



Road Safety Annual Report 2015

Summary



**International Traffic Safety
Data and Analysis Group**

Road Safety Annual Report 2015

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IRTAD
AN INTERNATIONAL EXPERT NETWORK AND DATABASE
ON ROAD SAFETY DATA

The International Traffic Safety Data and Analysis Group (IRTAD) is a permanent working group of the Joint Transport Research Centre of the OECD and the International Transport Forum. It is composed of road safety experts and statisticians from renowned safety research institutes, national road and transport administrations, international organisations, universities, automobile associations, the automobile industry, and others from OECD and non-OECD countries.

Its main objectives are to contribute to international co-operation on safety data and its analysis. Its key outputs are the IRTAD database that currently publishes safety data from 32 countries and its annual report on road safety performance. It also conducts regular research and analysis on topics related to safety data analysis (e.g. forecasting, relationship between speed and crash risks, road safety and economic developments).

Currently, more than 70 organisations from 38 countries are members or observers of IRTAD - representing a wide range of public and private bodies with a direct interest in road safety (see list of members at the end of the report).

The ambition of IRTAD is to include new countries and to build and maintain a high-quality database on road safety information. IRTAD offers a mechanism for the integration of prospective member countries while assisting with improvement of road safety data collection systems, where needed.

The most visible product of the IRTAD Group is the International Road Traffic and Accident Database. The database includes aggregated data on injury accidents, road fatalities, injured and hospitalised road users, as well as relevant exposure data, in relation to factors such as population, motor vehicle fleet, road network length, vehicle-kilometres and seatbelt wearing rates from 32 countries, covering every year since 1970. Key road safety indicators are compiled on a monthly basis. Data on serious injuries based on MAIS3+ definitions are being progressively included.

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FOREWORD

It is with great pleasure that I present the 2015 edition of the IRTAD Annual Report on Road Safety, which contains the most recent road safety data and up-to-date information on road safety measures and strategies for 38 countries.

The IRTAD Group has expanded quite remarkably in the past two years. The IRTAD family now includes members and observers from 38 countries, with several other countries expressing interest in joining the Group. This is excellent news, as it shows the importance of sound road safety data to understand a country's road safety performance and remaining challenges, design adequate road safety policies, and monitor progress over time. It also illustrates the value of the IRTAD Group for exchanging information on data collection and analysis methodologies and the importance of international co-operation in this area.

In addition, this report raises a number of challenges for the IRTAD group to ensure that we publish data of the highest quality; it therefore makes a distinction between “validated” data for 32 countries, and data and information “under review”. The summary tables and figures in Chapter 1 include mainly “validated data”, and we are working closely with all countries to help raise their data systems to the highest quality.

The IRTAD Group is aware that its current members account for only 6% of global road fatalities, and it is our intention to pursue our geographical expansion and to assist countries interested in building up and improving their road safety data system. In 2008, IRTAD initiated a series of twinning programmes to assist countries in this endeavour. One of its greatest achievements, following the first twinning between Argentina and Spain, has been to contribute to the creation of the Ibero-American Road Safety Observatory and to support the observatory with a regional road safety database. I believe that such a model would be of great value in other regions, and IRTAD would be willing to assist in similar initiatives in the future.

Last year (2014) was another busy and intense year for the IRTAD Group, and I would like to take this occasion to extend my deep gratitude to the IRTAD members and Secretariat for their contributions. Several research reports will be released in 2015 on such timely topics as the impact of economic downturns on road safety, road infrastructure safety management, the relationship between speed and crash risks, methodologies to collect alcohol-related crashes, etc. IRTAD's forthcoming programme of work will include reflections and contributions on other important topics, such as crash costs, road safety benchmarking and safety indicators for cities.

I trust that our results will continue to provide useful input to road safety research and policies in IRTAD Member countries and beyond.

Prof. Fred Wegman,
Chairman of IRTAD

EXECUTIVE SUMMARY

The number of road fatalities declined by 42% overall between 2000 and 2013 in the 32 countries in the International Road Traffic and Accident Database (IRTAD) for which data are consistently available. Greatest reductions were achieved in Spain with more than 70% and Portugal with almost 70%. Many other countries had reductions of more than 50%, notably Denmark, France, Slovenia and Lithuania. Most non-European IRTAD members achieved a lower than average reduction in the number of road fatalities.

The IRTAD countries with lowest road mortality rates are located in Europe: Sweden and the United Kingdom recorded fewer than 3 fatalities per 100 000 inhabitants in 2013. In some member countries, however, this rate is still in excess of 10.

Elements to explain this overall good performance include: the implementation of systematic road safety strategies and programmes that are tackling the main risk factors for traffic crashes (speed, alcohol, non-compliance with traffic rules), advancing technical standards for road infrastructure and vehicles, improved emergency and health care, and economic conditions.

Interestingly, the economic downturn in 2008-10 influenced the number of road deaths during that period, possibly contributing to about two-thirds of the decrease in fatalities through a number of factors: reductions in distance travelled (especially by young men and by heavy goods vehicles), speeding, in drink-driving.

Despite the good progress in recent years however, the number of traffic casualties is still high, even in the best performing countries. Also, road crash fatalities in IRTAD countries only represent a small share (6%) of the 1.3 million global road deaths. A full 90% of casualties occur in low- and middle-income countries.

Reducing the number of serious injuries

The numbers of serious injuries from road crashes are decreasing at a slower pace than those of fatalities in many countries. This is important, because many survivors of severe crashes will never recover completely, often entailing grave consequences for people's quality of life but also negatively affecting the economy.

Police records alone are usually inadequate to carry out analysis on the nature and consequences of serious injuries. Moreover, international comparisons are currently unfeasible, as counts and definitions of a "serious injury" vary widely among member states.

IRTAD encourages its members to set up adequate mechanisms 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), and recommends that a serious injury should be defined as one with a Maximum AIS score of 3 or more (MAIS 3+).

Protecting vulnerable road users

Although substantial fatality reductions have been achieved since 2000, there has been less success in saving lives among vulnerable road users - pedestrians, cyclists and motorcyclists - than among car occupants. Fatalities among car occupants were reduced by 54% between 2000 and 2013, whereas decreases were only 36% for pedestrians, 35% for cyclists and 22% for motorcyclists. Motorcycle deaths increased between 2000 and 2007.

As a consequence, road safety priorities in many countries have recently shifted from motorised rural traffic to vulnerable road users in urban areas.

Safeguarding children

Globally, road traffic injuries rank among the four main causes of death for children above five and is the number one killer for children aged 15-17, according to WHO data. Traffic mortality of children is substantially higher in low-income countries. Since 2000, the share of road deaths for children, both inside passenger cars and as pedestrians, has been decreasing in high-income countries and increasing in all other income regions.

Even though the overall IRTAD child mortality rate is at a relatively low level of less than 1 fatality per 100 000 children, the variation among member states and by road transport mode is considerable, indicating room for improvements in many countries.

Legislation on key safety issues

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 level for novice, young and professional drivers.

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 night time), 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 members and observers are in Jamaica (50 km/h) and Japan (50-60 km/h). The highest speed limits – up to 120 km/h – are 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 only a recommended limit of 130 km/h.

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 car 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 nearly 100%, but can also be as low as 52% (Argentina). For rear seats the range is between 15% (Chile) and 98% (Germany).

Motorcycle and helmet use: In all IRTAD member and observer countries but the United States, the use of helmets on powered two-wheelers is compulsory and the wearing rate is usually high; many countries report a near to 100% compliance. 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 helmet by children is becoming more frequent.

Developing national road safety strategies

The Goal of the UN Decade of Action for Road Safety 2011-2020, endorsed by more than a hundred governments, is to “stabilise and reduce” the projected level of global road fatalities by 2020, from a 2010 baseline. Meeting this goal could save up to 5 million lives, and prevent up to 50 million serious injuries.

Governments are recommended to develop national action plans for the decade 2011-2020. To support these, a Global Plan for the Decade of Action was developed around the five pillars of the “Safe System” approach. In this context, several countries released national road safety strategies in 2011 or updated existing strategies. These include quantitative targets, interim targets, sub-targets and performance indicators. Some countries set targets for reducing serious injuries alongside the goals of reducing fatalities.

Progress since 2010 will be reviewed at the Second Global High Level Conference on Road Safety, hosted by the Brazilian government in Brasilia on 18-19 November 2015. It will also be an opportunity to build partnerships and arrange financing that can deliver the new road safety targets expected for approval at the UN Summit on Sustainable Development Goals on 25-27 September 2015

CHAPTER 1

SUMMARY OF ROAD SAFETY PERFORMANCE IN 2013 AND 2014

This chapter presents an overview of road safety data in 2013 for 32 countries, as well as provisional data for 2014. It provides a synthesis of current national road safety strategies and legislation regarding speed limits, drinking and driving, and the use of seat belts and helmets.

Overall, between 2000 and 2013, the number of road fatalities declined by 42% in the 32 member countries of the International Road Traffic and Accident Database (IRTAD) for which data are consistently available and verifiable. Best performing countries achieved reductions of 70%. Most non-European IRTAD members achieved a lower than average reduction in the number of road fatalities.

Most recent fatality data in 2013 and 2014

In 2013, the 32 countries noted a 4.3% decrease in road fatalities from 2012 and a 7.9% decrease from 2010 (Table 1.1). At the same time, based on data from 20 countries, mobility in terms of vehicle kilometres slightly increased by 0.8% from 2012 and 1.2% from 2010. Provisional fatality data for 2014 show a dispersed picture: Eight countries saw an increase in fatalities, 15 countries managed to reduce their road death toll. For the remaining countries there was no significant change (Table 1.2.).

