

TABLES

Table 1. Road deaths and traffic in April 2020 compared to April 2019 – see page 11

Table 2. Road fatality data for 2019 compared to 2018

Country	2019 road deaths	Data status	2018 road deaths	% change
Australia	1 189	provisional	1 136	4.7
Austria	416	final	409	1.7
Belgium	646	final	604	7.0
Chile	1 973	final	1 955	0.9
Czech Republic	617	final	658	-6.2
Denmark	199	final	171	16.4
Finland	209	provisional	239	-12.6
France	3 239	final	3 248	-0.3
Germany	3 046	final	3 275	-7.0
Greece	696	provisional	700	-0.6
Hungary	603	final	629	-4.1
Iceland	6	final	18	-66.7
Ireland	141	provisional	140	0.7
Israel	355	final	316	12.3
Italy	3 173	final	3 334	-4.8
Japan	3 920	final	4 166	-5.9
Korea	3 349	provisional	3 781	-11.4
Lithuania	184	provisional	173	6.4
Luxembourg	22	final	36	-38.9
Netherlands (a)	661	final	678	-2.5
New Zealand	352	final	378	-6.9
Norway	108	final	108	0.0
Poland	2 909	final	2 862	1.6
Portugal	621	provisional	675	-8.0
Serbia	534	final	546	-2.2
Slovenia	102	final	91	12.1
Spain	1 755	final	1 806	-2.8
Sweden	221	final	324	-31.8
Switzerland	187	final	233	-19.7
United Kingdom	1 748	Great Britain only	1 784	-2.0
United States	36 120	provisional	36 560	-1.2
IRTAD observers and accession countries				
Moldova	277	final	274	1.1
Morocco	3 384	provisional	3 736	-9.4
South Africa	12 503	final	12 921	-3.2
Uruguay	422	provisional	528	-20.1

Only countries with 2019 data included. Data for observer and accession countries not validated by IRTAD.

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

Table 3. Road fatality trends, 2010-19

Country	Road fatalities										2019 % change from		Annual average change
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2018	2010	2019-10
Argentina	5 094	5 040	5 074	5 209	5 279	5 414	5 550	5 300	5 500	..	..	..	..
Australia	1 350	1 277	1 299	1 185	1 151	1 205	1 294	1 225	1 136	1 189	4.7	-11.9	-1.4
Austria	552	523	531	455	430	479	432	414	409	416	1.7	-24.6	-3.1
Belgium	850	884	827	764	745	762	670	609	604	646	7.0	-24.0	-3.0
Canada	2 238	2 023	2 075	1 951	1 841	1 889	1 899	1 856	1 922	..	..	..	..
Chile	2 070	2 044	1 979	2 103	2 116	2 136	2 178	1 925	1 955	1 973	0.9	-4.7	-0.5
Colombia	..	..	..	..	..	..	..	6 718	6 476	..	..	..	..
Czech Republic	802	773	742	654	688	735	611	577	658	617	-6.2	-23.1	-2.9
Denmark	255	220	167	191	182	178	211	175	171	199	16.4	-22.0	-2.7
Finland	272	292	255	258	229	270	258	238	239	209	-12.6	-23.2	-2.9
France	3 992	3 963	3 653	3 268	3 384	3 461	3 477	3 448	3 248	3 239	-0.3	-18.9	-2.3
Germany	3 648	4 009	3 600	3 339	3 377	3 459	3 206	3 180	3 275	3 046	-7.0	-16.5	-2.0
Greece	1 258	1 141	988	879	795	793	824	731	700	696	-0.6	-44.7	-6.4
Hungary	740	638	605	591	626	644	607	625	629	603	-4.1	-18.5	-2.2
Iceland	8	12	9	15	4	16	18	16	18	6	-66.7	-25.0	-3.1
Ireland	212	186	163	188	192	162	182	156	140	141	0.7	-33.5	-4.4
Israel	375	382	290	309	319	356	377	364	316	355	12.3	-5.3	-0.6
Italy	4 114	3 860	3 753	3 401	3 381	3 428	3 283	3 378	3 334	3 173	-4.8	-22.9	-2.8
Japan	5 828	5 535	5 261	5 165	4 838	4 885	4 698	4 431	4 166	3 920	-5.9	-32.7	-4.3
Korea	5 505	5 229	5 392	5 092	4 762	4 621	4 292	4 185	3 781	3 349	-11.4	-39.2	-5.4
Lithuania	299	296	301	258	267	239	188	188	173	184	6.4	-38.5	-5.3
Luxembourg	32	33	34	45	35	36	32	25	36	22	-38.9	-31.3	-4.1
Netherlands (a)	640	661	650	570	570	621	629	613	678	661	-2.5	3.3	0.4
New Zealand	375	284	308	253	293	318	327	378	378	352	-6.9	-6.1	-0.7
Norway	208	168	145	187	147	117	135	106	108	108	0.0	-48.1	-7.0
Poland	3 908	4 189	3 571	3 357	3 202	2 938	3 026	2 831	2 862	2 909	1.6	-25.6	-3.2
Portugal	937	891	718	637	638	593	563	602	675	621	-8.0	-33.7	-4.5
Serbia	660	731	688	650	536	599	607	579	546	534	-2.2	-19.1	-2.3
Slovenia	138	141	130	125	108	120	130	104	91	102	12.1	-26.1	-3.3
Spain	2 478	2 060	1 903	1 680	1 688	1 689	1 810	1 830	1 806	1 755	-2.8	-29.2	-3.8
Sweden	266	319	285	260	270	259	270	252	324	221	-31.8	-16.9	-2.0
Switzerland	327	320	339	269	243	253	216	230	233	187	-19.7	-42.8	-6.0
United Kingdom	1 905	1 960	1 802	1 770	1 854	1 804	1 860	1 856	1 839	..	..	..	..
United States	32 999	32 479	33 782	32 893	32 744	35 484	37 806	37 473	36 560	36 120	-1.2	9.5	1.0

