

STRATEGIES, TARGETS, LEGISLATION

SPEED MANAGEMENT IS A CRITICAL ELEMENT OF ANY ROAD SAFETY STRATEGY

National road safety strategies are in place in all IRTAD member and observer countries.

An overview of national strategies and targets as well as those currently in place at an international level is provided in Table 4. Detailed information on national policies is given in the country chapters available online.

A Safe System approach is becoming the backbone of the road safety strategies of many IRTAD countries, as reflected in Table 5. The approach is based on a long term vision that no one should be killed or seriously injured in road crashes. The guiding

set of principles take into account the ineluctable fallible nature of human beings, their limited ability to withstand physical forces above a certain threshold, and the need for shared responsibility of road safety.

Four areas remain of primary importance for road safety: speeding, drink-driving, the non-wearing of seat belts and motorcycle helmets.

Speed management is a critical element of any road safety strategy. Reducing speed is essential to reducing the frequency and severity of road crashes. Setting and enforcing appropriate speed

limits is essential to reducing the number of road deaths. The default speed limit for passenger cars in urban areas in most IRTAD countries is 50 km/h. Lower speed limits are often in force in residential areas or around schools; typically 30 km/h. Higher default speed limits in urban areas (60 km/h) are found in Colombia, South Africa, and in Poland during night time. On non-motorway roads outside built-up areas, speed limits typically vary between 80 km/h and 100 km/h. On motorways speed limits vary between 90 km/h and 140 km/h. In Germany, there is no general speed limit. Instead there is a maximum recommended speed of 130 km/h, and local speed limits apply on a large part of the motorway network.

Setting and enforcing limits for drivers on blood alcohol content (BAC) prevents drink-driving crashes. All IRTAD member and observer countries have established general BAC levels. The most common maximum authorised BAC level is 0.5 g/l. However, limits vary between 0.0 g/l in the Czech Republic, Hungary and Uruguay, to 0.8 g/l in Canada, Jamaica, Malaysia, the United Kingdom (excluding Scotland) and the United States. Most countries also apply lower BAC levels for novice, young, and professional drivers (see Table 6).

Seat belts are among the most effective tools to save the lives of vehicle occupants. Using seatbelts reduces the severity of injuries

in the case of a crash. All IRTAD countries mandate the wearing of seat belts in front seats. The use of seat belts on rear seats is still not mandatory on the whole road network in Cambodia (but the law is in preparation) and in one state within the United States.

There is no internationally agreed methodology to measure seatbelt use. Available data are based on national surveys and cannot be directly compared, but they nevertheless provide an indicative overview on the use of seatbelts. Based on this, wearing rates vary widely in IRTAD member countries.

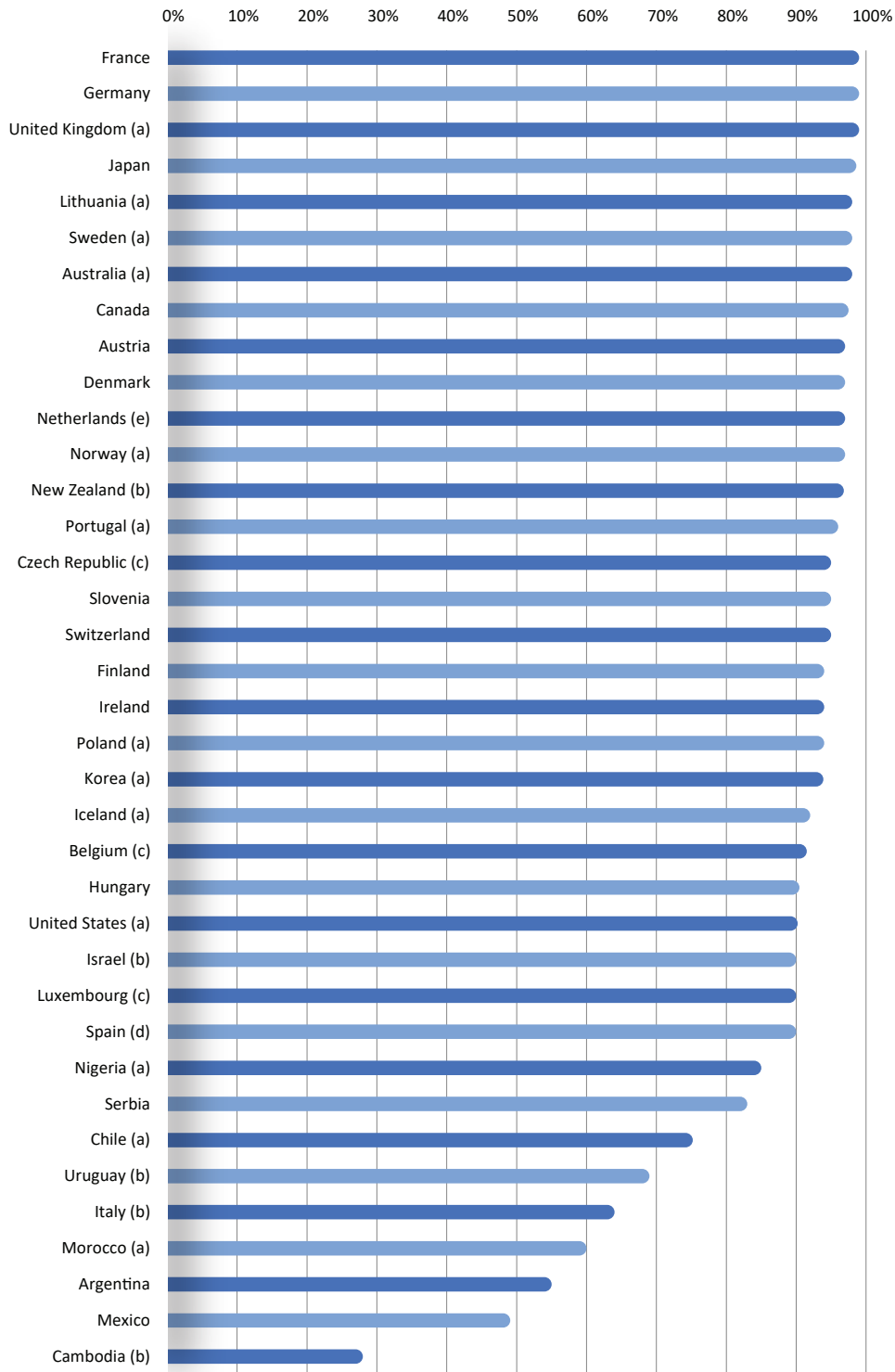
For front seats, wearing rates are usually higher and typically range between 80% and 100%. However, they can also be significantly lower, for instance 50% for drivers in Argentina. In some observer countries they are very low indeed: the seatbelt-wearing rate was estimated at 28% in Cambodia in 2016. For rear seats, more than 95% of car passengers use belts in Germany, Australia, Canada, and the Czech Republic. In twelve countries, 40% or less use seats belts when seated in the rear of a vehicle (Figures 15 and 16).