However, the 32 countries covered in the IRTAD figures represent just 6% of the estimated 1.3 million annual road fatalities globally.

Between 2000 and 2013, the number of road fatalities in IRTAD countries decreased by 42%—which is an impressive achievement for a relatively short period (Figure 1.5.). Greatest reductions were achieved in Spain with more than 70% and Portugal at almost 70%. Many other countries had reductions of more than 50%.

Elements to explain this overall good performance include the implementation of systematic road safety strategies and programmes that are tackling the main risk factors for traffic crashes (speed, alcohol, non-compliance with traffic rules), advancing technical standards for road infrastructure and vehicles, improved emergency and health care, and economic conditions.

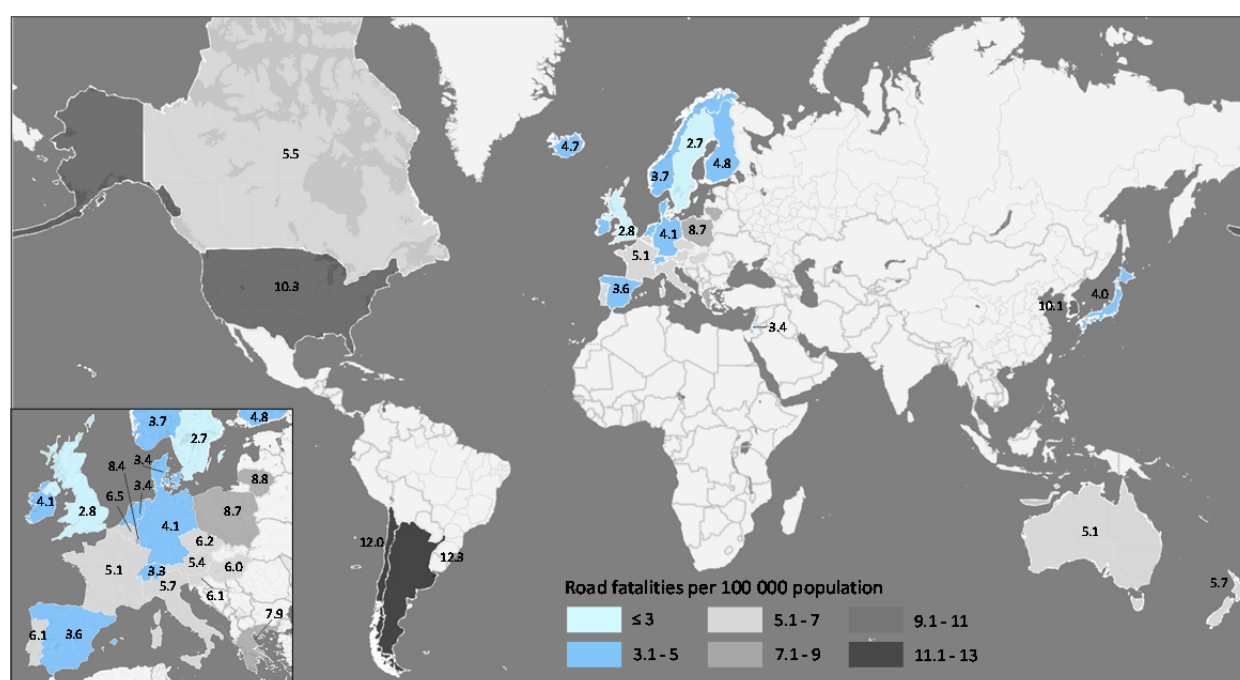
The reduction has been more marked since 2008, when the economic downturn started impacting many IRTAD countries. As explained in a recently published IRTAD report (ITF, 2015), the economic downturn from 2008-10 had repercussions on the unemployment rate and influenced the number of road deaths through several factors: 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 driving licence acquisition rate. Overall the economic downturn may well have contributed to about two-thirds of the decrease in fatalities between 2008 and 2010.

Death rates in 2013

Fatalities per capita

Road mortality in terms of fatalities per 100 000 inhabitants differs substantially between the regions. The IRTAD countries with the lowest road mortality rates are located in Europe: In 2013, two countries, Sweden and the United Kingdom, recorded less than 3 fatalities per 100 000 inhabitants, but in other regions some are still at levels in excess of 10 (Figure 1.1.).

Figure 1.1. Road fatalities per 100 000 inhabitants in 2013 in IRTAD member countries



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

Since 2000, the rate has been reduced by about 50% in nearly half the countries. The greatest improvements were in Spain (-75%) and Portugal (-70%), while Denmark, France, Ireland, Slovenia, Sweden and Switzerland all had reductions of 60-63% (Table 1.3.).

While the mortality rate per capita is useful for comparing the performance of countries with similar levels of development and motorisation, it should not be used as a universal tool to rank all countries.

Fatalities per vehicle-kilometres

Analysis in terms of fatalities over distance travelled is a very useful indicator for assessing the risk of travelling on the road network. However, only 22 IRTAD countries regularly collect data on vehicle-kilometres driven. Data on risks expressed in terms of deaths per billion vehicle-kilometres are

summarised in Figure 1.3. In 2013, Sweden, the United Kingdom, and Denmark recorded less than four deaths per billion vehicle-kilometres.

Fatalities per registered vehicles

In the absence of data on vehicle kilometres, the fatality rate per registered motor vehicles 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 2013, the best-performing countries were Sweden, Switzerland, the United Kingdom, Norway and Spain with a fatality rate of 0.5 deaths per 10 000 registered vehicles.

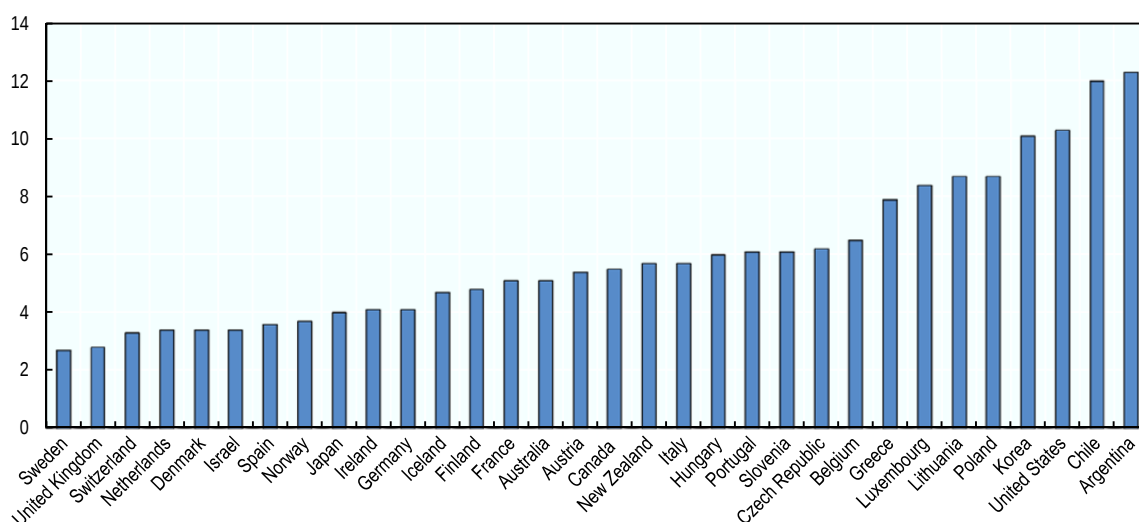
Reducing the number of serious injuries

Several IRTAD countries have shown remarkable reductions in road fatalities over the last decades. However, the numbers of serious injuries are usually decreasing at a slower pace and many survivors of severe crashes will never recover completely. Severe injury not only entails grave consequences for people's quality of life but also negatively affects the economy.

Police records alone are usually inadequate to carry out analysis on the nature and consequences of serious injuries. Moreover, international comparisons are currently unfeasible, as counts and definitions of a "serious injury" vary widely among member states. 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), and recommends that a serious injury should be defined as one with a Maximum AIS score of 3 or more (MAIS 3+).

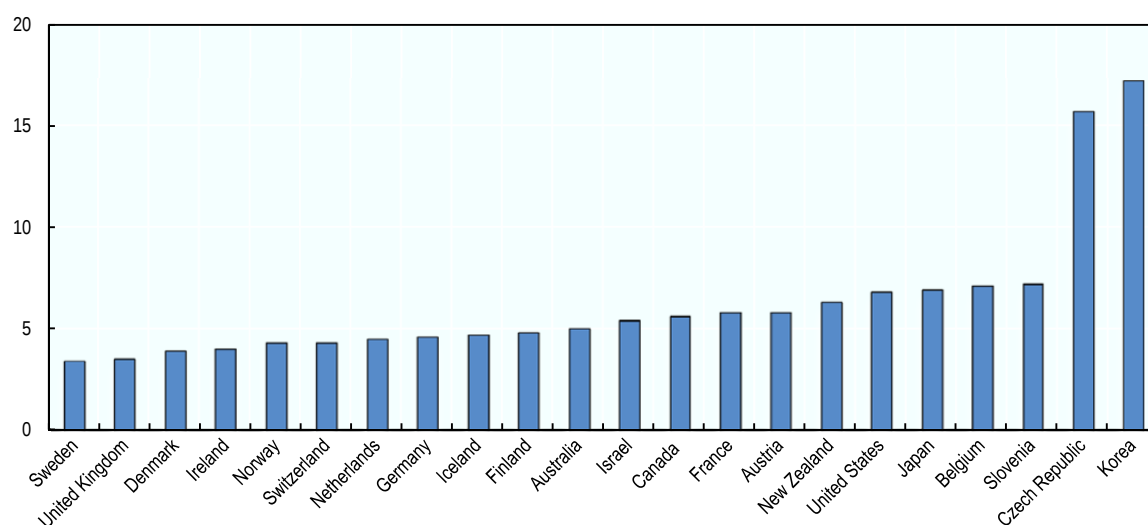
IRTAD encourages its members to set up adequate mechanisms for such combined and comparative analysis and will gradually enlarge the database to include data on serious injuries based on the MAIS3+ definition. Likewise, the European Commission agreed with the EU Member States to collect MAIS3+ data by 2015 and will enlarge the Community database on Accidents on the Roads in Europe (CARE) accordingly.