Country	Road fatalities										2019 % change from		Annual average change
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2018	2010	2019-10
IRTAD observer and accession countries													
Cambodia	1 816	1 905	1 966	1 950	2 226	2 231	1 852	..	1 761	..	..	..	..
Costa Rica	574	576	655	625	662	..	..	862	784	..	..	..	..
Jamaica	319	308	260	307	331	382	379	321	..	..	..	..	..
Mexico	16 559	16 615	17 102	15 853	15 886	16 039	16 185	15 866	15 574	..	..	..	..
Moldova	452	433	441	326	324	300	311	302	274	277	1.1	-38.7	-5.3
Morocco	3 778	4 222	4 167	3 832	3 489	3 776	3 785	3 726	3 736	3 384	-9.4	-10.4	-1.2
South Africa	13 967	13 954	12 211	11 844	12 702	12 944	14 071	14 050	12 921	12 503	-3.2	-10.5	-1.2
Uruguay	556	572	510	567	538	506	446	470	528	422	-20.1	-24.1	-3.0

Data for observer and accession countries not validated by IRTAD.

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

Table 4. Road fatalities per 100 000 inhabitants, per billion vehicle-km and per 10 000 registered motor vehicles

	Road fatalities per 100 000 inhabitants				Road fatalities per billion VKT				Road fatalities per 10 000 registered vehicles			
	1990	2000	2010	2018	1990	2000	2010	2018	1990	2000	2010	2018
Countries												
Argentina	..	..	12.6	12.4	..	..	..	..	..	..	2.9	
Australia	13.7	9.5	6.1	4.5	17.3	9.0	5.9	4.3	2.3	..	0.8	0.6
Austria	20.4	12.2	6.6	4.6	32.0	15.0	7.8	4.9	3.7	1.8	0.9	0.6
Belgium (c)	19.9	14.4	7.8	5.3	28.1	16.3	8.6	..	4.3	2.6	1.3	0.8
Canada	14.3	9.5	6.6	5.2	..	9.3	6.7	4.9	2.3	1.6	1.0	0.8
Chile	..	..	12.1	10.5	..	..	..	..	..	10.6	6.3	3.6
Colombia	..	..	11.4	13.6	..	..	..	..	..	..	6.7	..
Czech Republic	12.5	14.5	7.7	6.2	48.3	36.7	16.2	11.7	3.3	3.2	1.3	0.9
Denmark (c)	12.3	9.3	4.6	3.0	17.3	10.7	5.6	3.1	3.1	2.1	0.9	0.5
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	5.0	26.7	15.6	7.1	5.4	3.6	2.3	1.0	0.7
Germany (c)	14.2 (d)	9.1	4.5	4.0	19.7 (d)	11.3	4.9	4.4	2.6 (d)	1.5	0.7	0.6
Greece	20.3	18.7	11.2	6.5	..	..	..	..	..	3.1	1.3	0.7
Hungary (c)	23.4	11.7	7.4	6.4	..	..	..	..	11.2	4.4	2.0	1.4
