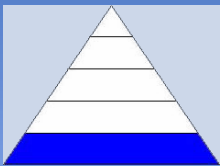


Denmark



Structure and Culture

- **Basic data**

Table 1: Basic data of Denmark in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA; [5] national sources)

Basic data of Denmark	European average
– Population: 5.5 million inhabitants (2010)	17.1 million (2010) ⁱ [1,2]
– Area: 43 100 km ² (2010) (1.5% water) (2010)	156 225 km ² (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 5°C Average summer temperature (May to Oct.): 11°C Annual precipitation level: 571 mm	(2010) 6°C 16°C 747 mm
– Exposure: 45.5 billion vehicle km (2010)[5] (93% cars, 5% goods motor vehicles)	168 billion vehicle km (2010) ⁱⁱ [1]
– 0.5 motorised vehicles per person (2010)	0.7(2010 ^{i, iii}) [1,2]

- **Country characteristics**

Table 2: Characteristics of Denmark in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Denmark	European average
– Population density: 128 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2010): 18% children (0-14 years), 66% adults (15-64 years), 16% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €42 300 (2010)	€26 100 (2010) [1,2]
– 35% of population lives inside urban area (2010)	42% (2010 ^{iv}) [1,2]
– Special characteristics: almost all large islands of Denmark are connected with the mainland by bridges or tunnels.	

Denmark is a small but densely populated country with increased GDP per capita.



ⁱ Based on 30 European countries; data of HU = 2009.

ⁱⁱ Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

ⁱⁱⁱ Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^{iv} Based on 29 European countries (excl. IS).

Road Safety Country Overview-Denmark

- **Structure of road safety management**

- RS policy making is centralized in Denmark.
- There are two political levels in Denmark in relation to roads and road safety: the national level with the Parliament, and the local level with municipalities. Municipalities have political boards.

The following key-actors are responsible for road safety (RS) management:

Table 3: Key actors per function in Denmark. (Sources: DG-TREN, 2005; 2010)

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	<ul style="list-style-type: none"> – The Ministry of Transport: responsible for road safety. – The Ministry of Justice: responsible for road safety. – The Danish Commission on Road Safety: advisory board with responsibility for setting up the RS strategy, but without formal agreement.
2. Monitoring of the RS development in the country	The Danish Road Directorate
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – The Danish Road Directorate (National Road Administration NRA): responsible for national road network, – Municipalities: responsible for local roads.
4. Vehicle improvement	The Danish Road Safety and Transport Agency (independent administrative body within the Danish Ministry of Transport): responsible for vehicle regulations and authorizing inspection companies.
5. Improvement in road user education	The Danish Road Safety Council
6. Publicity campaigns	<ul style="list-style-type: none"> – The NRA – The Danish Safety Council – The police. – Municipalities
7. Enforcement of road traffic laws	The police
8. Other relevant actors	<ul style="list-style-type: none"> – The Accident Investigation Board (appointed by the Minister of Transport); – Research: DTU Transport (Danish Technical University and AAU (Aalborg University).

The Danish Commission on Road Safety is the lead agency dealing with road safety.



Road Safety Country Overview-Denmark

- **Attitudes towards risk taking**

- Almost half of the Danish drivers admit to exceeding the speed limit on motorways and more than one third exceeds the speed-limit on interurban roads, which is much more than drivers in other countries admit to. However, it has to be noted that the speed limit on part of the motorway network has been raised, and enforcement has increased.
- Half of the Danish driver supports stricter persecution of speeding offences, which is 10% less than the support for this by drivers from other countries.
- Danish drivers experience a lower probability of being checked by the police than drivers from other countries.

Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)

	Denmark	SARTRE average
Self-reported driving behaviour	% of drivers that show behaviour often or more	
Too close following	8%	9%
Inappropriate overtaking	2%	5%
Exceeding speed limit on motorways	46%	25%
Exceeding speed limit on main inter-urban roads	34%	18%
Exceeding speed limit on country roads	14%	13%
Exceeding speed limit in built-up areas	4%	8%
Support of stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	50%	60%
Higher penalties for drink-driving offences	88%	88%
Lower BAC levels	6%	8%
Perceived probability of being checked	% of drivers that believe that probability is high	
Speeding	5%	18%
Alcohol use	2%	9%

Legend

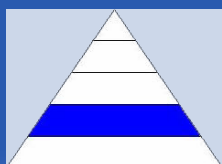
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

Danish drivers admitted to driving too fast on motorways and inter-urban roads much more than drivers in other countries.