Figure 1.2. Road fatalities per 100 000 inhabitants in 2013



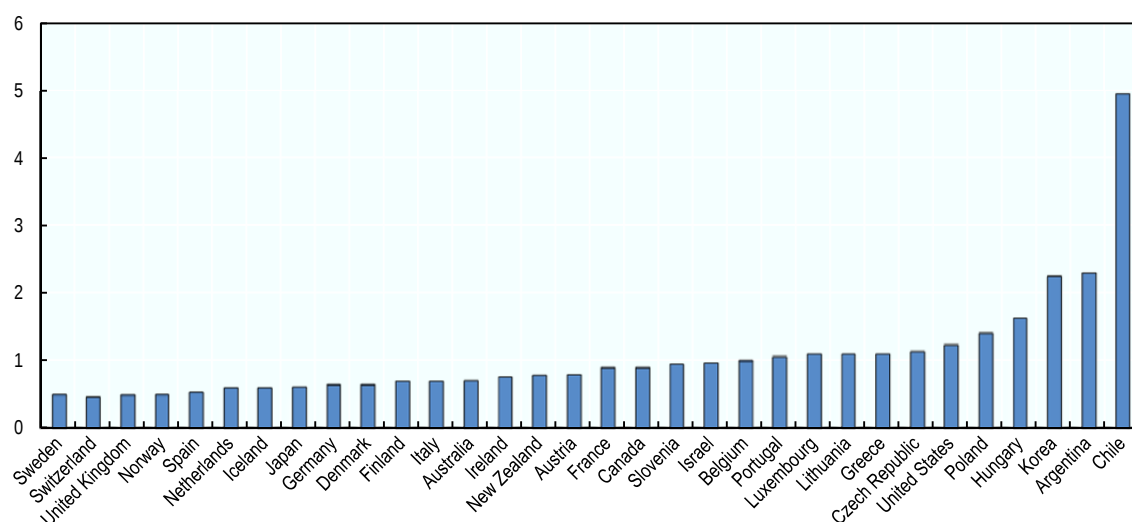
Note: provisional data for Australia, Canada, Ireland, Lithuania and the United States.

Figure 1.3. Road fatalities per billion vehicle-kilometres in 2013



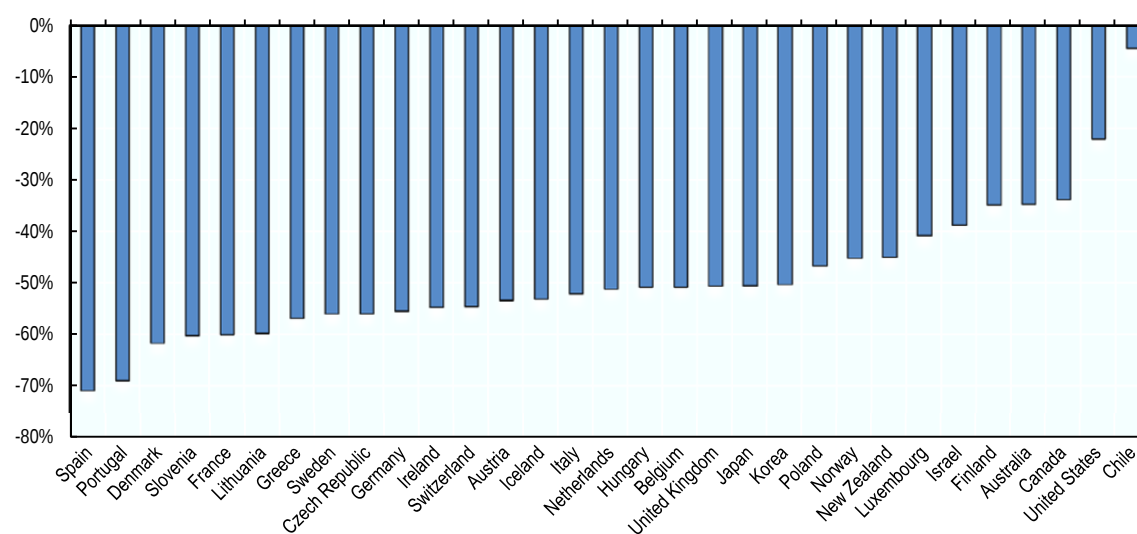
Note: provisional data for Australia, Canada, Ireland, Lithuania and the United States. 2012 data for the Czech Republic.

Figure 1.4. Road fatalities per 10 000 registered vehicles in 2013



Note: Total vehicles include mopeds for Argentina, Australia, Canada, Chile, Iceland, Ireland, Lithuania and the United States. Canada: 2012 data. Provisional data for Australia, Ireland, Lithuania and the United States.

Figure 1.5. Medium-term change in road fatalities 2013 in comparison to 2000



Note: provisional data for Australia, Canada, Ireland, Lithuania and the United States.

Table 1.1. Road safety trends

Road Fatalities									
Recent data					Average annual change ¹				
Country	2013	2012	2010	Change 2013-2012	2013-2010	2010-2001	2000-1991	1990-1981	1980-1971
Argentina	5 209	5 074	5 094	2.7%	0.7%	-	-	-	-
Australia	1 187 ^p	1 300 ^p	1 353	-8.7%	-4.3%	-2.7%	-1.7%	-3.9%	-1.0%
Austria	455	531	552	-14.3%	-6.2%	-5.9%	-5.0%	-2.5%	-3.9%
Belgium	724	770	840	-6.0%	-4.8%	-6.1%	-2.7%	-1.3%	-2.8%
Canada	1 923 ^p	2 076	2 238	-7.4%	-4.9%	-2.3%	-2.6%	-3.3%	-0.2%
Chile	2 110	1 980	2 074	6.6%	0.6%	0.2%	-	-	-
Czech Republic	654	742	802	-11.9%	-6.6%	-5.5%	1.2%	0.8%	-4.9%
Denmark	191	167	255	14.4%	-9.2%	-5.7%	-2.2%	-0.5%	-6.1%
Finland	258	255	272	1.2%	-1.7%	-5.0%	-5.1%	1.8%	-7.8%
France	3 268	3 653	3 992	-10.5%	-6.5%	-7.6%	-2.7%	-2.3%	-2.9%
Germany	3 339	3 600	3 648	-7.3%	-2.9%	-7.0%	-4.4%	-	-
Greece	879	988	1 258	-11.0%	-11.3%	-4.4%	-0.4%	2.8%	3.0%
Hungary	591	605	740	-2.3%	-7.2%	-5.6%	-6.1%	4.7%	-1.3%
Iceland	15	9	8	6 more fatalities	23.3%	-11.5%	1.9%	0.0%	2.0%
Ireland	188 ^p	162	212	16.0%	-3.9%	-7.1%	-0.8%	-2.0%	-0.2%
Israel	277	263	352	5.3%	-7.7%	-4.5%	0.4%	-0.2%	-4.0%
Italy	3 385	3 753	4 114	-9.8%	-6.4%	-5.9%	-1.5%	-2.2%	-1.9%
Japan	5 152	5 237	5 806	-1.6%	-3.9%	-5.9%	-3.6%	2.8%	-6.7
Korea	5 092	5 392	5 505	-5.6%	-2.6%	-4.2%	-4.5%	8.7%	5.6%
Lithuania	258 ^p	301	299	-14.3%	-4.8%	-9.1%	-6.5%	3.4%	-
Luxembourg	45	34	32	32.4%	12.0%	-8.3%	-1.0%	-3.7%	1.5%
Netherlands	570	650	640	-12.3%	-3.8%	-5.7%	-1.0%	-3.0%	-5.0%
New Zealand	254	308	375	-17.5%	-12.2%	-2.1%	-3.7%	1.0%	-1.4%
Norway	187	145	208	29.0%	-3.5%	-3.1%	0.6%	-0.2%	-4.2%
Poland	3 357	3 571	3 908	-6.0%	-4.9%	-3.8%	-2.5%	2.1%	-
Portugal	637	718	937	-11.3%	-12.1%	-7.3%	-4.5%	0.3%	3.5%
Slovenia	125	130	138	-3.8%	-3.2%	-7.5%	-4.2%	-1.0%	-1.6%
Spain	1 680	1 903	2 478	-11.7%	-12.2%	-8.5%	-4.6%	3.9%	1.9%
Sweden	260	285	266	-8.8%	-0.8%	-7.8%	-2.5%	-0.2%	-3.9%
Switzerland	269	339	327	-20.6%	-6.3%	-5.5%	-3.7%	-2.2%	-3.8%
United Kingdom	1 770	1 802	1 905	-1.8%	-2.4%	-6.8%	-3.1%	-1.3%	-2.8%
United States	32 719 ^p	33 782	32 999	-3.1%	-0.3%	-2.7%	0.1%	-1.1%	-0.3%
Source: IRTAD									
Police-recorded fatalities (except for the Netherlands for 2000 onwards, see country report). Death within 30 days.									
p=provisional data for 2013.									
¹ Geometric mean: $1 - (\text{Fatalities}_{\text{EndYear}} / \text{Fatalities}_{\text{StartYear}})^{1/n}$ n... Number of years (n=9 for period 2001 to 2010)									