Iceland	9.5	11.5	2.5	5.2	14.9	13.8	2.5	4.5	..	1.8	0.3	0.5
Ireland	13.6	11.0	4.7	2.9	19.2	11.5	5.0	2.9	4.5	2.5	0.9	0.5
Israel	10.9	8.1	4.9	3.6	28.1	14.2	7.5	5.2	5.1	2.7	1.5	0.9
Italy	12.6	12.4	7.0	5.5	..	..	..	..	2.1	1.6	0.8	0.6
Japan	11.8	8.2	4.6	3.3	23.2	13.4	8.0	5.6	1.9	1.2	0.6	0.5
Korea	33.1	21.8	11.1	7.3	..	49.5	18.7	11.6	..	..		1.4
Lithuania	29.3	18.3	9.5	6.2	..	..	..	..	12.7	5.0	1.4	1.1
Luxembourg	18.7	17.5	6.4	6.0	..	..	..	..	3.3	2.4	0.8	
Netherlands (b)	..	7.3	3.9	3.9	..	9.2	5.1	4.9	..	1.4	0.7	0.6
New Zealand	21.4	12.0	8.6	7.7	..	13.6	9.3	7.7	3.3	1.8	1.2	0.9
Norway	7.8	7.6	4.3	2.0	12.0	10.5	4.9	2.3	1.4	1.2	0.6	0.3
Poland	19.3	16.4	10.2	7.5	..	..	19.6		..	..	1.7	0.9
Portugal (c)	29.3	20.0	8.9	6.6	..	..	..	..	13.4	4.3	1.6	..
Serbia	..	13.9	9.0	7.8	..	..	..	..	..	..	3.6	2.2
Slovenia	25.9	15.8	6.7	4.4	65.1	26.7	7.7	4.2	..	..	1.0	0.6
Spain	23.3	14.4	5.3	3.9	..	..	..	..	5.1	2.2	0.7	0.5
Sweden	9.1	6.7	2.8	3.2	12.0	8.5	3.5	3.8	1.7	1.2	0.5	0.5
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	3.3	2.1	1.2	0.5	0.5
United States	17.9	14.9	10.7	11.2	12.9	9.5	6.9	7.0	2.4	1.9	1.3	1.2
IRTAD observer and accession countries												

Cambodia	..	..	12.7	..	..	..	..	..	..	..	..	..
Costa Rica	..	..	12.7	15.7	..	..	..	..	..	..	3.9	3.3
Jamaica	..	..	..	..	..	..	..	..	..	..	9.4	..
Mexico	..	13.9	14.5	12.4	..	..	..	26.3	..	9.0	5.2	3.3
Moldova	..	..	..	3.1	..	..	..	..	..	..	..	10.0
Morocco (c)	11.5	12.7	11.8	10.6	..	..	..	..	29.0	21.7	13.5	8.7
South Africa	..	..	27.9	22.4	..	..	..	..	..	..	..	..
Uruguay	..	..	16.6	15.1	..	..	..	..	..	..	3.4	2.1

(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.

Table 5. Fatality risk on motorways compared to rural roads and the whole network, 2018

Deaths per billion vehicle-kilometres

Countries	Motorways	Rural roads	Whole network
Austria	1.0	9.4	4.9
Belgium (2017)	2.4		5.9
Czech Republic	2.6		11.7
Denmark (2017)	0.8		3.2
Finland	0.6	10.1	4.7
France	2.2		5.4
Germany	1.7		4.4
Netherlands (2017)	1.0		4.0
Slovenia (2017)	2.5		4.9
Switzerland	0.8	4.8	3.4
UK - Great Britain	1.0	4.4	3.3

