



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

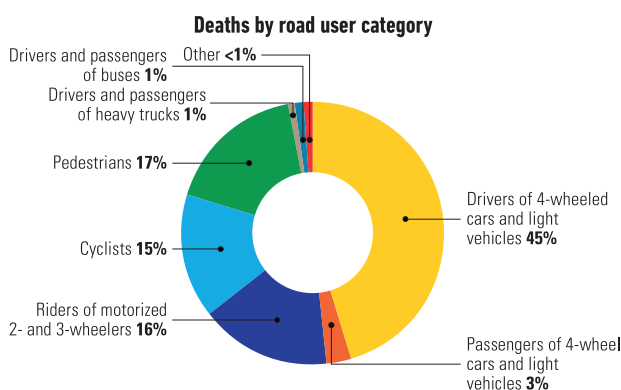
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	—
National assessment of emergency care systems	Yes

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

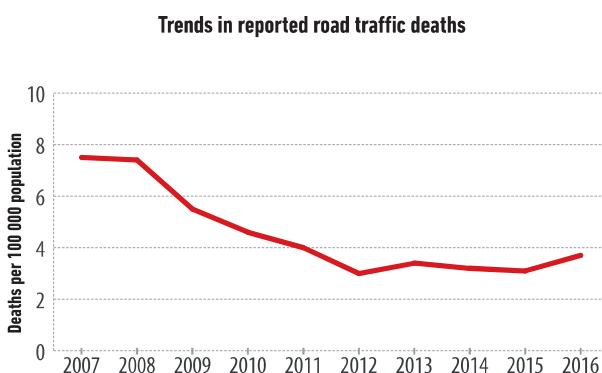
^a Road Directorate, Traffic accidents for the year 2016. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

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 ^c
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 ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	—
Seat-belt wearing rate	96% Front seats ^d , 91% Rear seats ^d
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^e
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	—
% children using child restraints	97% ^f
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

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



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



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