Helmets protect a particularly fragile and critical body part of users of two-wheelers.

Motorcyclists, moped riders and cyclists are already among the most vulnerable road users in a crash. In all IRTAD member and observer countries except the United

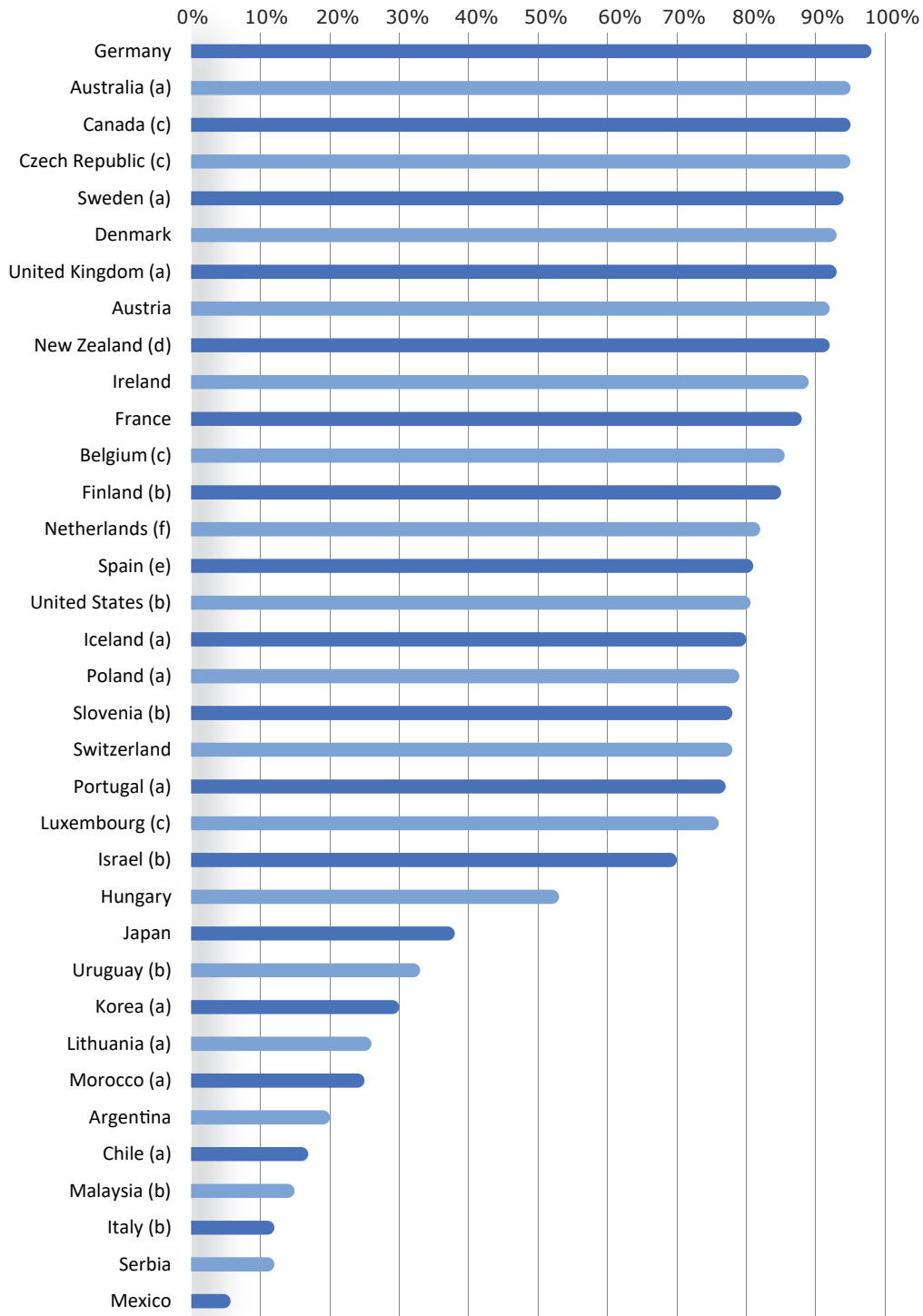
States, the use of helmets on motorised two-wheelers (motorcycles and mopeds) is compulsory. The helmet use rate is generally high, with many countries reporting nearly 100% compliance for motorcyclists. Helmet use for cyclists is not compulsory in most countries; however the compulsory use of helmets by children is becoming more frequent (see Table 9).

Figure 15. Seatbelt wearing rates in front seats, 2018 or latest available year



Data for Colombia, Costa Rica and Jamaica are not available.
 (a) 2017 data, (b) 2016 data, (c) 2015 data, (d) 2012 data, (e) 2010 data.

Figure 16. **Seatbelt wearing rates in rear seats, 2018 or latest available year**



Data for Cambodia, Colombia, Costa Rica and Jamaica are not available.
 (a) 2017 data, (b) 2016 data, (c) 2015 data, (d) 2014 data, (e) 2012 data, (f) 2010 data.

Table 1. Road fatality data 2018, compared to 2017

Country	2018 road deaths	Data status	2017 road deaths	% change
Validated data				
Argentina	5 500	estimate	5 300	3.8
Australia	1 143	provisional	1 225	-6.7
Austria	409	provisional	414	-1.2
Belgium	590	estimate	615	-4.1
Canada	1 804	provisional	1 841	-2.0
Chile	1 955	final	1 925	1.6
Czech Republic	658	final	577	14
Denmark	171	final	175	-2.3
Finland	234	final	238	-1.7
France	3 248	final	3 448	-5.8
Germany	3 275	final	3 180	3.0
Greece	700	final	731	-11.3
Hungary	633	final	625	1.3
Iceland	18	final	16	12.5
Ireland	143	final	156	-8.3
Israel	316	provisional	364	-13.2
Italy	3 325	final	3 375	-1.6
Japan	4 166	final	4 431	-6.0
Korea	3 781	provisional	4 185	-9.7
Lithuania	..	..	192	..
Luxembourg	36	final	25	44.0
Netherlands (a)	678	final	613	10.6
New Zealand	377	provisional	378	0.3
Norway	108	provisional	106	0.9
Poland	2 862	final	2 831	1.1
Portugal	..	..	592	..
Serbia	546	final	579	-5.7
Slovenia	91	final	104	-12.5
Spain	1 806	..	1 830	-1.3
Sweden	324	final	252	28.6
Switzerland	233	final	230	1.3
United Kingdom	..	..	1 856	..
United States	27100	estimate Jan-Sep	27663	-2.0
Non-validated data (b)				
Cambodia	1 761	provisional	1 976	-10.9
Colombia	6 476	provisional	6 718	-3.6
Costa Rica	808	provisional	889	9.1
Jamaica	..	..	321	..
Mexico	..	..	15 866	..
Morocco	3 485	provisional	3 726	-7.9
South Africa	12 921	final	14 050	-8.0
Uruguay	528	final	470	12.3
<p>2017 provisional data for comparative purposes with 2018 data. These data can differ from the 2017 final data shown in the other tables and graphs. (a) Real data (actual numbers instead of reported numbers by the police). (b) Data as provided by the countries and not validated by IRTAD.</p>				