Table 6. Road safety strategies and targets

International Strategies	Vision	Targets
United Nations Decade of Action for Road Safety 2011-2030 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
United Nations Sustainable Development Goals		SDG targets to halve road deaths by 2030 and to improve road safety in cities Goal 3.6 (health): By 2030, 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
European Union Policy Orientations on Road Safety 2011-2020	Towards Zero	-50% fatalities by 2020 (base year: 2010)
National Strategies	Vision	Targets
Argentina National Road Safety Strategy 2016-2026	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-20% fatalities by 2021 and -30% by 2026 (base year 2016) Several sub-targets on seatbelt wearing rates, child restraint usage and helmet use
Australia National Road Safety Strategy (NRSS) 2011-2020	Safe System No-one should be killed or seriously injured on Australia's roads	-30% (at least) fatalities by 2020 -30% (at least) seriously injured by 2020 Base year average 2008-2010
Austria Austrian Road Safety Programme 2011-2020	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 2008-2010 (Interim targets: -10% by 2015)
Belgium National Road Safety Strategy 2011-2020 Recommendations for 15 priority measures for a period of 2015-2020	EU Road Safety Target adopted	-50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020)

National Strategies	Vision	Targets
<p data-bbox="150 259 422 371">Bosnia and Herzegovina Republic of Srpska: Road Safety Strategy of Republic of Srpska</p> <p data-bbox="150 909 395 965">Federation of Bosnia and Herzegovina</p>	<p data-bbox="442 293 805 349">Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p> <p data-bbox="442 837 805 893">Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p>	<p data-bbox="841 293 1444 394">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 data-bbox="841 416 1406 517">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 data-bbox="841 539 1417 595">Increase the use of seat belts and other protective systems (child safety seats and protective helmets)</p> <p data-bbox="841 618 1437 696">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 data-bbox="841 719 1390 741">Reduce the number of alcohol-impaired drivers in traffic</p> <p data-bbox="841 763 1038 786">Improve road safety</p> <p data-bbox="841 808 1437 864">Educate and inform all traffic participants through campaigns and traffic education</p> <p data-bbox="841 931 1444 1010">Reduce the number of fatally injured persons by 7% each year so that overall decrease of 50%, as compared to 2011 by 2021</p> <p data-bbox="841 1032 1444 1111">Reduce the number of traffic accidents where the cause of accident was speed y 7% each year compared to the previous year</p> <p data-bbox="841 1133 1126 1155">Increase the use of seat belts</p> <p data-bbox="841 1178 1430 1234">Reduce the number of pedestrians as fatally injured persons in traffic accidents</p> <p data-bbox="841 1256 1444 1301">Reduce the number of traffic accidents with alcohol-impaired drivers</p>
<p data-bbox="150 1312 248 1335">Cambodia</p> <p data-bbox="150 1357 395 1458">National Plan for Road Safety 2011 -2020 (approved by the Council of Ministers in 2014)</p> <p data-bbox="150 1469 395 1547">2016 Annual Road Safety Plan (approved by the government)</p>	<p data-bbox="442 1357 805 1413">Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p> <p data-bbox="442 1424 778 1469">Based on UN Sustainable Development Goals</p>	<p data-bbox="841 1346 1417 1368">Reduce by 50% the forecasted number of fatalities by 2020</p> <p data-bbox="841 1391 1350 1447">Several sub-targets on helmet wearing rates, speed, drink-driving</p> <p data-bbox="841 1503 1430 1559">Interim target 2016: reducing the number of road deaths by 10% compared to 2015</p> <p data-bbox="841 1581 1417 1637">New interim target for 2017: reducing the number of road deaths by 9% compared to 2016</p>
<p data-bbox="150 1637 225 1659">Canada</p> <p data-bbox="150 1671 408 1749">Road Safety Strategy (RSS) 2025 (introduced in January 2016)</p>	<p data-bbox="442 1671 576 1693">Towards Zero</p>	<p data-bbox="841 1671 1098 1693">No hard numerical targets</p> <p data-bbox="841 1715 1430 1771">Achieve a continual downward trend in fatalities and serious injuries throughout the ten-year duration of the strategy</p>
<p data-bbox="150 1783 201 1805">Chile</p> <p data-bbox="150 1816 400 1872">New national road safety policy launched in 2017</p>	<p data-bbox="442 1827 576 1850">Towards Zero</p> <p data-bbox="442 1861 805 1906">Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p>	<p data-bbox="841 1816 1430 1850">Specific targets are being developed under the new strategy</p> <p data-bbox="841 1861 1437 1917">-30% fatalities by 2030, base year: average number of deaths 2011-2019</p>

