The lowest speed limits among IRTAD member countries and observers are in Jamaica (50 km/h) and Japan (50-60 km/h). The highest speed limits – up to 120 km/h – are found in Chile and Poland. Several countries differentiate speed limits according to the type of road, weather or pavement.

On motorways speed limits vary between 90 to 140 km/h. In Germany, there is no general speed limit. Instead there is a recommended speed limit of 130 km/h and local speed limits apply on a large part of the motorway network.

Table 1.6. **General speed limits for passenger cars, in 2016**

Country	Urban areas	Rural roads	Motorways
Argentina	40 – 60 km/h Buenos Aires City has a range of 20 to 70 km/h	110 km/h	120-130 km/h
Australia	50 km/h 60 to 80 km/h (arterial roads) Increasing use of 40 km/h limits in urban areas with high pedestrian activities	100 or 110 km/h	110 km/h
Austria	50 km/h	100 km/h	130 km/h
Belgium	30-50 km/h	70-90 km/h	120 km/h
Cambodia	30-40 km/h	80 km/h	--
Canada	40-70 km/h	80-90 km/h	100-110 km/h
Chile	60 km/h	100 km/h	120 km/h
Czech Republic	50 km/h	90 km/h	130 km/h
Denmark	50 km/h	80 km/h	130 km/h (110 km/h for certain sections)
Finland	30, 40, 50, 60 km/h	100 km/h (summer) 80 km/h (winter)	120 km/h 100 km/h (near cities)
France	50 km/h	90 km/h (80 km/h in wet weather or for novice drivers)	130 km/h (110 km/h in wet weather/or novice drivers)
Germany	50 km/h	100 km/h	No limit, but 130 km/h is recommended
Greece	50 km/h	90 km/h	130 km/h
Hungary	50 km/h	90 km/h	130 km/h (110 km/h on "motor roads")
Iceland	50 km/h	90 km/h paved roads 80 km/h gravel roads	-.
Ireland	50 km/h	80 km/h or 100 km/h	120 km/h
Israel	50-70 km/h	80, 90, 100 km/h	110 km/h
Italy	50 km/h	90 km/h	130 km/h; 110 km/h in case of rain or snow 100 km/h for novice drivers the motorway operator may increase the limit up to 150 km/h if stringent requirements are met.
Jamaica	50 km/h	50 km/h	70 km/h or 110 km/h
Japan	40, 50, 60 km/h	50, 60 km/h	100 km/h
Korea	60 km/h	60-80 km/h	110 km/h (100 km/h in urban areas),
Lithuania	50 km/h	90 km/h (70 km/h on gravel roads and for novice drivers)	120 or 130 km/h (110 km/h in winter, 90 km/h for novice drivers)
Luxembourg	50 km/h	90 km/h	130 km/h (110 km/h in rain)
Malaysia	50 km/h	90 km/h	110 km/h
Mexico	10-80 km/h	100 km/h (high speed roads)	110 km/h
Morocco	60 km/h	100 km/h	120 km/h