Table 1.2. Preliminary trends for 2014 compared to the same period in 2013

Country	2014 data – status	2013	% change (provisional)	Trend
Argentina	Estimation		-2.8%	-
Australia	1 156 – provisional	1 187	-2.6%	-
Austria	430 – final	455	-5.5%	--
Belgium	715 – estimation	724	-1.2%	-
Canada	Not available			
Chile	2 119- final	2 110	+0.4%	=
Czech Republic	688 – final	654	+5.2%	++
Denmark	183 – provisional	191	-4.2%	-
Finland	226 – provisional	258	-12.4%	---
France	3 388 – provisional	3 268	+3.7%	+
Germany	3 368 - provisional	3 339	+0.9%	=
Greece	793 – provisional	879	-10%	--
Hungary	626 – final	591	+5.9%	++
Iceland	4	15	11 fewer fatalities	--
Ireland	195 – provisional	188	+3.7%	+
Israel	279 – final	277	+0.7%	=
Italy	Provisional data from main road network		Approx. -5%	
Japan	Provisional	5 152	-6%	--
Korea	4 762 - provisional	5 092	-6.5%	--
Lithuania	265 – provisional	258	+2.7%	+
Luxembourg	35 – final	45	10 fewer fatalities	---
Netherlands	570 – final	570	No change	=
New Zealand	295 provisional	254	+16.1%	+++
Norway	148 – provisional	187	-21%	---
Poland	3 202 – final	3357	-4.6%	-
Portugal	Not available			
Slovenia	108 – final	125	-13.6%	---
Spain	Not available			
Sweden	270 – final	260	+3.8%	+
Switzerland	243 – final	269	-9.6%	--
United Kingdom	1807 – provisional sept 2013- sept.2014	1769 sept. 2012- sept. 2013	+2.1%	+
United States	Estimate based on projections	32 719	-0.1%	=

-1% < change < 1%: =

Decrease 1 to 5%: - Increase 1 to 5%: +

Decrease 5 to 10%: -- Increase 5 to 10%: ++

Decrease > 10%: --- Increase > 10%: +++

Police-recorded fatalities (except for the Netherlands)

Table 1.3. Road fatalities per 100 000 inhabitants and per billion vehicle-km

Country	Killed per 100 000 inhabitants						Killed per billion v-km					
	1970	1980	1990	2000	2010	2013	1970	1980	1990	2000	2010	2013
Argentina	-	-	-	-	12.6	12.3	-	-	-	-	-	-
Australia	30.4	22.3	13.7	9.5	6.1	5.1 ^p	49.3	28.2	14.4	9.1	5.9	5.0 ^p
Austria	34.5	26.5	20.4	12.2	6.6	5.4	109.3	56.3	32.0	15.0	7.3	5.8
Belgium	31.8	24.3	19.9	14.4	7.7	6.5	104.6	50.0	28.1	16.3	8.5	7.1
Canada	23.8	22.3	14.3	9.5	6.6	5.5 ^p	-	-	-	9.3	6.6	5.6 ^p
Chile	-	-	15.7	14.3	12.2	12.0	-	-	-	-	-	-
Czech Republic	20.0	12.2	12.5	14.5	7.7	6.2	-	53.9	48.3	36.7	16.2	15.7 ^b
Denmark	24.6	13.5	12.3	9.3	4.6	3.4	50.5	25.0	17.3	10.7	5.6	3.9
Finland	22.9	11.5	13.0	7.7	5.1	4.8	-	20.6	16.3	8.5	5.1	4.8
France	32.5	25.4	19.8	13.7	6.4	5.1	90.4	43.9	25.2	15.8	7.1	5.8
Germany	-	-	14.2 ^c	9.1	4.5	4.1	-	-	19.7 ⁱ	11.3	5.2	4.6
Greece	12.5	15.1	20.3	18.7	11.2	7.9	-	-	-	-	-	-
Hungary	15.8	15.2	23.4	11.7	7.4	6.0	-	-	-	-	-	-
Iceland	9.8	11.0	9.5	11.5	2.5	4.7	-	26.5	14.9	13.8	2.5	4.7
Ireland	18.3	16.6	13.6	11.0	4.7	4.1 ^p	44.3	28.4	19.2	11.5	4.5	4.0 ^p
Israel	17.1	10.8	8.7	7.1	4.6	3.4	87.9	38.8	22.4	12.4	7.1	5.4
Italy	20.5	16.4	12.6	12.4	7.0	5.7	-	-	-	-	-	-
Japan	21.0	9.7	11.8	8.2	4.5	4.0	96.4	29.3	23.2	13.4	8.0	6.9
Korea	10.9	16.9	33.1	21.8	11.3	10.1	-	-	-	49.5	18.7	17.2
Lithuania	-	-	26.9	17.3	9.2	8.7 ^p	-	-	-	-	-	-
Luxembourg	39.0	27.0	18.7	17.5	6.4	8.4	-	-	-	-	-	-
Netherlands	24.5	14.2	9.2	7.3	3.9	3.4	-	26.7	14.2	10.0	5.0	4.5
New Zealand	23.0	18.8	21.4	12.0	8.6	5.7	-	-	-	13.6	9.4	6.3
Norway	14.5	8.9	7.8	7.6	4.3	3.7	41.7	19.3	12.0	10.5	4.9	4.3
Poland	10.5	16.9	19.3	16.4	10.2	8.7	-	-	-	-	-	-
Portugal	20.5	29.3	29.3	20.0	8.9	6.1	-	-	-	-	-	-
Slovenia	36.1	29.5	25.9	15.8	6.7	6.1	166.7	96.1	65.1	26.7	7.7	7.2
Spain	16.2	17.5	23.3	14.4	5.3	3.6	-	-	-	-	-	-
Sweden	16.3	10.2	9.1	6.7	2.8	2.7	35.3	16.4	12.0	8.6	3.5	3.4
Switzerland	26.6	19.2	13.9	8.3	4.2	3.3	56.5	30.9	18.6	10.6	5.2	4.3
United Kingdom	14.0	11.0	9.4	6.1	3.0	2.8	37.4 ^a	21.9 ^a	12.8	7.4	3.8	3.5
United States	25.8	22.5	17.9	14.9	10.7	10.3 ^p	29.6	20.8	12.9	9.5	6.9	6.8 ^p

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

a = Great Britain.

b = 2012

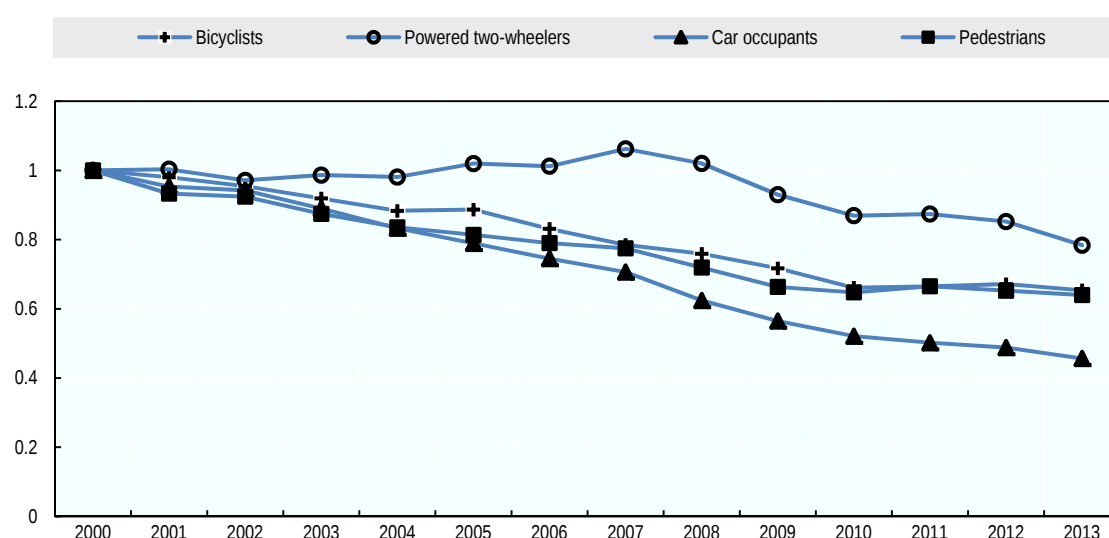
c = 1991 p= provisional.

Moderate improvements for vulnerable road users

Although substantial fatality reductions have been achieved since the year 2000, there has been less success in saving lives among vulnerable road users than among car occupants. Reductions in deaths among pedestrians, cyclists and motorcyclists have levelled off, and some increases have been recorded since 2010. Fatalities among car occupants were reduced by 54% between 2000 and 2013, whereas decreases were only 36% for pedestrians, 35% for cyclists and 22% for motorcyclists. Motorcycle deaths increased between 2000 and 2007.