National Strategies	Vision	Targets
<p>Colombia The National Strategic Road Safety Plan 2011-2021</p>	<p>Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p>	<p>26% reduction in fatalities by 2021 at the national level 18% reduction in fatalities by 2021 in pedestrians 27% reduction in fatalities by 2021 in motorcyclist 21% reduction in injuries by traffic accidents for the year 2021 Reduce the number of fatalities due to traffic accidents for driving under the influence of alcohol and the use of psycho-active substances at 0% by the year 2021</p>
<p>Costa Rica Czech Republic The National Strategic Road Safety Plan 2011-2020</p>	<p>Vision Zero</p>	<p>Reduce fatality rate to EU 27 average 60% reduction in fatalities by 2020 compared to 2009, 40% reduction in in the number of persons seriously injured by 2020 compared to 2009 Interim targets for the number of fatalities and persons seriously injured are set for each year until 2020</p>
<p>Denmark Danish Road Safety Commission National Traffic Safety Action Plan, 2013-2020</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) 52% serious and 52% of slightly injured road users in 2020 compared to 2010 Plan includes 10 focus areas and defines a performance indicators, for each of the area</p>
<p>Finland A Government resolution on road safety in 2016. New traffic safety strategy is being prepared</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) Fewer than 5 750 injuries by 2020 (based on EU Road Safety target) Long term target: fewer than 100 fatalities by 2025</p>
<p>France Action Plan for Road Safety (77 measures in 2015) 55 measures announced during the Inter-ministerial Road Safety Committee (October 2015) 18 measures announced during the Inter-ministerial Road Safety Committee (January 2018)</p>	<p>Based on EU Road Safety targets</p>	<p>-50% fatalities and serious injuries by 2030 compared to the average for the years 2019, 2020 and 2021</p>
<p>Germany Road Safety Programme 2011-2020</p>	<p>Based on EU Road Safety target</p>	<p>-40% fatalities by 2020 (base year: 2011) Specific targets in individual federal German states</p>
<p>Greece National Strategic Road Safety Plan 2011 – 2020</p>	<p>Developing a road safety culture</p>	<p>-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</p>

National Strategies	Vision	Targets
Hungary Road Safety Action Programme for 2020-2022		-50 % fatalities by 2020 compared to 2011 (based on EU Road Safety target)
Iceland Road Safety Plan 2011-2022		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 2013-2020 New Government Road Safety Strategy 2021-2030 will be published in early 2021		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		Reaching a 50% decrease in fatal and severe accidents and injuries by 2030 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% 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 2016-2020	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 8th National Transport Safety Plan 2017-2021	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 2018-2030	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 the Luxembourg road network	Fewer than 16 fatalities by 2020 (-50 % fatalities by 2020 compared to 2010, based on EU Road Safety target)
Malaysia 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 (corresponds to a 22% reduction compared to 2010)