Table 1.6. **General speed limits for passenger cars, in 2016 (cont.)**

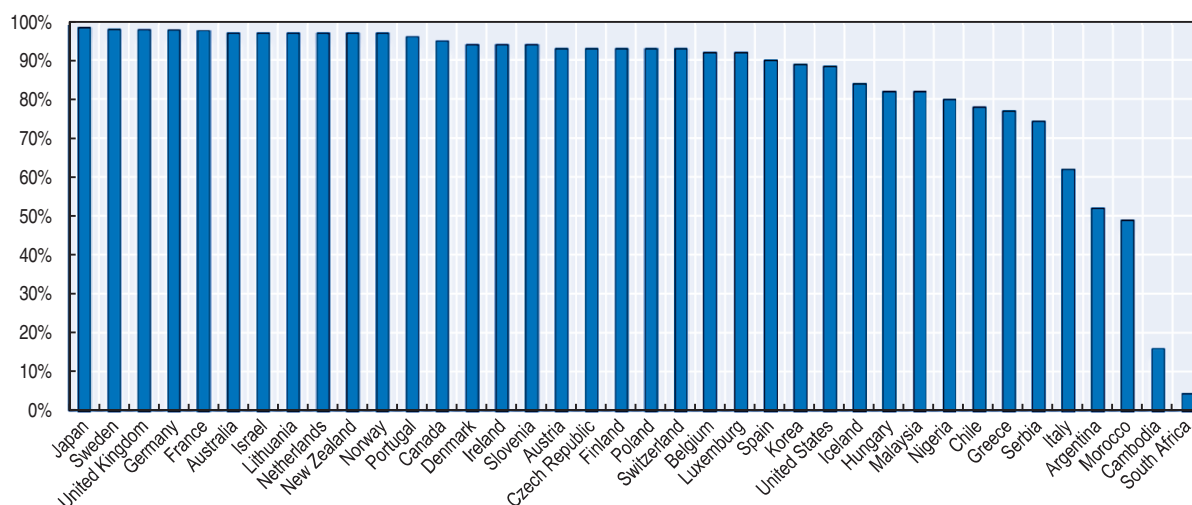
Country	Urban areas	Rural roads	Motorways
Netherlands	30-50-70 km/h	60-80 km/h	100-130 km/h
New Zealand	50 km/h	100 km/h	100 km/h
Nigeria	50 km/h	80 km/h	100 km/h
Norway	50 km/h (30 km/h residential streets)	80 km/h	90,100,110 km/h
Poland	50 km/h (60 km/h night-time)	90, 100, 120 km/h	140 km/h
Portugal	50 km/h	90 km/h	120 km/h
Serbia	50 km/h	80, 100 km/h	120 km/h
Slovenia	50 km/h	90 km/h (110 km/h for Expressways)	130 km/h
South Africa	60 km/h	100 km/h	120 km/h
Spain	50 km/h	90 or 100 km/h	120 km/h
Sweden	30-40-50 km/h	60-70-80-90-100 km/h	110 km/h or 120 km/h
Switzerland	50 km/h	80 km/h	120 km/h
United Kingdom	30 mph (48 km/h)	60 or 70 mph (96 or 113 km/h)	70 mph (113 km/h)
United States	<i>Set by each state</i>	<i>Set by each state</i>	<i>55-80 mph (88-129 km/h) Set by each state</i>

### Seat belt use

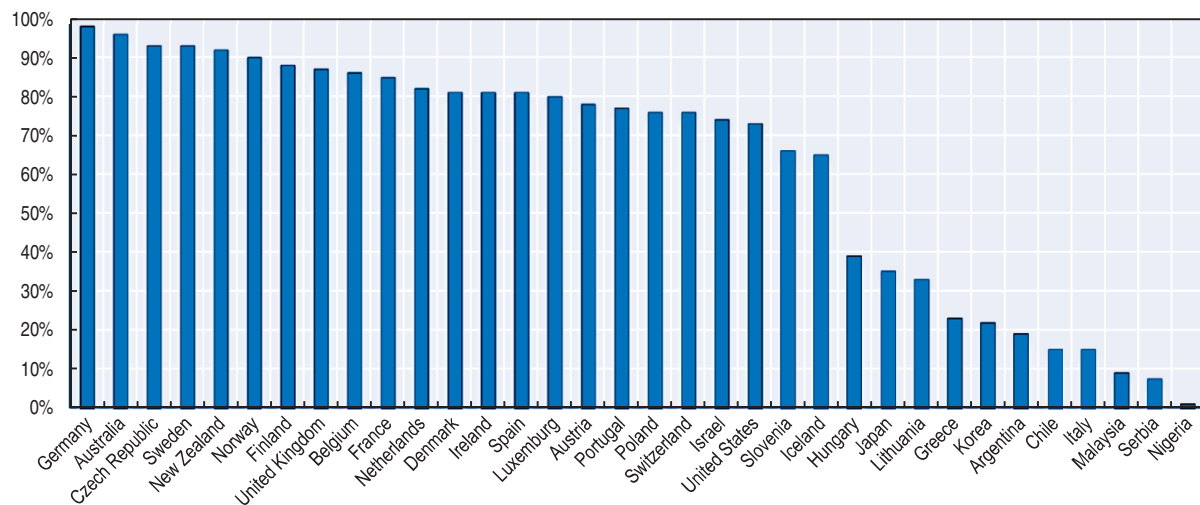
The use of seat belts is regarded as one of the most effective measures to save lives and reduce crash injury severity for passenger vehicle occupants. All IRTAD countries have mandatory front seat belt regulations. The use of seat belts on rear seats is still not mandatory on the whole road network in some countries.