Table 2. Overview of road fatality trend, 2010-17

Country	Road fatalities								2017 % change from		Annual average change
	2010	2011	2012	2013	2014	2015	2016	2017	2016	2010	2016-10
Validated data											
Argentina	5 094	5 040	5 074	5 209	5 279	5 415	5 550	5 300	-4.5	4.0	0.6
Australia	1 350	1 277	1 299	1 185	1 151	1 205	1 294	1 225	-5.4	-9.3	-1.4
Austria	552	523	531	455	430	479	432	414	-4.2	-25.0	-4.0
Belgium	850	884	827	764	745	762	670	615	-8.2	-27.6	-4.5
Canada	2 238	2 023	2 075	1 951	1 846	1 895	1 895	1 841	-2.8	-17.7	-2.8
Chile	2 074	2 045	1 980	2 103	2 116	2 136	2 178	1 925	-11.6	-7.2	-1.1
Czech Republic	802	773	742	654	688	737	611	577	-5.6	-28.1	-4.6
Denmark	255	220	167	191	182	178	211	175	-17.1	-31.4	-5.2
Finland	272	292	255	258	229	270	258	238	-7.8	-12.5	-1.9
France	3 992	3 963	3 653	3 268	3 384	3 461	3 477	3 448	-0.8	-13.6	-2.1
Germany	3 648	4 009	3 600	3 339	3 377	3 459	3 206	3 180	-0.8	-12.8	-1.9
Greece	1 258	1 141	988	879	795	793	824	731	-11.3	-41.9	-7.5
Hungary	740	638	605	591	626	644	607	625	2.8	-15.7	-2.4
Iceland	8	12	9	15	4	16	18	16	-11.1	100.0	10.4
Ireland	212	186	163	188	192	162	184	156	-14.5	-25.0	-4.0
Israel	375	382	290	309	319	356	377	364	-3.4	-2.9	-0.4
Italy	4 114	3 860	3 753	3 401	3 381	3 428	3 283	3 378	2.9	-17.9	-2.8
Japan	5 828	5 535	5 261	5 165	4 838	4 885	4 698	4 431	-5.7	-24.0	-3.8
Korea	5 505	5 229	5 392	5 092	4 762	4 621	4 292	4 185	-2.6	-24.0	-3.9
Lithuania	299	296	301	258	267	242	192	192	0.0	-35.8	-6.1
Luxembourg	32	33	34	45	35	36	32	25	-21.9	-21.9	-3.5
Netherlands (b)	640	661	650	570	570	621	629	613	-2.5	-4.2	-0.6
New Zealand	375	284	308	253	293	319	327	378	15.9	1.1	0.2
Norway	208	168	145	187	147	117	135	106	-20.7	-48.6	-9.1
Poland	3 908	4 189	3 571	3 357	3 202	2 938	3 026	2 831	-6.4	-27.6	-4.5
Portugal	937	891	718	637	638	593	563	602	6.9	-35.8	-6.1
Serbia	660	731	688	650	536	599	607	579	-4.6	-12.3	-1.9
Slovenia	138	141	130	125	108	120	130	104	-20.0	-24.6	-4.0
Spain	2 478	2 060	1 903	1 680	1 688	1 689	1 810	1 830	1.1	-26.2	-4.2
Sweden	266	319	285	260	270	259	270	252	-6.7	-5.3	-0.7
Switzerland	327	320	339	269	243	253	216	230	6.5	-29.7	-4.9
United Kingdom	1 905	1 960	1 802	1 770	1 854	1 804	1 860	1 856	-0.2	-2.6	-0.4
United States	32 999	32 479	33 782	32 893	32 744	35 484	37 806	37 133	-1.8	12.5	1.7
Non-validated data (b)											
Cambodia	1 816	1 905	1 966	1 950	2 226	2 231	1 852	1 976	6.7	8.8	1.2
Colombia	5 177	5 550	5 934	6 209	6 358	6 835	7 159	6 718	-6.2	29.8	3.8
Costa Rica	592	594	675	644	682	..	..	889	..	..	..
Jamaica	319	308	260	307	331	382	379	321	-15.3	0.6	0.1
Mexico	16 559	16 615	17 102	15 853	15 886	16 039	16 185	15 866	-2.0	-4.2	-0.6
Morocco	3 778	4 222	4 167	3 832	3 489	3 776	3 785	3 726	-7.6	-7.4	-1.1
South Africa	13 967	13 954	14 071	12 944	12 702	12 211	13 954	14 050	-0.1	0.6	0.1
Uruguay	556	572	446	506	538	510	572	470	5.4	-15.5	-2.4

(a) Real data (actual numbers instead of reported numbers by the police).

(b) Data as provided by the countries and not validated by IRTAD.

Table 3. Overview: Road fatalities since 1990

	Road fatalities per 100 000 inhabitants				Road fatalities per billion vehicle-km				Road fatalities per 10 000 registered vehicles			
	1990	2000	2010	2017	1990	2000	2010	2017	1990	2000	2010	2017
Validated data												
Argentina	..	..	12.6	12.0	..	..	..	..	..	..	2.9	..
Australia	13.7	9.5	6.1	5.0	17.3	9.0	6.5	5.0	2.3	..	0.8	0.7
Austria	20.4	12.2	6.6	4.7	32.0	15.0	7.3	..	3.7	1.8	0.9	0.6
Belgium (c)	19.9	14.4	7.8	5.4	28.1	16.3	8.6	6.0	4.3	2.6	1.3	0.8
Canada	14.3	9.5	6.6	5.0	..	9.3	6.7	4.8	2.3	1.6	1.0	0.7
Chile	..	..	12.1	10.5	..	..	..	..	..	10.6	6.3	3.8
Czech Republic	12.5	14.5	7.7	5.5	48.3	36.7	16.2	10.5	3.3	3.2	1.3	0.8
Denmark (c)	12.3	9.3	4.6	3.0	17.3	10.7	5.6	3.2	3.1	2.1	0.9	0.6
Finland	13.0	7.7	5.1	4.3	16.3	8.5	5.1	4.7	2.8	1.5	0.7	0.5
France	19.8	13.7	6.4	5.3	26.7	15.6	7.1	5.7	3.6	2.3	1.0	0.8
Germany	14.2 (d)	9.1	4.5	3.9	19.7 (d)	11.3	5.2	4.2	2.5 (d)	1.4	0.7	0.6
Greece	20.3	18.7	11.2	6.8	..	..	..	..	..	3.1	1.3	0.8
Hungary (c)	23.4	11.7	7.4	6.4	..	..	..	..	11.2	4.4	2.0	1.5
Iceland	9.5	11.5	2.5	4.7	14.9	13.8	2.5	4.1	..	1.8	0.3	0.5
Ireland	13.6	11.0	4.7	3.3	19.2	11.5	4.5	3.2	4.5	2.5	0.9	0.6
Israel	10.9	8.1	4.9	4.1	28.1	14.2	7.4	6.1	5.1	2.7	1.4	1.0
Italy	12.6	12.4	7.0	5.6	..	..	..	..	2.1	1.6	0.8	0.6
Japan	11.8	8.2	4.6	3.5	23.2	13.4	8.0	6.0	1.9	1.2	0.6	0.5
Korea	33.1	21.8	11.3	8.1	..	49.5	18.7	13.1	..	..	..	1.6
Lithuania	29.3	18.3	9.5	6.7	..	..	..	..	12.7	5.0	1.4	1.2
Luxembourg	18.7	17.5	6.4	4.2	..	..	..	..	3.3	2.4	0.8	0.5
Netherlands (b)	..	7.3	3.9	3.6	..	9.2	5.1	4.6	..	1.4	0.7	0.6
New Zealand	21.4	12.0	8.6	7.9	..	13.6	9.4	7.9	3.3	1.8	1.2	1.0
Norway	7.8	7.6	4.3	2.0	12.0	10.5	4.9	2.4	1.4	1.2	0.6	0.3
Poland (c)	19.3	16.4	10.2	7.5	..	..	..	..	8.1	4.5	1.8	1.0
Portugal (c)	29.3	20.0	8.9	5.8	..	..	..	..	13.4	4.3	1.6	..
Serbia	..	13.9	9.0	8.2	..	..	..	..	..	..	3.6	2.4
Slovenia	25.9	15.8	6.7	5.0	65.1	26.7	7.7	5.4	..	..	1.0	0.7
Spain	23.3	14.4	5.3	3.9	..	..	..	..	5.1	2.2	0.7	0.5
Sweden	9.1	6.7	2.8	2.5	12.0	8.5	3.5	3.0	1.7	1.2	0.5	0.4
Switzerland	13.9	8.3	4.2	2.7	18.6	11.2	5.4	3.4	2.2	1.2	0.6	0.4
United Kingdom	9.4	6.1	3.0	2.8	..	7.4	3.8	..	2.1	1.2	0.5	0.5
United States	17.9	14.9	10.7	11.4	12.9	9.5	6.9	7.2	2.4	1.9	1.3	1.3