National Strategies	Vision	Targets
<p>Mexico</p> <p>New National Road Safety Strategy for 2017-2026</p>	<p>Development of responsible road behavior and a safe road system</p>	<p>Reduce the number of deaths to less than 2 800 by 2021 (decrease of 25% from 2015 to 2020)</p> <p>Reduce the number of deaths to less than 1 900 by 2026 (decrease of 50% from 2015 to 2026)</p>
<p>Moldova, Republic of</p> <p>National Road Safety Strategy 2011-2020</p>	<p>Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p>	<p>-50% fatalities and seriously injuries by 2020</p> <p>-50% children and young people fatalities and seriously injuries by 2020</p>
<p>Morocco</p> <p>New National Road Safety Strategy for 2016-2025</p>	<p>Development of responsible road behaviour and a safe road system</p>	<p>Reduce the number of deaths to less than 2 800 by 2020 (decrease of 20% from 2015 to 2020)</p> <p>Reduce the number of deaths to less than 1 900 fatalities by 2025 (decrease of 50% from 2015 to 2025)</p>
<p>Netherlands</p> <p>Road Safety Strategic Plan 2008–2020 (SPV)</p> <p>National Action Plan (2019-2021)</p> <p>Road Safety Strategic Plan 2020-2030 (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>Road to Zero: Road Safety Strategy 2020-2030</p> <p>1st Action Plan for 2020-2022</p>	<p>Based on Vision Zero</p>	<p>40% reduction in annual deaths and serious injuries by 2030 (from 2018 levels)</p>
<p>Nigeria</p> <p>Road Safety Strategy (NRSS 2016-20)</p>	<p>Based on the UN Road Safety Plan for the Decade of Action for Road Safety</p>	<p>-50% 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 2018-2029</p> <p>National Plan of Action for Road Traffic Safety 2018–2021</p>	<p>Vision Zero</p>	<p>Fewer than 350 fatalities and serious injuries by 2029</p>
<p>Poland</p> <p>National Road Safety Programme 2013-2020</p>	<p>Vision Zero</p>	<p>-50% fatalities by 2020 (based on EU Road Safety target)</p> <p>-40% severely injured by 2020</p> <p>Base year: 2010</p>
<p>Portugal</p> <p>National Strategic Road Safety Plan (PENSA 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>

National Strategies	Vision	Targets
<p>Serbia</p> <p>National Strategy for Road Traffic Safety for the period 2015-2020 (adopted in June 2015)</p>		<p>No child killed in traffic by 2020</p> <p>-50% 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 2013–2022</p>	<p>Vision Zero</p> <p>No fatalities and no one seriously injured on Slovenian roads</p>	<p>-50 % fatalities by 2022 or less than 35 fatalities per million inhabitants</p> <p>-50 % seriously injured by 2022 or less than 230 seriously injured per million inhabitants</p>
<p>Spain</p> <p>Road Safety Strategy 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% 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 - 2030</p>	<p>Aligned with the United Nations Decade of Action pillars</p>	<p>Target under consideration: -50% fatalities by 2030 compared to 2010</p>
<p>Sweden</p> <p>No safety plan in a traditional sense</p>	<p>Vision Zero (renewed Commitment to Vision Zero in October 2016)</p>	<p>-50% fatalities between 2007 and 2020 (the average for 2006-2008 is used as the base figure), i.e. max. 220 deaths by 2020</p> <p>-25% severely injured between 2007 and 2020</p> <p>New target for 2030 decided in February 2020:</p> <p>-50% fatalities between 2020 and 2030</p> <p>- 25% seriously injured between 2020 and 2030</p>
<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 (Great Britain)</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 7. National speed limits on urban roads, rural roads and motorways, 2020

Country	Urban areas	Rural roads	Motorways
Argentina	40-60 (Buenos Aires City has a range of 20 to 70 km/h)	110	120-130
Australia	50 (default) 60-80 (arterial roads - increasing use of 40 km/h or lower limits in urban areas with high pedestrian activities)	100, 110	100 km/h default although often set to 110 km/h (130 km/h in the Northern Territory)
Austria	50	100	130
Belgium	30-50	70-90	120
Bosnia and 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) 30 (school zones)	90 (rural buses, trucks and school transport) 100 (cars and interurban buses)	120 (maximum default speed limit but can vary in some sections of the road, according to the type of road can be lowered to 100)
Colombia	60	80	120
Costa Rica	50	50-100	No motorways
Czech Republic	50	90	130
Denmark	50 (sections with 30, 40 or 60)	70, 80 (90 for specific sections)	110, 130
Finland	30-60	80, 100	100, 120
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 (130 recommended)
Greece	50	90	130
Hungary	50 (sections with 30, 40, 60 and 70)	90	130 (110 on "motor roads")
Iceland	50	90 (paved roads) 80 (gravel roads)	n.a.
Ireland	<=60 (can be 60 on arterial roads, 30 in built up areas)	80, 100	120
Israel	50 70 (arterial roads)	80, 90, 100	100, 110, 120
Italy	50	70-90 (110 on some main dual carriageways)	130 (110 km/h 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	10-80 (20 in school zones)	60-110 (60 on collector road)	110
Moldova, Republic of	50	90	No motorways
Morocco	60 (30 in residential area)	70, 80, 90, 100 (depending on vehicle type)	120 (maximum speed, it varies by vehicle type)
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 (specific sections may have limits of 110)
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, 80	120
Sweden	30, 40, 50	60,70,80,90,100	110,120
Switzerland	50	80	120 (100 on expressways)
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. Maximum authorised blood alcohol content, 2020