Wearing rates vary widely in member countries, and they are usually higher in front seats. For front seats, values typically range between 80% and 100%, but can also be as low as 52% (Argentina). For rear seats the range is between 15% (Chile) and 98% (Germany) (Figures 1.12 and 1.13).

Figure 1.12. **Seatbelt use by drivers or front seat passengers, 2015 or latest available year**



Note: Data based on national surveys and not on a common international methodology.

Figure 1.13. **Seatbelt use by rear seat passengers, 2015 or latest available year**

Note: Data based on national surveys and not on a common international methodology.

Table 1.7. **Seatbelt wearing rates in front and rear seats, 2015 or the latest available year**

Country	Front seats		Rear seats	
	Date of application	Wearing rate	Date of application	Wearing rate
Argentina	1995	45% (average), 52% (driver)	1995	19%, 45% for children
Australia	1970s	97% (2013 data)		96% (2013 data)
Austria	1984	93% (driver), 94% (passengers)	1990	78%, 97% for children
Belgium	1975	92% (driver and passengers)	1991	86%
Cambodia	2007	16% (2012 data)	law under preparation	no data
Canada	1976-1988	95%	1976-1988	95%
Chile	1985	78% (driver), 62% (passengers)	2006	15%
Czech Republic	1966	93% (2014 data)	1975	93% (2014 data)
Denmark	1970s	94% (2012 data)	1980s	81% (2012 data)
Finland	1975	93% (urban roads), 96% rural roads	1987	88% (urban roads),
France	1973	95.8% (urban roads) 98.6% (other roads) (2012 data)	1990	71% (urban roads; 89% for children) 84% (motorways; 94% for children) (2012 data)
Germany	1976	98% (2014 data)	1984	98%, 99% for children (2014 data)
Greece	1987	77% (driver), 74% (passengers) (2009 data)	2003	23% (2009 data)
Hungary	1976	82% (driver), 83% (passengers)	1993 (outside built up areas), 2001 (inside built up areas)	39% (79% for children)
Iceland		84% (2013 data)		65% (2013 data)
Ireland	1979	94%	1979	81%, 91% for children
Israel	1975	97% (2014 data)	1995	74% (2014 data)
Italy	1988	62% ( )	1994	15%, 48% for children
Jamaica	1999	estimated 44% in 2008	1999	estimated very low
Japan	1985	98% (driver), 95% (passengers)	2008	35% 63% for children
Korea	1990	89% (driver) on motorways 75% (passengers) on motorways	on motorways only, since 2008	22% on motorways
Lithuania		97% (drivers) 95% (passengers) (2014 data, roads of national significance)		33%
Luxembourg	1975	90%	1992	76%
Malaysia	1978	82% (driver), 68% (passengers)	2009	9%
Mexico	2012	29% in 2000	2015	4% in 2000

Table 1.7. **Seatbelt wearing rates in front and rear seats, 2015 or the latest available year (cont.)**

Country	Front seats		Rear seats	
Morocco	1977 – rural areas 2005 – urban areas	49% drivers 46% passengers (2011 data)	2005 – rural areas	No data
Netherlands	1975	97% (2010 data)	1992	82% (2010 data)
New Zealand	1972	97%	1979	92% for adults, 93% for children
Nigeria	1997	80%	1997	< 1%
Norway	1975	97% (driver)	1985	<i>No monitoring, estimated 90%</i>
Poland	1983	93% drivers, 94% passengers (2014 data)	1991	76 % – adults; 93 % for children
Portugal	1978	96 %	1994	77%; 89-100% for children restraints
Serbia	1982	74% drivers, 70% passengers	2009	7% for adults 44% for children below 3 15% for children above 3
Slovenia	1977	94% (2011 data)	1998	66% for adults 87-94% for children (2011 data)
South Africa	2005 for vehicles registered after 1 January 2006	4.5% drivers; 5% passengers	2005 for vehicles registered after 1 January 2006	
Spain	1974 outside urban areas, 1992 inside urban areas	90% (2012 data)	1992	81% (2012 data)
Sweden	1975	98%	1986 Child restraint systems since 1988	93% for adults, 97% for children
Switzerland	1981	93% (driver); 92% (passengers)	1994	76 % for adults, 93% for children (in 2012 )
United Kingdom)	1983	98% (driver), 96% (passengers), (2014 data)	1989 (children); 1991 (adults)	87.1% 90% Child rear seat passenger (aged < 14), 81% adult rear seat passenger (aged 14 and over)
United States	Primary law in 34 states, secondary law in 15 states, not mandatory for adults in one state	88.5%	Varies by State	73% (2014 data) 91% children (use of child restraint < 8 years old)