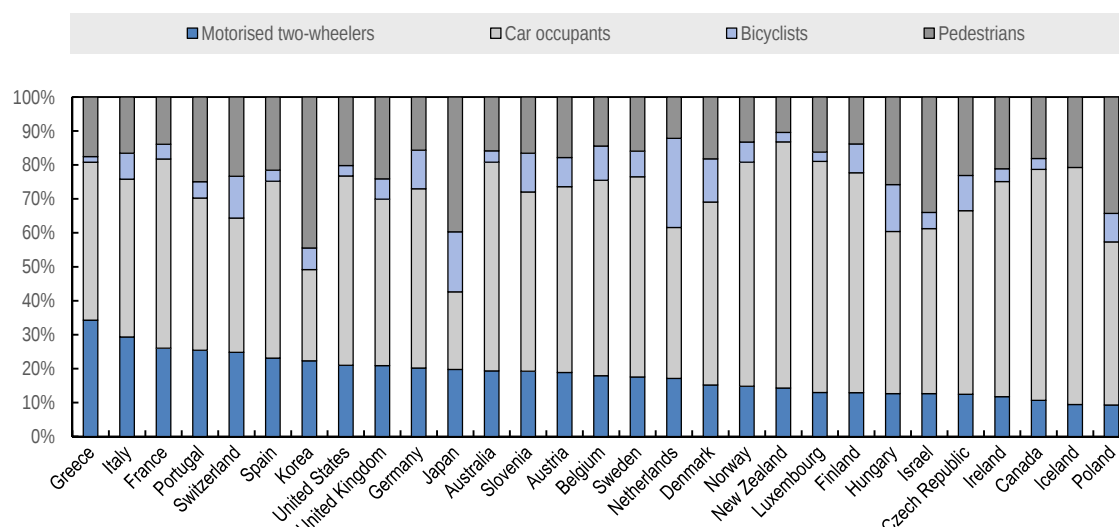
As a consequence, in many countries, road safety priorities have recently shifted from motorised rural traffic to vulnerable road users in urban areas.

Figure 1.6. Development of fatalities in IRTAD countries by road user type (2000 = 1)



Powered two-wheelers (PTW) have had the least success in terms of road mortality reduction since 2000. In 2012, PTW riders in IRTAD countries represented about 8% of the motorised fleet but 16% of road fatalities, resulting in 12 000 killed. The proportion of road fatalities from motorcycles and mopeds has increased steadily since 2000 when it was at 12%. There are, however, large differences among countries; the highest shares of PTW rider fatalities were recorded in Greece (38%), Italy (29%) and France (26%) (Figure 1.7).

Figure 1.7. **Proportion of different road user categories in fatalities average 2009-2013**



To respond to the growing concern regarding motorcyclists' safety, the International Transport Forum will publish in 2015 an expert group report on the safety of powered two-wheelers. The report provides a comprehensive review of PTWs' roles and risks, and describes typical crash scenarios and a set of measures to be implemented within a safe system approach (ITF/OECD, *in press*).

Child safety

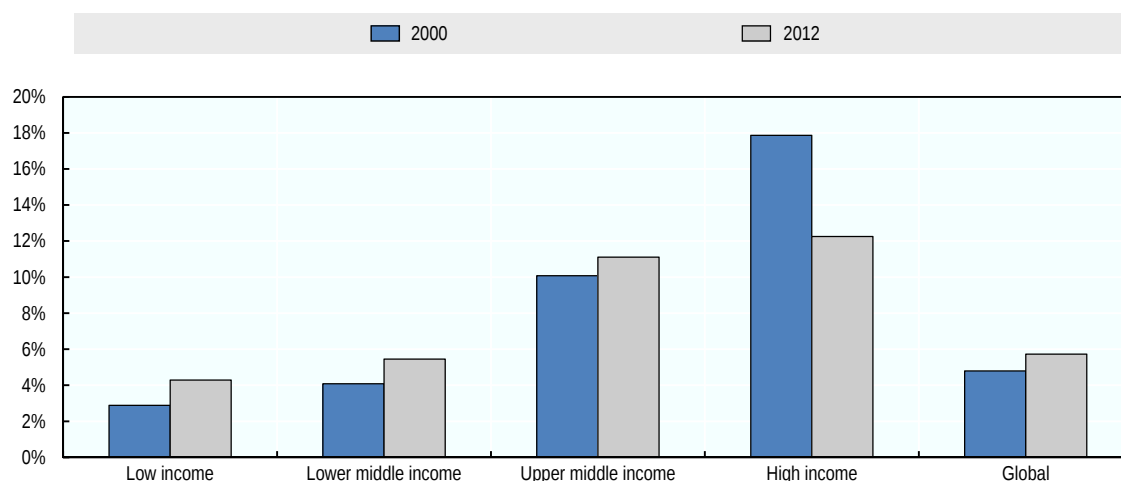
The third United National Global Road Safety Week was celebrated on 4-10 May 2015. It aimed at highlighting the plight of children on the world's roads and encouraging actions to better ensure their safety.

To echo this important event, this report gives particular attention to child safety, and the detailed 38 country reports contain specific sections on the evolution of children safety. The section below summarises the main trends in IRTAD countries, and puts them in perspective with the situation of child safety in the world.

Globally, road traffic injuries rank among the four main causes of death for children above five and is the number one killer for children aged 15-17. The likelihood of a person dying from a road injury is highly dependent on the country they live in and its economic status and motorisation rate. This is especially true for children: traffic mortality of children is substantially lower in high income countries than in low income countries (2.0 vs. 11.4 fatalities per 100 000 children aged 5-14 in 2012).

However, according to the World Health Organization, while the share of road deaths in 2012 for all age groups was lowest in high income countries, for children it was highest (see Figure 1.8.). Since 2000, the share of road deaths for children has been decreasing in high income countries and increasing in all other income regions.

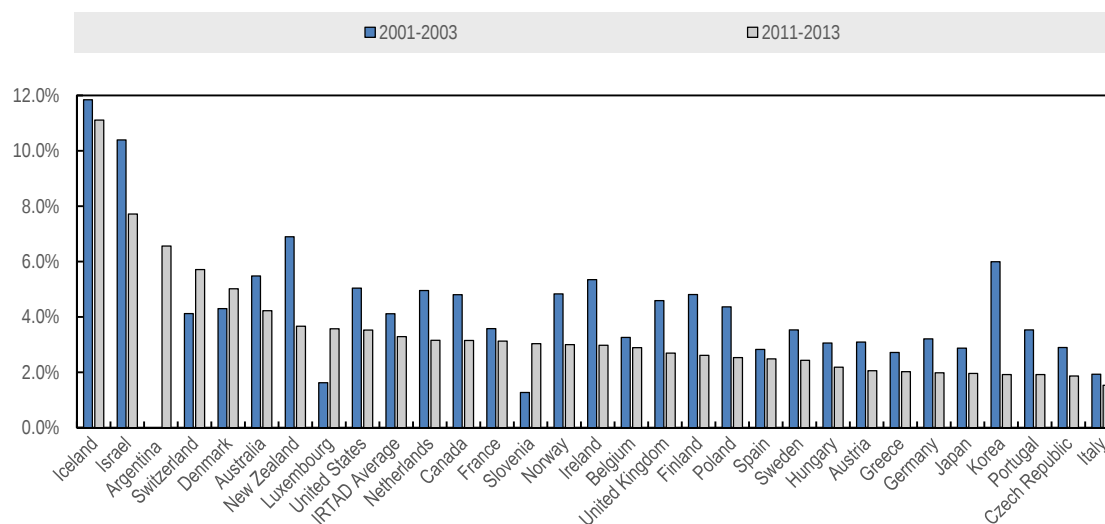
Figure 1.8. Proportion of road fatalities for children aged 5-14 years by different income regions



Source: WHO. http://www.who.int/healthinfo/global_burden_disease/estimates/en/index1.html

In most IRTAD countries the share of child fatalities has been declining over the last decade (Figure 1.9.). Children (0-14), in the countries listed in Figure 1.9, represent 17% of the population in IRTAD countries, 3.3% of road fatalities and 7% of injured road users (average 2011 to 2013), equalling 2 600 children killed and an estimate of 355 000 injured annually.

Figure 1.9. Proportion of children 0-14 years in all road fatalities in IRTAD countries(average rates)



Around the start of this millennium, the highest road traffic mortality rate for children was recorded inside passenger cars, whereas in 2013 the rates for children in cars and children as pedestrians were practically identical. Both rates have improved significantly within the last decade (Figure 1.10.).