Country	General BAC level (g/l)	Differentiated BAC 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 (first three years), truck (>7.5 tons) and bus (>9 seats) drivers
Belgium	0.5	0.2 for professional drivers (since January 2015)
Bosnia and 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 (Drivers with a BAC between 0.3-0.5 g/l can have their licenses suspended if their driving ability is impaired)	0.0 for drivers under 21 and novice drivers, for professional drivers who transport passengers or hazardous goods
Greece	0.5	0.2 for professional drivers, novice drivers, motorcycles and moped riders
Hungary	0.0	-
Iceland	0.5	-
Ireland	0.5	0.2 for learner, novice and professional drivers
Israel	0.5	0.1 for young (under 24), 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)

Moldova, Republic of	0.3	-
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 and 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 PTW operators
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 (first three years) and professional drivers
United Kingdom	0.8 (England, Wales, Northern Ireland) 0.5 (Scotland)	-
United States	0.8	0.4 for professional drivers 0.0 to 0.2 for drivers < 21
Uruguay	0.0	0.0

Table 9. Seatbelt laws and wearing rates in front and rear seats of passenger cars, 2019 or latest available year

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2019	Date of application	Wearing rate (%) in 2019
Argentina	1995	55 driver (2018)	1995	20 (2018)
Australia	1970s	97 (2018)	1970s	96
Austria	1984	97 driver, 98 passengers	1990	96
Belgium	1975	95 drivers and pass. (2017)	1991	86 (2015)
Bosnia and Herzegovina	2006		2006	
Cambodia	2007	28 (2016)	Law in preparation	
Canada	1976-1988	97.5	1976-1988	95 (2015)
Chile	1985	75 drivers, 64 passengers (2017)	2006	17 (2017)
Colombia	2002	75	2004	2
Costa Rica	2018	73.3 (2018)	2018	37.6 (2018)
Czech Republic	1966	95 (2015)	1975	95 (2015)
Denmark	1970s	97 (2018)	1980s	93 (2018)
Finland	1975	95	1987	87
France	1973 (rural), 1975 (urban by night) 1979 (all times)	99	1991	86
Germany	1976	99 drivers, 99 passengers	1984	98.5
Greece	1979	77 drivers, 74 pass. (2009)	1993	23 (2009)
Hungary	1976	95 drivers and passengers	1993 outside built up areas 2001 inside built up areas	71 (for all passengers) 59 (for adults)
Iceland		79 urban roads, 92 rural roads (2017)		80 (2017)
Ireland	1979	96 drivers and passengers (2018)	1992	90 (2018)
Israel	1975	93	1995	71
Italy	1988	63 drivers, 64 passengers (2018)	1994	11 (2018)
Jamaica	1999	Very low	1999	Very low
Japan	1985	99 drivers, 96 passengers	2008	39
Korea	1990	94 drivers on motorways (2018) 87 passengers on motorways	2008, on motorways only Since September 2018, on the whole road network	56 on motorways (2018)
Lithuania		98 (2018)		26 (2018)