	Road fatalities per 100 000 inhabitants				Road fatalities per billion vehicle-km				Road fatalities per 10 000 registered vehicles			
	1990	2000	2010	2017	1990	2000	2010	2017	1990	2000	2010	2017
Non-validated data (a)												
Cambodia	12.7	12.3	..	..	..	..	..	..	..	..
Colombia	11.4	13.6	..	..	..	..	..	..	6.7	4.7
Costa Rica	12.7	..	..	..	..	..	..	..	..	..
Jamaica	11.8	..	..	..	..	..	..	9.4	..
Mexico	..	13.9	14.5	12.8	..	..	..	26.3	..	9.0	5.2	3.5
Morocco (c)	11.5	12.7	11.8	10.0	..	..	..	..	29.0	21.7	13.5	..
South Africa	27.9	24.8	..	..	..	..	..	..	..	..
Uruguay (c)	16.6	13.5	..	..	..	..	..	..	3.4	2.0

- (a) Data as provided by the countries and not validated by IRTAD.
(b) Real data (actual numbers instead of reported numbers by the police).
(c) Mopeds are not included in the registered vehicles.
(d) 1991 data.
(e) 2015 data.

Table 4. Road safety strategies and targets

International Strategies	Vision	Targets
<p>United Nations</p> <p>Decade of Action for Road Safety 2011-20</p> <p>Global Plan for the Decade of Action</p> <p>Sustainable Development Goals</p>		<p>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</p> <p>SDG targets to halve road deaths by 2020 and to improve road safety in cities</p> <ul style="list-style-type: none"> • 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
<p>European Union</p> <p>Policy Orientations on Road Safety 2011-20</p> <p>Road Safety Action Programme 2020-30</p>	Towards Zero	-50% fatalities by 2020 (base year: 2010)
Country Strategies		
<p>Argentina</p> <p>National Road Safety Strategy 2016-26</p>	Based on the UN Global Plan for the Decade of Action for Road Safety	<p>-20% fatalities by 2021 and -30% by 2026 (base year 2016)</p> <p>Several sub-targets on seatbelt wearing rates, child restraint usage and helmet use</p>
<p>Australia</p> <p>National Road Safety Strategy (NRSS) 2011-20</p>	<p>Safe System</p> <p>No-one should be killed or seriously injured on Australia's roads</p>	<p>-30% (at least) fatalities by 2020</p> <p>-30% (at least) seriously injured by 2020</p> <p>Base year average 2008-2010</p>
<p>Austria</p> <p>Austrian Road Safety Programme 2011-20</p>	<p>Safe system</p> <p>Become one of the five safest countries in Europe</p>	<p>-50% fatalities by 2020, based on the average for the years 2008-10 (Interim target: -25% by 2015)</p> <p>-40% serious injuries by 2020, based on the average for the years 2008-10 (Interim target: -20% by 2015)</p> <p>-20% injury accidents by 2020, based on the average for the years 2008-10 (Interim targets: -10% by 2015)</p>
<p>Belgium</p> <p>National Road Safety Strategy 2011-20</p> <p>Recommendations for 15 priority measures for 2015-20</p>	EU Road Safety Target adopted	-50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020)
<p>Bosnia-Herzegovina</p> <p>Road Safety Strategy of Republic of Srpska</p>	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	<p>Reduce the number of fatally injured persons by 15% in 2013, 10% in 2014, 7% in 2015 and by 5% per year for the rest of the period so that the overall decrease of 50%, as compared to 2011, by 2022</p> <p>Reduce the number of severely injured persons by 15% in 2013, 10% in 2014, 7% in 2015 and by 5% per year for the rest of the period so that the overall decrease of 50%, as compared to 2011, by 2022</p> <p>Increase the use of seat belts and other protective systems (child safety seats and protective helmets)</p> <p>Manage speeds on urban and open roads and streets (to reduce both the percentage of drivers exceeding speed limits and the excessive speed average values)</p> <p>Reduce the number of alcohol-impaired drivers in traffic</p> <p>Improve road safety</p> <p>Educate and inform all traffic participants through campaigns and traffic education</p>

