



INSTITUTIONAL FRAMEWORK

Lead agency	The Icelandic Transport Authority (Samgöngustofa)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
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	289 501
Cars and 4-wheeled light vehicles	264 998
Motorized 2- and 3-wheelers	10 573
Heavy trucks	11 068
Buses	2 862
Other	0

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	Yes
National assessment of emergency care systems	No

DATA

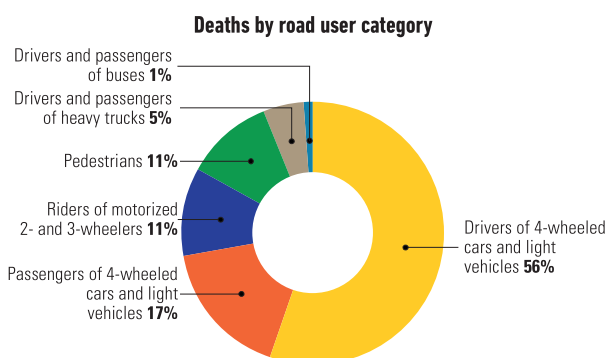
Reported road traffic fatalities (2016)	18 ^a (72% M, 28% F)
Reported rate per 100 000 population (2016)	5.4 ^a
WHO estimated road traffic fatalities (2016)	22 ^b
WHO estimated rate per 100 000 population (2016)	6.6 ^b

^a Road Traffic Accident Report 2016, The Icelandic Transport Authority. 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

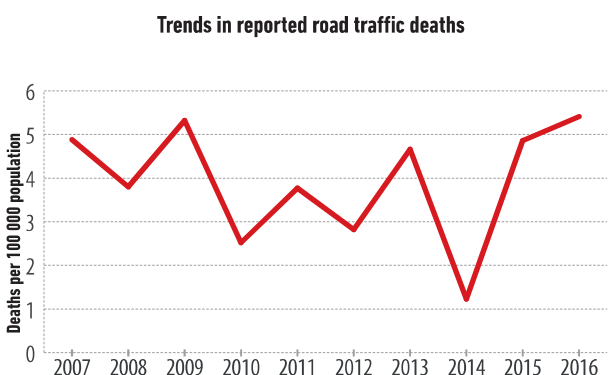
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl ^c
BAC limit – young or novice drivers	< 0.05 g/dl ^c
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No ^e
Children passengers on motorcycles	Not restricted ^f
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	93% Front seats ^g , 86% Rear seats ^g
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^h
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	93% ⁱ
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 Recent amendments to Art. 49 of the Traffic Act (2019), the BAC limit for general population and young or novice drivers is <0.02 g/dl
^d 2007–2016, The IceTRA accident database
^e Reference is made on approved safety helmet in Traffic Act, art. 72. There is a requirement for helmets to be certified although no information is provided as to the type of certification required
^f Children who are 7 years or younger shall be placed in an appropriate child seat while children older than 7 years shall be able to have their feet reaching the pedals
^g Survey on attitudes and behaviour in traffic 2016
^h Seating of children under 150cm allowed in the front only if front airbag deactivated
ⁱ 2015, Transport Authority



Source: The Icelandic Transport Authority, Road Traffic Accident Report 2016



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