Figure 1.10. Road traffic mortality rates of children 0-14 years in IRTAD countries by road user group (average rates for available countries)

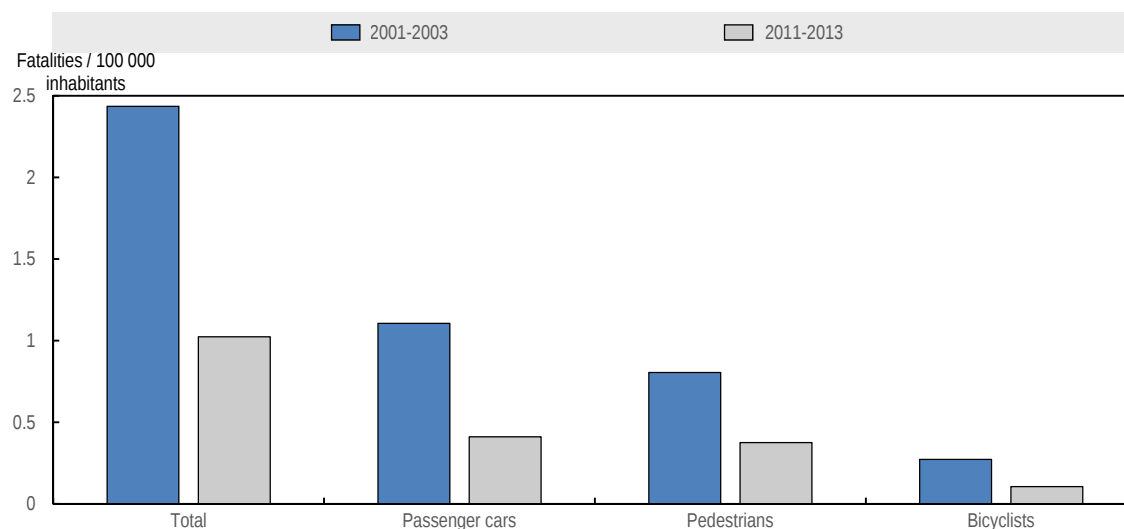


Figure 1.11. Mortality rate of children 0-14 years as car occupants (average rates)

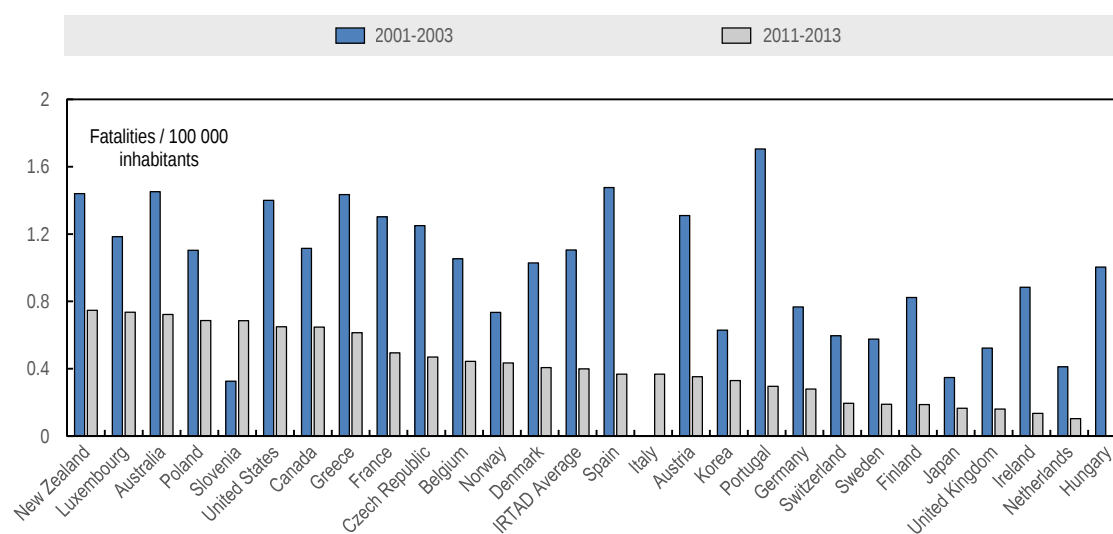
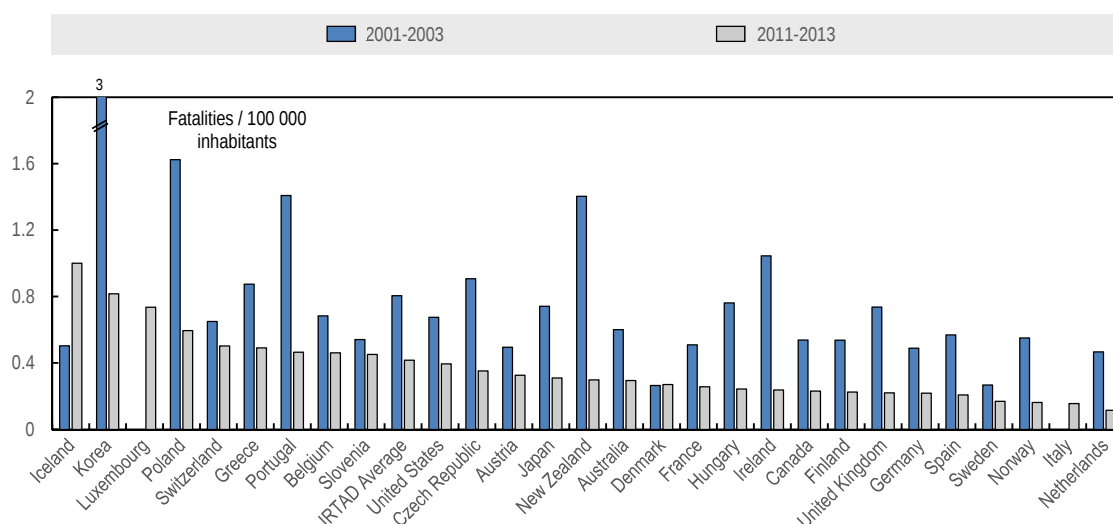


Figure 1.12. Mortality rate of children 0-14 years as pedestrians (average rates)



Even though the overall IRTAD child mortality rate is at a relatively low level of less than one fatality per 100 000 children, the variation among member states and by road transport mode is considerable, indicating room for improvements in many countries (Figures 1.11 and 1.12).

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, and 90% of casualties occur in low and middle income countries.

In 2011 the UN General Assembly proclaimed the UN Decade of Action for Road Safety 2011-2020 in a landmark resolution agreed by 100 countries. The goal of the Decade of Action, mandated by the United Nations and endorsed by more than a hundred governments, is to “stabilise and reduce”, from a 2010 baseline, the forecasted level of global road fatalities by 2020. Meeting this goal could save up to five million lives, and prevent up to 50 million serious injuries.

On 10 April 2014 the UN General Assembly adopted a resolution encouraging the inclusion of road safety in the post-2015 development agenda, which supports the initial objective of the Decade and then builds on it to deliver a further fatality reduction. The UN Open Working Group on Sustainable Development Goals has included road safety targets in a proposed Health and Cities Goal.

In this context, the Second Global High Level Conference on Road Safety, hosted by the Brazilian government, will take place in Brasilia on 18-19 November 2015. This event will be very important in reviewing the progress since the launch of the Decade and identifying areas where further efforts should be made. It will also be an opportunity to begin building partnerships and arranging financing that can deliver the new road safety targets that are expected to be approved at the UN Summit on Sustainable Development Goals on 25-27 September 2015.

National Road Safety Strategies

The year 2011 was marked by the launch of the UN Decade of Action for Road Safety and the United Nations called on Member states, international agencies, civil society, businesses and community

leaders to ensure that the Decade leads to real improvement. It recommended that governments develop national action plans for the decade 2011-2020. To assist them in doing so, a Global Plan for the Decade of Action was developed and organised around the five pillars of the “Safe System” approach. Several countries released or updated their national road safety strategies in 2011.

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.

Road safety strategies pursued by the countries are various and include quantitative targets, interim targets, sub-targets and performance indicators. Many European countries align their strategies to the road safety policy orientations of the European Union. Some countries set targets for reducing serious injuries alongside the goals of reducing fatalities.

Table 1.4. National road safety strategies and targets

International Strategies	Vision	Targets
United Nations Decade of Action for Road Safety 2011-2020 Global Plan for the Decade of Action United Nations Sustainable Development Goal Under preparation		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
European Union Policy orientations on road safety 2011-2020	Towards Zero	-50% fatalities by 2020 (base year: 2010)
Country/Strategy/timeframe	Vision	Targets
Argentina 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
Australia National road safety strategy 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) severely injured by 2020 Base year 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 Recommendations for 20 priority measures for a period of 2011-2015	EU Road Safety Target adopted	-50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020)
Cambodia National Plan for Road Safety 2011 - 2020 (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
Canada Road Safety Strategy (RSS) 2015 2011-2015 A successor strategy underdevelopment	“Rethink Road Safety” to make Canada's roads the safest in the world	No hard numerical targets To achieve downward trends in fatalities and serious injuries.
Chile		-20% road deaths by 2014 in comparison with 2011 level

Road safety plan 2011-2014 A new National Road Safety Strategy in preparation		
Czech Republic The National Strategic Road Safety Plan 2011-2020	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
Denmark Danish Road Safety Commission National Action Plan, 2013-2020	Based on Vision Zero	-53 % fatalities by 2020 (fewer than 120 killed) (based on EU Road Safety target) compared to 2010 -52% serious and slightly injured road users compared to 2010
Finland National Road Safety Strategy 2012-2014 ended. A new programme is under preparation.	Based on EU Road Safety Target	Fewer than 219 fatalities (or 40 fatalities per million inhabitants) by 2014 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
France New Action Plan for Road Safety, including 26 measures announced by Minister of Interior on 26 January 2015	Based on EU Road Safety target	-50% fatalities by 2020 (fewer than 2 000 fatalities)
Germany Road safety programme 2011-2020		-40% fatalities by 2020 (base year: 2010)
Greece National strategic road safety plan 2011 – 2020	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
Hungary Road safety programme 2014-2016		-50% fatalities by 2015 compared to 2001. -50% injury crashes by 2015 compared to 2001. -50 % fatalities by 2020 compared to 2010 (based on EU Road Safety target);
Iceland Traffic 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%. 11 sub targets defined
Ireland Road safety strategy 2013-2020		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.
Israel National Road Safety Plan 2020		Fewer than 240 fatalities per year by 2020-.
Italy National Road Safety Plan Horizon 2020 (in preparation)	"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).
Jamaica National Road Safety Policy 2012-15		Fewer than 240 deaths by 2016.
Japan 9 th Traffic Safety Programme 2011-2015	Make Japan the safest country for road traffic	Fewer than 3 000 deaths (within 24 hours) by 2015 Fewer than 700 000 casualties by 2015
Korea 7th National transport safety plan	Reach the average safety level of OECD countries	Less than 1.64 fatalities/10 000 vehicles by 2017 This represents a 40% reduction in fatalities compared to 2012level