Luxembourg	1975	90 (2015)	1992	76 (2015)
Malaysia	1978	87 drivers, 74 pass. (2016)	2009	15 (2016)
Mexico	2018	56 drivers, 48 passengers (2018)	2018	19 (2018)
Moldova, Republic of	2009	No official data >90 (estimation)	2009	
Morocco	1977 – rural areas 2005 – urban areas	69 drivers on motorways 59-73 drivers urban/rural roads 55-65 pass. on urban/rural roads (2018)	2005 – rural areas	36 (2018)
Netherlands	1975	>95 (2010)	1992	82 (2010)
New Zealand	1972	97 drivers, 96 pass (2016)	1979	92 (2014)
Nigeria	1997 (enforced since 2002)	85 (2017)	1997 (enforced since 2016)	3 (2017)
Norway	1975	97 drivers (2017)	1985	
Poland	1983	97 drivers, 98 passengers	1991	86
Portugal	1978	96 drivers and passengers (2017)	1994	77 (2017)
Serbia	1982	84.3 all, 85.4 drivers, 82.1 passengers	2009	19
Slovenia	1977	95 drivers, 96 passengers (2018)	1998	78 adults (2018)
South Africa	2005 , vehicles registered after 1 January 2006	4.5 drivers, 5 passengers (estimation 2010)	2005, vehicles registered after 1 January 2006	
Spain	1974 outside urban areas 1992 inside urban areas	90 (2012)	1992	81 (2012)
Sweden	1975	99 drivers, 98 passengers	1986; child restraint since 1988	95 children, 90 adults
Switzerland	1981	96 drivers, 95 passengers	1994	77
United Kingdom	1983	99 drivers, 97 passengers (2017for Great Britain)	1989 (children); 1991 (adults)	93 (2017 for Great Britain)
United States	Primary law in 34 states, secondary law in 15 states. Not mandatory for adults in one state.	90.9 drivers, 89.8 passengers	Varies by State	76.1 (2018)
Uruguay	2007	69 drivers (2016)	2007	33 (2016)

Table 10. Helmet laws and wearing rates, 2019 or latest available year

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2019	Helmet law	Wearing rate (%) in 2019
Argentina	Yes	69 riders, 42 first pass., 21 additional passengers (2018)	Yes	8 (2018)
Australia	Yes	99 riders (estimate)	Yes	
Austria	Yes	99.9	Yes, for children to age 12	31 (81 for children)
Belgium	Yes	No national data 99.3 Brussels (2013)	No	
Bosnia and 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	
Colombia	Yes	n.a.	No	
Czech Republic	Yes	100 (approx.)	Yes, for children to age 18	
Denmark	Yes	99 motorcycles (2018) 95 light moped in urban areas	No	46 in urban areas 78 in school traffic
Finland	Yes	99.7 riders of moped	No	43 (2018)
France	Yes, since 1973 for motorcyclists 1976 for moped riders outside built up areas 1980 for moped riders in urban areas	100 outside built up area 98 in urban areas	Yes, for children under 12	Major cities: 26 weekdays, 36 weekends
Germany	Yes	98 riders, 97.5 passengers (inside urban areas)	No	22.8 (inside urban areas)
Greece	Yes, since 1977	75 riders, 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.	990 Budapest area 97 Rural areas	No	18 Budapest area 4.5 Rural areas

Iceland	Yes	n.a	Yes, for children to age 14	
Ireland	Yes, since 1978	100 (approx.)	No	47
Israel	Yes	100 (approx.)	Yes, for children to age 18 and 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 (2015-2016)	No	
Jamaica	Yes, since 1999	Very low	Yes, since 2019	Very low
Japan	Yes	100 (approx.)	No	
Korea	Yes	84	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	85 riders, 69 passengers (2018)	No	11 (2017)
Moldova, Republic of	Yes	No national data	No	
Morocco	Yes, since 1976	60 riders, 35 passengers (2018)	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	94 (2015)
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	Motorcyclists: 97.6 rider, 100 passengers Mopeds: 94 riders, 92 passengers (2013)	No	
Serbia	Yes	87.6 motorcyclists 67.9 moped riders	No	
Slovenia	Yes		Yes, for children and youngster under 18	15 66 (children) 6 (young) 2017

South Africa	Yes		Yes	
Spain	Yes	98 (2012)	Except in built-up areas Mandatory below age 16	
Sweden	Yes	96-99 94 mopeds	Yes, for children to age 15	47 for all age groups 65-83 children 40-43 adults
Switzerland	Yes, motorcycles since 1981; mopeds since 1990	100 (approx.)	No for regular bicycles Yes for e-bikes > 25km/h	50 cyclists 65 e-bikes <25km/h 92 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.	71 use of DOT-compliant helmets	Age-specific helmet laws in 21 states and D.C.	
Uruguay	Yes	92.6 riders, 81.8 passengers (2016)	Yes	

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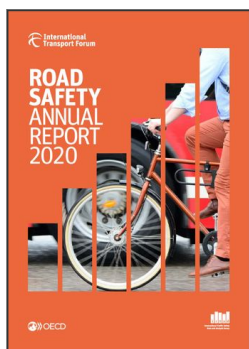
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