Country Strategies

Vision

Targets

Country Strategies	Vision	Targets
<p>Cambodia</p> <p>National Plan for Road Safety 2011-20 (approved by the Council of Ministers in 2014)</p> <p>2016 Annual Road Safety Plan (approved by the government)</p>	<p>Based on the UN Global Plan for the Decade of Action for Road Safety</p> <p>Based on UN Sustainable Development Goals</p>	<p>Reduce by 50% the forecasted number of fatalities by 2020</p> <p>Several sub-targets on helmet wearing rates, speed, drink-driving</p> <p>Interim target 2016: reducing the number of road deaths by 10% compared to 2015</p> <p>Interim target for 2017: reducing the number of road deaths by 9% compared to 2016</p>
<p>Canada</p> <p>Road Safety Strategy (RSS) 2025, introduced in January 2016</p>	<p>Towards Zero</p>	<p>No hard numerical targets</p> <p>Achieve a continual downward trend in fatalities and serious injuries throughout the ten-year duration of the strategy</p>
<p>Chile</p> <p>New national road safety strategy launched in 2017</p>	<p>Towards Zero</p> <p>Based on the UN Global Plan for the Decade of Action for Road Safety</p>	<p>Specific targets are being developed under the new strategy</p> <p>30% reduction in fatalities by 2030, baseline average number of deaths 2011-2017</p>
<p>Colombia</p>	<p>Based on the UN Global Plan for the Decade of Action for Road Safety</p>	<p>26% reduction in fatalities by 2021 at the national level</p> <p>18% reduction in fatalities by 2021 among pedestrians</p> <p>27% reduction in fatalities by 2021 among motorcyclists</p> <p>21% reduction in injuries caused by traffic accidents by 2021</p> <p>Reduce the number of fatalities due to traffic accidents for driving under the influence of alcohol and the use of psychoactive substances at 0% by the year 2021</p>
<p>Czech Republic</p> <p>The National Strategic Road Safety Plan 2011-20</p>	<p>Vision Zero</p>	<p>Reduce fatality rate to EU 27 average</p> <p>60% reduction in fatalities by 2020 compared to 2009, 40% reduction in the number of persons seriously injured by 2020 compared to 2009</p> <p>Interim targets for the number of fatalities and persons seriously injured are set for each year until 2020</p>
<p>Denmark</p> <p>Danish Road Safety Commission</p> <p>National Traffic Safety Action Plan, 2013-20</p>	<p>Every accident is one too many - a shared responsibility</p>	<p>Fewer than 120 killed in 2020, equivalent to 53% fatalities compared to 2010 (based on EU Road Safety target)</p> <p>52% serious and 52% of slightly injured road users in 2020 compared to 2010</p> <p>Plan includes 10 focus areas and defines a performance indicators, for each of the area</p>
<p>Finland</p> <p>National Road Safety Strategy 2012-14 ended.</p> <p>A new resolution on road safety was approved by the Government on 15 December 2016</p>	<p>Based on Vision Zero</p>	<p>Fewer than 137 fatalities (or 24 fatalities per million inhabitants) by 2020 (based on EU Road Safety target)</p> <p>Fewer than 5 750 injuries by 2020 (based on EU Road Safety target)</p> <p>Long term target: fewer than 100 fatalities by 2025</p>
<p>France</p> <p>Action Plan for Road Safety, including 26 measures announced by Minister of Interior in January 2015</p> <p>55 measures announced during Inter-Ministerial Road Safety Committee (October 2015)</p> <p>18 measures announced during the Inter-Ministerial Road Safety Committee (January 2018)</p>	<p>Based on EU Road Safety target</p>	<p>-50% fatalities by 2020 (fewer than 2 000 fatalities)</p> <p>Working also towards La Valette European objectives of halving road deaths and serious injuries by 2030</p>
<p>Germany</p> <p>Road Safety Programme 2011-20</p>	<p>Based on EU Road Safety target</p>	<p>40% reduction in fatalities by 2020 compared to 2010</p> <p>Specific targets in individual German states</p>

Country Strategies

Vision

Targets

Country Strategies	Vision	Targets
Greece National Strategic Road Safety Plan 2011-20	Developing a road safety culture	50% reduction in fatalities by 2020 (based on EU Road Safety target); base year: 2010 Interim targets: reduction by 80 road fatalities per year between 2010-15 and 50 road fatalities per year between 2016-20
Hungary Road Safety Action Programme for 2017-19		50% reduction in fatalities by 2020 compared to 2011 (based on EU Road Safety target)
Iceland Road 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% until 2022 11 sub-targets defined
Ireland Government Road Safety Strategy 2013-20		Reduction of fatalities to 25 per million population (i.e. 124 or fewer fatalities) or less by 2020 Specific targets for reducing speed and to increase seat belt use
Israel National Road Safety Plan 2020		Fewer than 240 fatalities per year by 2020 (reduction of about 30% compared to the 2010) Fatality rate less than five fatalities per billion kilometres travelled no later than 2022
Italy National Road Safety Plan Horizon 2020	No child should die on the road.	50% reduction in fatalities by 2020 (based on EU Road Safety target)
Jamaica Below 300 Programme	Make Jamaica the Road Safety Capital of the Caribbean and Latin American Region in accordance with the principles of the Safe Systems Approach	Fewer than 300 persons being killed on the road network by 2020 Reduce the fatality rate per 100 000 population to 10.0 by 2022 90% seatbelt usage on both the front and back seat of motor cars 90% helmet usage by 2021
Japan 10 th 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
Korea 8 th National Transport Safety Plan 2017-21	Reach the average safety level of OECD countries	Fewer than 2 700 fatalities by 2021, with interim targets for each year from 2017 to 2021 Reducing the rate of fatalities per 100 000 inhabitants to 5.2 by 2021 Less than 1.0 fatalities per 10 000 vehicles (including mopeds) by 2021
Lithuania Vision Zero declaration for road and railroad transport 2018-30	No one should be killed or seriously injured on Lithuania's roads and railroads	The main goal of this declaration is to sharply reduce number of road fatalities and serious injuries
Luxembourg National Charter for Road Safety	Zero fatalities and serious injuries on Luxembourg's road network	Fewer than 16 fatalities by 2020 (50% reduction in fatalities by 2020 compared to 2010, based on EU Road Safety target)
Malaysia Road Safety Plan 2014-20	Based on the UN Global Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020 (corresponds to a 22% reduction compared to 2010)
Mexico National Road Safety Strategy 2011-20	Based on the UN Global Plan for the Decade of Action for Road Safety	50% reduction in fatalities by 2020
Morocco New National Road Safety Strategy for 2016-25	Development of responsible road behaviour and a safe road system	Reduce the number of deaths to less than 2 800 by 2020 (decrease of 20% from 2015 to 2020) Reduce the number of deaths to less than 1 900 fatalities by 2025 (decrease of 50% from 2015 to 2025)