2013-2017 (new target for 2020 under discussion)		Fewer than 4 000 fatalities by 2017
Lithuania Road safety strategy 2011-17	No one should be killed or seriously injured on Lithuania's roads	Less than 6 killed per 100 000 inhabitants in order to be ranked among the 10 best performing countries in the EU
Luxembourg Road Safety Action Plan 2014-2018 adopted on 8 December 2014	Vision Zero	-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 Fewer than 5 368 deaths by 2020 (this corresponds to a 22% reduction compared to 2010)
Morocco National Road Safety Strategy 2004-2013; Strategic orientations for 2014-2015 Road safety strategy 2016-2025 in preparation		
Netherlands Road safety strategic plan 2008–2020	Sustainable safety	No more than 500 fatalities by 2020 No more than 10 600 serious road injuries (MAIS2+) by 2020
New Zealand Safer Journeys: Road safety strategy 2010-2020	Safe System A safe road system increasingly free of death and serious injury	No overall targets Several sub targets
Nigeria Road Safety Strategy 2014-2018 is under development	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	Reduction of fatal road traffic crashes by 50% in 2015 in comparison with 2007 level Reduction by 50% of the number of fatalities by 2020 in comparison with 2010 level (based on UN Decade of Action Plan)
Norway Road Safety Strategy 2014-2024 National Plan of Action for Road Traffic Safety 2014–2017	Vision Zero	No more than 500 fatalities and serious injuries by 2024.
Poland National Road Safety Programme 2013-2020	Vision Zero	-50% fatalities by 2020 (based on EU Road Safety target) -40% severely injured by 2020 Base year 2010
Portugal National Road Safety Strategy 2008-2015 2013-15 Plan approved		62 fatalities per million inhabitants in 2015
Serbia National Strategy 2015-2020 (expected to be approved in 2015)		The Strategy will include the following quantitative targets: • No child killed in traffic by 2020; • Reduction by 50% the number of people killed, the number of people seriously injured and the number of children seriously injured by 2020 compared to 2011; • Halving by 2020 the total annual social-economic costs of traffic crashes compared to 2011 level.
Slovenia National road safety programme 2013 – 2022	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
Spain Road Safety Strategy 2011 – 2020	Safe system/Vision Zero. Citizens have the right to a Safe Mobility System in which everyone involved has a	Less than 3.7 killed per 100 000 population aligned with the European 2020 target -35% seriously injured compared to 2009

	responsibility	
Sweden No safety plan in a traditional sense <u>Management by Objectives for Road Safety Work, Towards the 2020 Interim targets</u>	Vision Zero	Several targets for various performance indicators (restraint systems, speed, drink-driving, etc.) -50% fatalities between 2007 and 2020 (the average for 2006-2008 is used as the base figure), i.e. max. 220 deaths by 2020. -25% severely injured between 2007 and 2020.
Switzerland <u>Via Sicura</u> Adopted in June 2012 by Swiss Federal Council		No hard numerical targets Range of targeted measures
United Kingdom (Great Britain) <u>Strategic framework for road safety</u> A 5 year road safety strategy for 2011-2015	To ensure that Britain remains a world leader on road safety.	Action plan has not set quantitative targets as such, but a modelling exercise has been conducted to assess the expected casualty reduction Outcomes framework to monitor progress on road safety, including six key indicators and a range of others
United States	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 through 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

Legislation on key safety issues

Drink driving, speeding, non-wearing of seat belts and motorcycle helmets represent common safety challenges in all countries. The sections below summarise existing regulations 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 level for novice, young and professional drivers (see Table 1.5.).

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 night time), 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 members and observers are in Jamaica (50 km/h) and Japan (50-60 km/h). The highest speed limits – up to 120 km/h – are in Chile and Poland. Several countries differentiate speed limits according to the type of road, weather or pavement.

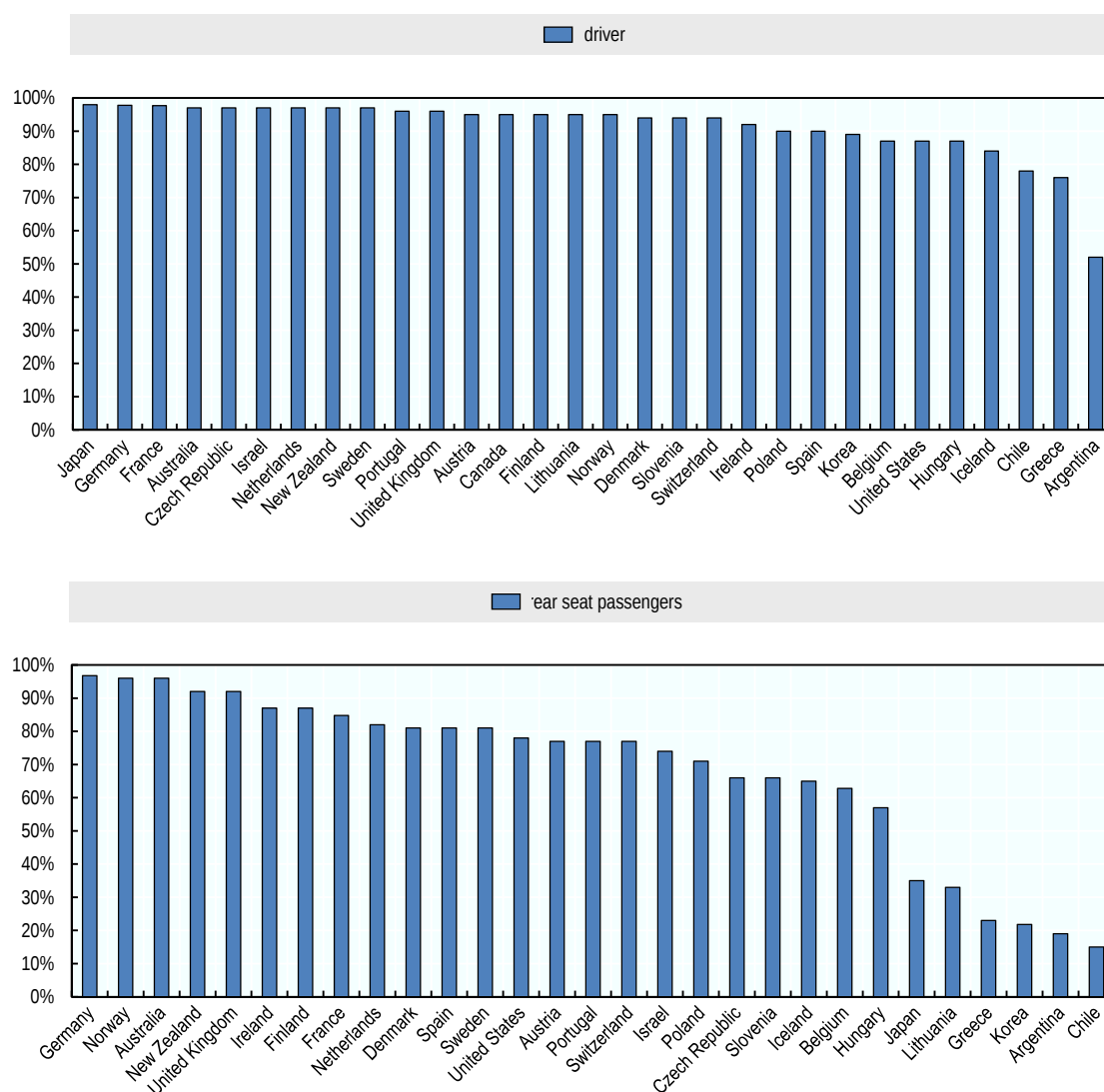
On motorways speed limits vary between 90 to 140 km/h. In Germany, there is only a *recommended* limit of 130 km/h.

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 car 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) (Figure 1.13.).

Figure 1.13. **Seatbelt use in IRTAD member countries**
2014 or latest available



Motorcycle and helmet use

In all IRTAD member and observer countries but the United States, the use of helmets on powered two-wheelers is compulsory and the wearing rate is usually high; many countries report a near to 100% compliance. 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 1.6.).

