



INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
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	7 330 718
Cars and 4-wheeled light vehicles	6 440 811
Motorized 2- and 3-wheelers	471 766
Heavy trucks	143 554
Buses	15 970
Other	258 617

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

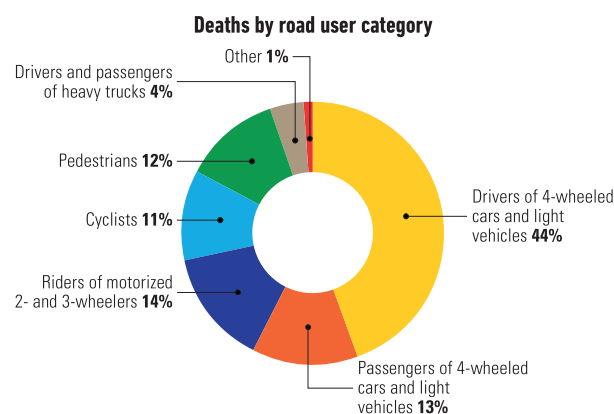
Reported road traffic fatalities (2016)	637 ^a (76% M, 24% F)
Reported rate per 100 000 population (2016)	5.7 ^a
WHO estimated road traffic fatalities (2016)	657 ^b
WHO estimated rate per 100 000 population (2016)	5.8 ^b

^a Statistics Belgium. 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

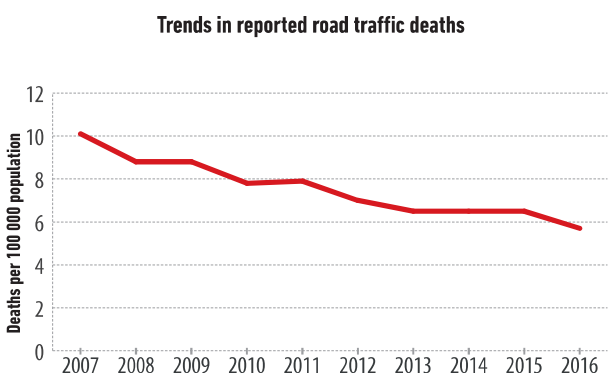
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h ^c
Max motorway speed limit	120 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	Manual and 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	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited for 3 or 8 yrs ^d
Self-reported enforcement	0 1 2 3 4 5 6 8 9 10
Helmet wearing rate	99% Drivers ^e , 100% Passengers ^e
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	92% Front seats ^f , 86% Rear seats ^f
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^g
Child restraint required	Up to 18 yrs/135 cm
Child restraint standard referred to and/or specified	Yes ^h
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	89% 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 The 90 km/h speed limit applies on rural areas in Brussels capital region and Wallon region while there is a 70 km/h speed limit in the Flemish region
^d Restrictions vary depending on the type of motorcycles: children under 3 years are not allowed on mopeds and motorcycles, children under 8 years are not allowed on motorcycles over 125cc
^e 2013, Belgian Road Safety Institute
^f 2015, Belgian Road Safety Institute
^g Provided that airbag is deactivated if child is in a rear-facing child restraint system
^h All child restraints sold in Belgium must comply with UNECE regulation
ⁱ 2014, Roynard, M (2015)



Source: 2016, Statistics Belgium



Source: Statistics Belgium