

# Denmark

Population: 5 711 870 | Income group: High | Gross national income per capita: US\$ 56 730



## INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤120 fatalities by 2020 (2013-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 2016	3 131 673
Cars and 4-wheeled light vehicles	2 786 472
Motorized 2- and 3-wheelers	198 035
Heavy trucks	41 436
Buses	13 383
Other	92 347

## Vehicle standards applied (UNECE WP.29)

Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

## POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	—
National assessment of emergency care systems	Yes

## DATA

Reported road traffic fatalities (2016)	211 <sup>a</sup> (73% M, 27% F)
Reported rate per 100 000 population (2016)	3.7 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	227 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	4 <sup>b</sup>

<sup>a</sup> Road Directorate, Traffic accidents for the year 2016. Died within 30 days of crash  
<sup>b</sup> WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes <sup>c</sup>
Self-reported enforcement	—
Predominant type of enforcement	Automated

National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	—
% road traffic deaths involving alcohol	—

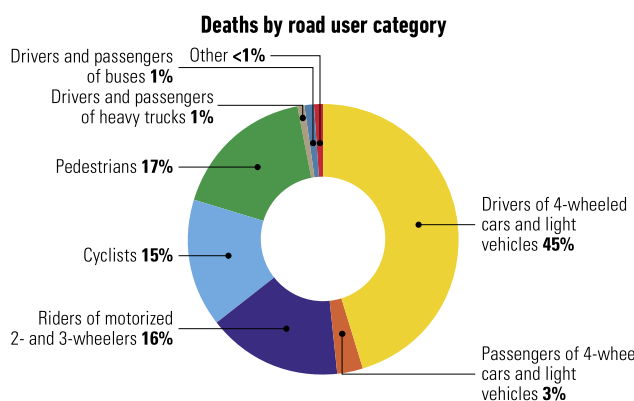
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 5 yrs / 135 cm
Self-reported enforcement	—
Helmet wearing rate	98% Drivers <sup>d</sup>

National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	—
Seat-belt wearing rate	96% Front seats <sup>d</sup> , 91% Rear seats <sup>d</sup>

National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint <sup>e</sup>
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	—
% children using child restraints	97% <sup>f</sup>

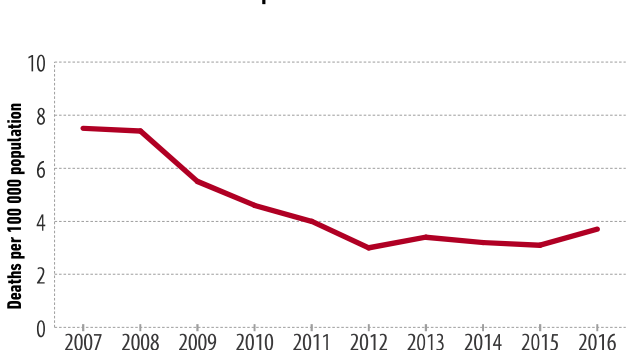
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

<sup>c</sup> Speed limits can be modified at local level by the road authorities and the police  
<sup>d</sup> 2016, Danish Road Safety Council  
<sup>e</sup> Provided that airbag is deactivated if a rear-facing restraint is used  
<sup>f</sup> 2012, The Danish Road Traffic Investigation Board, Christian Skov



Source: 2016, Danish Road Directorate statistics (based on police data)

## Trends in reported road traffic deaths



Source: Danish Road Directorate statistics (based on police data), National statistics (Statistics Denmark)