Table 1.5. Maximum blood alcohol content in 2015

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 from 1 January 2015
Cambodia	0.5 g/l	No
Canada	0.8 g/l administrative maximum level of 0.4 g/l / 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
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
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	0.2 g/l for novice, professional, moped and motorcycle drivers
Luxembourg	0.5 g/l	0.2 g/l for novice and professional drivers
Malaysia	0.8 g/l	-
Morocco	0.2 g/l	-
Netherlands	0.5 g/l	0.2 g/l for novice drivers
New Zealand	0.5 g/l (since 1 Dec 2014)	0.0 g/l for drivers under 20 years and for repeating offenders
Nigeria	0.5 g/l	Law amendments on 0.2 g/l for novice and 0.0 g/l professional drivers is 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
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 and professional drivers (since 1/1/14)
United Kingdom	0.8 g/l; 0.5 g/l in Scotland	-
United States	0.8 g/l	0.4 g/l for professional drivers 0.0 to 0.2 g/l for drivers < 21

Table 1.4. General speed limits for passenger cars in 2015

Country	Urban areas	Rural roads	Motorways
Argentina	30 – 60 km/h	110 km/h	130 km/h
Australia	50 km/h 60 to 80 km/h (arterial roads)	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	60-90 km/h	--
Canada	40 – 70 km/h	80 – 90 km/h	100 -110 km/h
Chile	60 km/h	100 – 120 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	50 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 (90 km/h in wet weather)	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 (110 km/h on highways)	130 km/h (variable speed limits for sections)
Hungary	50 km/h	90 km/h	130 km/h (110 km/h on semi-motorways)
Iceland	50 km/h	90 km/h paved roads 80 km/h gravel roads	n.a.
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)	120 or 130 km/h (110 km/h in winter)
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
Morocco	60 km/h	100 km/h	120 km/h
Netherlands	50 km/h	80 km/h	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 km/h	120 km/h
Slovenia	50 km/h	90 km/h (110 km/h for Expressways)	130 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 113km/h)	70 mph (113 km/h)
United States	Set by each state	Set by each state	55-80 mph (88-129 km/h) Set by each state

Table 1.5. Seatbelt wearing rates in front and rear seats, 2013 or 2014 or the latest available data

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%		96%
Austria	1984	95%	1990	77%
Belgium	1975	86% (2012 data)	1991	63%, 79% for children (2012 data)
Cambodia	2007	17%	Not mandatory	No data
Canada	1976-1988	estimated 95%	1976-1988	Estimated 95%
Chile	1985	78% (driver), 62% (passengers)	2006	15%
Czech Republic	1966	97% (2012 data)	1975	66% (2012 data)
Denmark	1970s	94% (2012 data)	1980s	81% (2012 data)
Finland	1975	95%	1987	87%
France	1973	98% (2010 data)	1990	84% (90% for children)
Germany	1976	96% - 98%	1984	97% (98% for children)
Greece	1987	77% (driver), 74% (passengers) (2009 data)	2003	23% (2009 data)
Hungary	1976	87%	1993 (outside built up areas), 2001 (inside built up areas)	57% (90% for children)
Iceland		84% (2013 data)		65% (2013 data)
Ireland	1979	92%	1979	88%, 91% for children
Israel	1975	97%	1995	74%
Italy	1988	64% (urban areas); 76% (outside urban areas) (2011 data)	1994	10% (2009-2011)
Jamaica	1999	estimated 44% in 2008	1999	estimated very low
Japan	1985	98% (driver), 94% (passengers)	2008	35% 62% for children
Korea	1990	89% (driver) on motorways 75% (passengers) on motorways	on motorways only, since 2008	22 % on motorways
Lithuania		95%		33%
Luxembourg	1975	80% (2003 data)	1992	No data
Malaysia	1978	82% (driver), 68% (passengers)	2009	9%
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	95%	1985	No monitoring, estimated 87-88%
Poland	1991	90%	1991	71 % - adults; 89 % for children
Portugal	1978	96 %	1994	77% 89 - 100% for children restraints
Serbia	1982	70%	2009	4%
Slovenia	1977	94%	1998	66% for adults 87-94% for children
Spain	1974 outside urban areas, 1992 inside urban areas	90% (2012 data)	1992	81% (2012 data)
Sweden	1975	97%	1986 Child restraint systems since 1988	81% for adults, 95% for children
Switzerland	1981	94% (driver); 93% (passengers)	1994	77 % for adults, 93% for children (in 2012)
United Kingdom	1983	96% (passengers)	1989 (children); 1991 (adults)	92%
United States	Primary law in 33 states, secondary law in 16 states, not mandatory in one state	87%	Varies by State	74% (2011 data)

Table 1.6. **Helmet laws and wearing rates, 2014 or the latest available data**

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		No	
Canada	Yes	n.a.	In some jurisdictions	
Chile	Yes	estimated 99%	No	
Czech Republic	Yes	Nearly 100%	Yes (2006), for children up to 18	
Denmark	Yes	Estimated 97%	No	
Finland	Yes	n.a.	Yes (2003)	44% to 50%
France	Yes, since 1973	90 -100%	No	
Germany	Yes	99%	No	estimated 13%
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	Nearly 100%	No	46%
Israel	Yes	Nearly 100%	Yes for children up to 18	90% on non-urban roads
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	n.a.		
Malaysia	Yes, since 1973	About 74%	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%	No	
Norway	Yes	Nearly 100%	No	52% for all cyclists (77% for children up to 12; 49% for all above 12)
Poland	Yes since 1997	Nearly 100%	No	12%
Portugal	Yes	n.a.	No	
Serbia	Yes	92% for motorcyclists 72% for moped riders	No	
Slovenia	Yes	n.a.	Yes for children up to 14	
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	41% adults 60% for children 89%
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
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	Institute for Traffic Accident Research and Data Analysis (ITARDA)	Ms Satoko ITO
	Kansai University	Mr Teruaki WADA
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Luxembourg	STATEC	Ms Marie Jo AIROLDI
Malaysia	Malaysian Institute of Road Safety Research (MIROS)	Ms Sharifah Allyana SYED RAHIM Mr Shaw Voon WONG
Morocco	Comité National de Prévention des Accidents de la Circulation (CNPAC)	Mr Ahmed BARDAN Mr Benacer BOULAAJOUL
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	SWOV Institute for Road Safety Research	Mr Niels BOS Mr Fred WEGMAN
New Zealand	Ministry of Transport	Mr Wayne JONES
Nigeria	Federal Road Safety Corps	Mr Kayode OLAGUNJU Mr Boboye OYEYEMI
Norway	Norwegian Public Roads Administration	Ms Guro RANES Ms Marianne Stølan ROSTOFT
Poland	Motor Transport Institute ²	Ms Justyna WACOWSKA-SLEZAK
	National Road Safety Council	Mr Konrad ROMIK

Portugal	Autoridade Nacional SegurancaRodoviara	Mr Helder BATISTA
Serbia	Road Traffic Safety Agency	Mr Dragoslav KUKIC
Slovenia	Slovenian Traffic Safety Agency	Mr Andraz MURKOVIC
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	RACC Automóvil Club	Mr Miquel NADAL
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	Swedish Transport Administration	Ms Ylva BERG
	VTI	Ms Anna VADEBY
	Chalmers University of Technology	Ms Helen FAGERLIND
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	Swiss Council for Accident Prevention (bfu)	Mr Steffen NIEMANN
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	Transport Research Laboratory (TRL)	Mr John FLETCHER
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	University of Michigan	Mr Charles COMPTON Ms Carol FLANNAGAN
	Harvard University	Ms Lidia UZIEL
European Commission	DG MOVE	Ms Maria Teresa SANZ VILLEGAS
The World Bank	Global Road Safety Facility	Ms Véronica RAFFO
		Mr Marc SHOTTEN

Industry and international non governmental organisations

ACEA - European Automobile Manufacturers Association	Ms Quynh-Nhu HUYNH
ACEM – European Motorcycle Manufacturers Association	Ms Veneta VASSILEVA
Daimler AG	Mr Jorg BAKKER
DEKRA Automobile	Mr Walter NIEWOEHNER
European Transport Safety Council (ETSC)	Ms Graziella JOST
	Ms Dovile ADMINAITE
FIA	Mr Luca PASCOTTO
FIA Foundation for the automobile and society	Ms Rita CUYBERS
Ford	Mr Roland SCHAEFER
IMMA - International Motorcycle Manufacturer's Association	Mr Edwin BASTIAENSEN, Ms Vinciane LEFEBVRE
Global NCAP	Mr David WARD
Nissan Motor Manufacturing	Mr Andrzej CHMURA
LAB PSA-Renault	Mr Yves PAGE
	Mr Nicolas BERTHELON
Robert Bosch GmbH	Mr Thomas LICH
Volkswagen AG	Ms Stefanie ACHMUS

The following national institutes also provide information and data to IRTAD:

Israel	Central Bureau of Statistics	Ms Tehila KLEIN
Finland	Statistics Finland	Ms Marie NIEMI
Greece	EL.STAT.	Ms Effrosyni CHANTSOULI
Iceland	Icelandic Transport Authority (ICETRA)	Mr Gunnar Geir GUNNARSSON
Italy	ISTAT	Ms Silvia BRUZZONE

ITF-OECD / IRTAD Secretariat

Ms Véronique FEYPELL-DE LA BEAUMELLE
 Mr Stephen PERKINS
 Ms Susanne REICHWEIN
 Ms Elene SHATBERASHVILI
 Ms Lorna WILSON

Road Safety Annual Report 2015

Summary

This report overviews road safety performance in 38 countries and offers cross-country comparisons of key safety indicators. Detailed country reports provide the most recent safety data in IRTAD countries, including detailed analysis by road user, age group and road type, and describe crash-data collection processes, road safety strategies and targets, as well as recent trends in speeding, drink-driving and other aspects of road user behaviour.

International Transport Forum

2 rue André Pascal

75775 Paris Cedex 16

France

T +33 (0)1 45 24 97 10

F +33 (0)1 45 24 13 22

Email : itf.contact@oecd.org

Web: www.internationaltransportforum.org