Country Strategies

Vision

Targets

Country Strategies	Vision	Targets
<p>Netherlands</p> <p>Road Safety Strategic Plan 2008-20 (SPV)</p> <p>National Action Plan (2019-21)</p> <p>Road Safety Strategic Plan 2020-30 (SPV2030)</p>	<p>Sustainable Road Safety</p>	<p>Fewer than 500 fatalities by 2020 (-28% compared to 2010)</p> <p>Fewer than 10 600 serious road injuries (MAIS2+) by 2020 (-43% compared to 2010)</p> <p>Strive for zero road traffic casualties in 2050, no intermediate targets; eliminate risks as much as possible balancing (free choice for) mobility and modal choice and road safety</p> <p>Road Safety Performance Indicators are an important tool in this approach</p>
<p>New Zealand</p> <p>“Safer Journeys”: Road Safety Strategy 2010-20</p> <p>3rd Action Plan for 2016-20</p> <p>New road safety action plan is under development</p>	<p>Safe System</p> <p>A safe road system increasingly free of death and serious injury</p>	<p>No general fatality target</p> <p>Several sub-targets and performance indicators</p>
<p>Nigeria</p> <p>Road Safety Strategy (NRSS 2016-20)</p>	<p>Based on the UN Global Plan for the Decade of Action for Road Safety</p>	<p>50% reduction in fatalities by 2015 compared to 2007 level</p> <p>Reduce by 50% the forecasted number of fatalities by 2020 in comparison with 2010 level (based on UN Decade of Action Plan)</p>
<p>Norway</p> <p>National Transport Plan 2018-29</p> <p>National Plan of Action for Road Traffic Safety 2018–21</p>	<p>Vision Zero</p>	<p>Fewer than 350 fatalities and serious injuries by 2029</p>
<p>Poland</p> <p>National Road Safety Programme 2013-20</p>	<p>Vision Zero</p>	<p>50% reduction in fatalities by 2020 (based on EU Road Safety target)</p> <p>40% reduction in severely injured by 2020</p> <p>Base year: 2010</p>
<p>Portugal</p> <p>National Strategic Road Safety Plan (PENSE 2020)</p>		<p>41 fatalities per million inhabitants in 2020, representing a decrease of 56% compared to 2010</p> <p>Fewer than 178 seriously injured (MAIS3+) people in 2020, representing a decrease of 22% compared to 2010</p>
<p>Serbia</p> <p>National Strategy for Road Traffic Safety for the period 2015-20 (adopted in June 2015)</p>		<p>No child killed in traffic by 2020</p> <p>50% reduction in fatalities and serious injuries by 2020 compared to 2011</p> <p>Halving by 2020 the total annual social-economic costs of traffic crashes compared to 2011 level</p> <p>Several sub-targets on seatbelt wearing rates, child restraint usage, helmet wearing rates, speed and drink-driving</p>
<p>Slovenia</p> <p>National Road Safety Programme 2013-22</p>	<p>Vision Zero</p> <p>No fatalities and no-one seriously injured on Slovenian roads</p>	<p>50% reduction in fatalities by 2022 or less than 35 fatalities per million inhabitants</p> <p>50% reduction in seriously injured by 2022 or less than 230 seriously injured per million inhabitants</p>
<p>Spain</p> <p>Road Safety Strategy</p> <p>2011 – 2020</p>	<p>Safe System/Vision Zero</p> <p>Citizens have the right to a Safe Mobility System in which everyone involved has a responsibility</p>	<p>Less than 3.7 killed per 100 000 population aligned with the European 2020 target</p> <p>35% reduction in seriously injured compared to 2009</p> <p>Several targets for various performance indicators (restraint systems, speed, drink-driving, etc.)</p>
<p>South Africa</p> <p>National Road Safety Strategy 2016-30</p>	<p>Aligned with the United Nations Decade of Action pillars</p>	<p>Target under consideration: 50% reduction in fatalities by 2030 compared to 2010</p>
<p>Sweden</p> <p>No safety plan in a traditional sense</p>	<p>Vision Zero (renewed commitment in October 2016)</p>	<p>50% reduction in fatalities between 2007 and 2020 (the average for 2006-08 is used as the base figure), i.e. max. 220 deaths by 2020</p> <p>25% reduction in severely injured between 2007 and 2020</p>

Country Strategies

Vision

Targets

Country Strategies	Vision	Targets
<p>Switzerland</p> <p>Via Sicura, adopted in June 2012 by Swiss Federal Council</p>		<p>No hard numerical targets</p> <p>Range of targeted measures</p>
<p>United Kingdom</p> <p>Road Safety Statement: "Working together to build a safer road system"</p>	<p>Safe System approach</p>	<p>This British Road Safety Statement sets out the context of road safety in Great 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 Great Britain as governed by the Department for Transport (DfT). The governments and administrations of Scotland, Wales and Northern Ireland will seek to produce their own policies and strategic documents on devolved matters.</p>
<p>United States</p>	<p>Dedicated to achieving the highest standards of excellence in motor vehicle safety and reducing deaths, injuries and economic losses resulting from motor vehicle crashes.</p>	<p>Performance targets set to end 2019</p> <p>1.02 fatalities per 100 million vehicle miles travelled in 2019.</p> <p>Performance targets for four sub measures: large trucks, passenger vehicles, non-occupants, and motorcycles</p>

Table 5. Countries that have adopted the Safe System

Country	Name and date of adoption
Australia	Safe System Safe System officially endorsed by the Australian Transport Council of federal, state and territories ministers in 2004. It was adopted by Federal and State Ministers in the 2000s (https://roadsafety.gov.au/nrss/safe-system.aspx). Individual states and territories have also adopted the Safe System.
Canada	National strategy based on Safe System principles Canada's Road Safety Strategy (RSS) 2025 Formally adopted by the Council of Ministers in 2016
Czech Republic	Adopted by the government in 2011 with a revision in 2017
European Union	Safe System adopted in 2018. Detailed plan under development
Finland	Vision Zero formally adopted in 2000
Germany	The current German government has committed itself to "Vision Zero" in the coalition agreement from early 2018.
Ireland	Safe System approach underpinned the Government Road Safety Strategy 2013-20 (http://www.rsa.ie/Documents/About%20Us/RSA_STRATEGY_2013-2020%20.pdf)
Lithuania	Vision Zero strategy published in 2018; should be formally adopted by the government in 2019
Luxembourg	Vision Zero adopted by government in 2015
New Zealand	Safe System adopted by government in 2010
Norway	Vision Zero Adopted by the administration in 1999 and by the Parliament in 2001 The current national transport plan covers the period 2018-29 The 5 th action plan covers the period 2018-21
Slovenia	Vision Zero adopted by Parliament in 2003 and again in 2013
Spain	Estrategia de Seguridad Vial 2011-20 Approved on 25 th February 2011
Sweden	Vision Zero Adopted by Parliament in 1997 https://www.trafikverket.se/en/startpage/operations/Operations-road/vision-zero-academy/This-is-Vision-Zero/
The Netherlands	Sustainable Safety Adopted by Parliament in 1991 There has been a second (2005-20) and third edition (2018-30) of Sustainable Safety approach. https://sustainablesafety.nl/
United Kingdom	2015 Road Safety Strategy, "Working together to build a safer road system", based on the Safe System principle