### **Crash helmets for two-wheelers: motorcyclists, moped users and cyclists**

In all IRTAD member and observer countries except the United States, the use of helmets on powered two-wheelers (motorcycles and mopeds) is compulsory and the wearing rate is usually high with many countries reporting nearly 100% compliance for motorcyclists. In the United States, there is no federal law on helmet use, and three states do not have any helmet law.

In most countries helmet use for cyclists is not compulsory; however the compulsory use of helmets by children is becoming more frequent (see Table 1.8).

Table 1.8. **Helmet laws and wearing rates, 2015 or the latest available year**

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate	Helmet law	Wearing rate
Argentina	Yes	68% drivers 46% passengers	No	
Australia	Yes		Yes	
Austria	Yes	Nearly 100%	Yes for children up to 12	
Belgium	Yes	Unknown	No	
Cambodia	Yes PTW over 49 cc, motorcycles with trailers and for motorised tricycles		No	
Canada	Yes		In some jurisdictions	
Chile	Yes	99%	Yes in urban areas.	



Table 1.8. **Helmet laws and wearing rates, 2015 or the latest available year (cont.)**

Country	Powered two-wheelers		Cyclists	
Czech Republic	Yes	Nearly 100%	Yes (2006), for children up to 18	
Denmark	Yes	Estimated 97%	No	
Finland	Yes	n.a.	Yes ( 2003)	41% to 60%
France	Yes, since 1973	90 -100%	No	
Germany	Yes	99%	No	Estimated 17%
Greece	Yes	75% riders 46% passengers (2009 data)	No	
Hungary	Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas 1998 for moped riders in urban areas.	Nearly 100%	No	
Iceland	Yes		Yes, for children up to 14	
Ireland	Yes	97%	No	52%
Israel	Yes	Nearly 100%	Yes for children up to 18, for adults on non-urban roads	90% on non-urban roads (2013 data)
Italy	Yes since 2000 for all	More than 90%	No	
Jamaica	Yes	Very low	No	
Japan	Yes	Estimated 99%	No	
Korea	Yes	78%	No	
Lithuania	Yes	n.a.	Yes, for children below 18	
Luxembourg	Yes, since 1976	Estimated 100%		
Malaysia	Yes, since 1973	About 74%	No	
Mexico	Yes	82% drivers, 57% passengers	No	
Morocco	Yes, since 1976	43 % drivers, 8 % passengers (2011 data)	No	
Netherlands	Yes, motorcycles since 1972; mopeds since 1975 Not compulsory on mopeds (max. speed 25 km/h)	Moped riders: 96% Motorcycle riders: nearly 100%	No	
New Zealand	Yes	Nearly 100%	Yes, since 1994	92% (2012 data)
Nigeria	Yes	60%	Yes	
Norway	Yes	Nearly 100%	No	56% for all cyclists above 12 years
Poland	Yes since 1997	Nearly 100%	No	
Portugal	Yes	n.a.	No	
Serbia	Yes	89% for motorcyclists 74% for moped riders	No	
Slovenia	Yes	n.a.	Yes for children up to 14	
South Africa	Yes		Yes	
Spain	Yes	Nearly 100%	Yes, except in built up areas Mandatory for children below 16	
Sweden	Yes	96-99%	Yes for children below 15	60-70% children 30% adults
Switzerland	Yes, motorcycles since 1981; mopeds since 1990	Nearly 100%	No for "regular" bicycles Yes for e-bikes > 25km/h	
United Kingdom	Yes, motorcycles since 1973; mopeds since 1977		No	
United States	No national law 19 states require helmet use by all PTW operators and passengers. 28 states requires helmet use by some segment of population 3 states have no helmet law	64% in 2014 (use of DOT-compliant helmets)	21 states and the District of Columbia have enacted age-specific bicycle helmet laws	

### Note

1. For Argentina, data is currently under review by the National Road Safety Observatory.

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