Table 6. **Maximum authorised blood alcohol content, 2019**

Country	General Blood Alcohol Content level (g/l)	Differentiated Blood Alcohol Content level (g/l)
Argentina	0.5	0.0 for professional drivers 0.2 for motorcycle and moped riders
Australia	0.5	0.0 for novice drivers 0.2 for professional drivers
Austria	0.5	0.1 for moped drivers under 20; novice drivers, truck (>7.5 tons) and bus (>9 seats) drivers
Belgium	0.5	0.2 for professional drivers (since January 2015)
Bosnia-Herzegovina	0.3	0.0 for professional drivers, novice drivers, drivers who perform public transport, driving instructors, driving candidates, drivers under 21 or with less than 3 years of driving experience
Cambodia	0.5	-
Canada	0.8	Administrative maximum level of 0.5 g/l or 0.4 g/l in most provinces 0.0 g/l administrative maximum level for novice and young (under 21) drivers in most provinces
Chile	0.3	-
Colombia	0.2	-
Czech Republic	0.0	-
Denmark	0.5	-
Finland	0.5	-
France	0.5	0.2 for bus/coach drivers, novice drivers
Germany	0.5	0.0 for drivers under 21 years of age, novice drivers and for professional drivers who transport passengers or hazardous goods Drivers with a BAC between 0.3 and 0.5 g/l can have license suspended if driving ability impaired
Greece	0.5	0.2 for professional drivers, novice drivers, riders of motorcycles and mopeds
Hungary	0.0	-
Iceland	0.5	-
Ireland	0.5	0.2 for novice and professional drivers

Country	General Blood Alcohol Content level (g/l)	Differentiated Blood Alcohol Content level (g/l)
Israel	0.5	0.1 for young drivers under 24 years of age, novice and professional drivers
Italy	0.5	0.0 for young, novice and professional drivers
Jamaica	0.8	-
Japan	0.3	-
Korea	0.5	-
Lithuania	0.4	0.0 for novice, professional, moped and motorcycle drivers
Luxembourg	0.5	0.2 for novice and professional drivers
Malaysia	0.8	-
Mexico	0.8	May vary by state on urban roads. 0.3 for professional drivers (may vary by state)
Morocco	0.2	-
Netherlands	0.5	Including cyclists 0.2 for novice drivers (first five years)
New Zealand	0.5	0.0 for drivers under 20 years
Nigeria	0.5	0.2 for novice drivers 0.0 g/l for professional drivers
Norway	0.2	-
Poland	0.2	-
Portugal	0.5	0.2 for novice (first three years) and professional drivers (since 1 January 2014)
Serbia	0.2	0.0 for novice and professional drivers and for riders of powered two-wheelers
Slovenia	0.5	0.0 for novice (first three years) and professional drivers
South Africa	0.5	0.2 for professional drivers
Spain	0.5	0.3 for novice and professional drivers
Sweden	0.2	-
Switzerland	0.5	0.0 for novice drivers (first three years) and professional drivers
United Kingdom	0.8	England, Wales, Northern Ireland 0.5 in Scotland
United States	0.8	0.4 for professional drivers 0.0 to 0.2 for drivers under 21 years
Uruguay	0.0	0.0

Table 7. National speed limits on urban roads, rural roads and motorways, 2019

Country	Urban areas (km/h)	Rural roads (km/h)	Motorways (km/h)
Argentina	40-60 20-70 (Buenos Aires City)	110	120-130
Australia	50 (default) 60-80 (arterial roads - increasing use of 40 or lower in urban areas with high pedestrian activities)	100, 110	100 default, although often set to 110 (130 in the Northern Territory)
Austria	50	100	130
Belgium	30-50	70-90	120
Bosnia-Herzegovina	50	80, 100	130
Cambodia	30-40 (motorcycles, tricycles) 40 (passenger cars, trucks)	60-70 (motorcycles) 90	No motorways
Canada	40-70	80-90	100-110
Chile	50 (maximum default limit but can vary according to the type of road)	100	120 (maximum default speed limit)
Colombia	60	80	120
Costa Rica	50	50-100	No motorways
Czech Republic	50	90	130
Denmark	50	70, 80 (90 for specific sections)	110, 130
Finland	50 (sections with 30, 40, or 60)	100 (80 in winter)	120 (100 near cities)
France	50	80 on two lanes single carriageways 90 when two lanes in the same direction, 110 on dual carriageways	130 (110 in wet weather and for novice drivers)
Germany	50	100	None (recommended: 130)
Greece	50	90	130
Hungary	50	90	130 (110 on "motor roads")
Iceland	50	90 (paved roads) 80 (gravel roads)	n.a.
Ireland	60 or less (can be 60 on arterial roads, 30 in built up areas)	80, 100	120

Country	Urban areas (km/h)	Rural roads (km/h)	Motorways (km/h)
Israel	50-70	80, 90, 100	110, 120
Italy	50	70-90 (110 on some main dual carriageways)	130 (110 in wet weather, 100 for novice drivers. Motorway operator may increase speed limit up to 150 if stringent requirements are met)
Jamaica	50	50, 80	70, 80, 110
Japan	40, 50, 60	50, 60	100
Korea	50	60-80	110 (100 in urban areas)
Lithuania	50	90 (70 on gravel roads and for novice drivers)	120, 130 (110 in winter, 90 for novice drivers)
Luxembourg	50	90	130 (110 in wet weather)
Malaysia	50	90	110
Mexico	20-80 (20 in school zones)	60-110 (60 on collector road)	110
Morocco	60	100	120
Netherlands	30-50	60-80	100-130
New Zealand	50 (sections may have higher or lower limits)	100 (specific sections may have lower limits)	100
Nigeria	50 (45 for tankers, trailers)	80 (differentiated by vehicle type)	100 (differentiated by vehicle type)
Norway	50 (30 on residential streets)	80	90, 100, 110
Poland	50 (60 at night time)	90, 100, 120	140
Portugal	50	90	120
Serbia	50	80, 100	130
Slovenia	50	90 (110 on expressways)	130 (110 on expressways)
South Africa	60	100	120
Spain	50	90,100	120
Sweden	30, 40, 50	60, 70, 80, 90, 100	110, 120
Switzerland	50	80	120
United Kingdom	48 (30 mph)	96, 113 (60, 70 mph)	113 (70 mph)
United States	Set by each state	Set by each state	88-129 (55-80 mph, set by each state)
Uruguay	45	90	No motorways

Table 8. **Seatbelt wearing rates, 2018 or latest available**
in front and rear seats of passenger cars

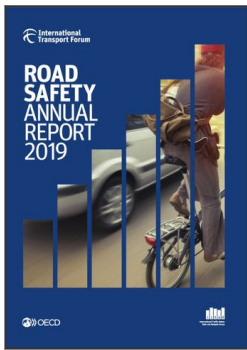
Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2018	Date of application	Wearing rate (%) in 2018
Argentina	1995	55 driver	1995	20
Australia	1970s	98 (2017 data)	1970s	95 (2017)
Austria	1984	97 drivers 98 passengers	1990	93
Belgium	1975	92 drivers and passengers (2015)	1991	86 (2015)
Bosnia-Herzegovina	2006	--	2006	--
Cambodia	2007	28 (2016)	Law in preparation	--
Canada	1976-1988	97.5	1976-88	95 (2015)
Chile	1985	75 drivers 64 passengers (2017)	2006	17 (2017)
Czech Republic	1966	95 (2015)	1975	95 (2015)
Denmark	1970s	97	1980s	93
Finland	1975	94 passengers in urban areas 95 passengers outside urban areas	1987	85 (2016)
France	1973 (rural), 1975 (urban) 1979 (all times)	99 rural roads 97.3 major urban areas (2017)	1991	85 major urban areas 92 motorways (2017)
Germany	1976	99 drivers, 99 passengers	1984	98
Greece	1979	77 drivers 74 passengers (2009)	1993	23 (2009)
Hungary	1976	90 drivers and passengers	1993 outside built up areas, 2001 in built up areas	53 (for adults)
Iceland		79 urban roads 92 rural roads (2017)		80 (2017)
Ireland	1971	94 drivers 95 passengers	1971	89
Israel	1975	90 (2016)	1995	70 (2016)
Italy	1988	64 (2015-16)	1994	12 (2015-16)
Jamaica	1999	Very low	1999	Very low
Japan	1985	99 drivers 96 passengers	2008	38
Korea	1990	94 drivers on motorways 87 passengers on motorways	2008 (on motorways only) Since September 2018, on the whole road network	56 on motorways

Country	Front seats		Rear seats	
Lithuania	--	98	--	26
Luxembourg	1975	90 (2015)	1992	76 (2015)
Malaysia	1978	87 drivers 74 passengers (2016)	2009	15 (2016)
Mexico	2016	49	2016	5.6
Morocco	1977 for rural areas 2005 for urban areas	71 drivers on motorways 62-65 drivers on urban/rural roads 59-62 passengers on urban/rural roads (2017)	2005 for rural areas	25 (2017)
Netherlands	1975	>95 (2010)	1992	82 (2010)
New Zealand	1972	97 drivers 96 passengers (2016)	1979	92 (2017)
Nigeria	1997 (enforced since 2002)	85 (2017)	1997 (enforced since 2016)	3 (2017)
Norway	1975	97 drivers	1985	--
Poland	1983	94 drivers 95 pass (2017)	1991	79 (2017)
Portugal	1978	96 drivers and passengers (2017)	1994	77 (2017)
Serbia	1982	83 all 85 drivers 80 passengers	2009	12
Slovenia	1977	94.8 drivers 95.6 passengers	1998	78.1 adults (2016)
South Africa	2005 , vehicles registered after 1 January 2006	4.5 drivers 5 passengers (2010 estimate)	2005, vehicles registered after 1 January 2006	--
Spain	1974 outside urban areas 1992 inside urban areas	90 (2012)	1992	81 (2012)
Sweden	1975	98 (2017)	1986; child restraint since 1988	93 children 94 adults (2017)
Switzerland	1981	95 drivers 94 passengers	1994	78
United Kingdom	1983	99 drivers 97 passengers (2017 data for Great Britain)	1989 (children); 1991 (adults)	93 (2017 data for Great Britain)
United States	Primary law in 34 states, secondary law in 15 states. Not mandatory for adults in one state.	90.2 drivers 87.9 passengers (2017)	Varies by State	80.6 (2016)
Uruguay	2007	69 drivers (2016)	2007	33 (2016)

Table 9. **Helmet laws and wearing rates, 2018 or latest available year**

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%)	Helmet law	Wearing rate (%)
Argentina	Yes	69 riders, 42 first passengers, 21 additional passengers	Yes	8
Australia	Yes	99 drivers (estimate)	Yes	
Austria	Yes	99.9	Yes, for children to age 12	31 (80 for children)
Belgium	Yes	No national data 99.3 Brussels (2013)	No	
Bosnia-Herzegovina	Yes	--	Yes	--
Cambodia	Yes, motorcycles from 50 cc, motorcycles with trailers, motorised tricycles (riders and passengers)	Low (no precise data)	No	
Canada	Yes		In some jurisdictions	
Chile	Yes	99 riders 100 passengers (2017)	Yes in urban areas.	n.a.
Colombia	Yes	n.a.	No	n.a.
Czech Republic	Yes	100 (approx.)	Yes, for children to age 18	
Denmark	Yes	90 mopeds, 98 motorcycles (2016)	No	35 (2016)
Finland	Yes	n.a	No	44 (2017) 64 Helsinki area (2016)
France	Yes, since 1973	99 (2017)	Yes, for children to age 12	19 weekdays, 29 weekends (2017)
Germany	Yes	98 riders, 100 passengers (inside urban areas)	No	18 (inside urban areas)
Greece	Yes, since 1992	75 drivers, 46 passengers (2009)	No	
Hungary	Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas 1998 for moped riders in urban areas.	100 Budapest area (2017) 92 Rural areas (2017)	No	23 Budapest area 4 Rural areas (2017)
Iceland	Yes	n.a	Yes, for children to age 14	
Ireland	Yes	100 (approx.)	No	47
Israel	Yes	100 (approx.)	Yes, for children to age 18, for adults on rural roads	90 rural roads (2013) 21 urban areas (2015)
Italy	Yes, for all since 2000 Since 1986 for motorcyclists and riders of moped under 18	98 (2015-16)	No	
Jamaica	Yes, since 1999	Very low	Yes, since 2019	Very low
Japan	Yes	100 (approx.)	No	

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%)	Helmet law	Wearing rate (%)
Korea	Yes	84 (2017)	No	
Lithuania	Yes		Yes, for children to age 18	
Luxembourg	Yes, since 1976	100 (estimate)		
Malaysia	Yes, since 1973	c. 77 (2015)	No	
Mexico	Yes	83 drivers, 55 passengers (2016)	Yes	
Morocco	Yes, since 1976	65 drivers 34 passengers	No	
Netherlands	Yes, motorcycles since 1972; mopeds since 1975. Not compulsory on mofas (max. 25 km/h)	100 motorcyclists (approx.), 96 moped riders (2008)	No	
New Zealand	Yes, since 1956 when travelling above 30 mph Since 1973 at all speeds	100 (approx.)	Yes, since 1994	92 (2012)
Nigeria	Yes	20 (estimate)	Yes	Not available
Norway	Yes	100 (approx.)	No	59 (all age groups) 57 (above 12) 79 (below 12)
Poland	Yes since 1997	100 (approx.)	No	
Portugal	Yes	n.a	No	
Serbia	Yes	89 motorcyclists 70 moped riders	No	
Slovenia	Yes	n.a	Yes, for children and youngster under 18	15 66 (children) 6 (young) (2017)
South Africa	Yes		Yes	
Spain	Yes	100 (approx.)	Except in built-up areas. Mandatory below age 16	
Sweden	Yes	96-99 98 mopeds (2017)	Yes, for children to age 15	67-85 children (2017) 37-40 adults (2017)
Switzerland	Yes, motorcycles since 1981; mopeds since 1990	100 (approx.)	No for regular bicycles Yes for e-bikes > 25km/h	50 cyclists 67 e-bikes <25km/h 87 e-bikes >25km/h
United Kingdom	Yes, motorcycles 1973; mopeds since 1977		No	
United States	No national law. 19 states require helmet use by all, 28 by some users, 3 have no helmet law.	65 (2016) use of DOT-compliant helmets	Age-specific helmet laws in 21 states and D.C.	
Uruguay	Yes	92.6 drivers 81.8 passengers (2016)	Yes	



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