Road Safety Country Overview-Denmark



Denmark has adopted the vision zero and aims for preventive measures.

In Denmark, black spot treatment and road audits are obligatory parts of infrastructure management. Road safety inspections will be obligatory as from 2012.



Programs and measures

- **Road safety strategy of the country**

- Denmark follows a vision zero approach in which every crash is one too many. The vision sets a course towards preventive measures.

- **National strategic plans and targets**

- The latest RS plan of Denmark was adopted in 2007. A new target for 2020 is about to be formulated.
- Targets (referred to 2005):

Table 5: Road safety targets for Denmark

Year	Fatalities & serious injuries	Fatalities	Serious injuries
2012	-40%	Max. 200	Max. 2 443

- Priority topics: special actions are defined on the issues that are most common in crashes in Denmark, which are:
 - speeding,
 - bicycle safety,
 - young drivers,
 - drink-driving.

(Sources: DG-TREN, 2005; 2010; OECD/ITF, 2011; national sources)

- **Road infrastructure**

Table 6: Description of the road categories and their characteristics in Denmark (Source: TiS.PT, 2003).

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	80
Motorways	130

- Special rules for:
 - Small moped: 30 km/h
 - Large moped: 45 km/h
 - Vehicles with trailer: 70 and 80 km/h (on motorways)
 - Busses and trucks: 70 and 80 km/h (on motorways)
- Guidelines and strategic plans for infrastructure are available in Denmark.

Table 7: Obligatory parts of infrastructure management in Denmark and other European countries. (Sources: DG-TREN, 2010; national sources)

Obligatory parts in Denmark:	European countries with obligation
Safety impact assessment: no	-
Road safety audits: yes	50%
Road safety inspections: yes (as from 2012)	60%
Black spot treatment: yes	47% ^v

^v Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

Road Safety Country Overview-Denmark

- Recent infrastructural actions have been addressing:
 - o Risk analyses by transport modes and age groups
 - o Black spot treatment and grey section analysis
 - o Traffic calming
 - o Requirement of safety zone in new road standards
 - o Avoidance of ghost drivers
 - o Safer bicycle measures
 - o Avoiding right turn crashes involving lorries and bicyclists

• Traffic laws and regulations

Table 8: Description of the regulations in Denmark in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010 [4] DG-TREN, 2008)

Regulations in Denmark	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; - Novice drivers: 0.5‰; - Professional drivers: 0.5‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: - Hand held: prohibited - Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: - Driver: obligatory - Front passenger: obligatory - Rear passenger: obligatory - Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: - Motor riders: obligatory - Moped riders: obligatory - Cyclists: not obligatory [2, 3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]
- Mandatory DRL [4]. - A demerit point system is in place [3].	

• Enforcement

Table 9: Effectiveness of enforcement effort in Denmark according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Denmark	Most common in Europe (% of countries)
Speed legislation enforcement	Not available	7 (35%)
Seat-belt law enforcement	Not available	7 (43%) ^{vii}
Child restraint law enforcement	Not available	6 (27%) ^{viii}
Helmet legislation enforcement	Not available	9 (39%) ^{ix}

Traffic rules in Denmark are as in most European countries.

Enforcement in Denmark is assessed as average.



^{vi} Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

^{vii} Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

^{viii} Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

Road Safety Country Overview-Denmark

Table 10: Performance of enforcement effort in Denmark according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Denmark	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Is improving	Is improving (79%) ^{ix}
Seat belt use	Is improving	Is improving (52%) ^x

• Road user education and training

Table 11: Road user education and training in Denmark, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Denmark	Most common in Europe (% of countries)
General education programmes: – Primary school: compulsory – Secondary school: compulsory – Other groups: none	Compulsory (65%) ^{xi} Compulsory (50%) ^{xii} [1,2] -
Driving licences thresholds: – Passenger car: 18 – Motorised two wheeler: 16 years (small moped), 18 years (small motorcycle), 20 years (large motorcycle). – Busses and coaches: 21 – Lorries and trucks: 21	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) ^{xiii} 21 years (79%) ^{xiv} [2,3]

• Public campaigns

Table 12: Public campaigns in Denmark, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Denmark	Most common issues in Europe (% of countries)
Organisation: – The National Road Administration; – The Danish Safety Council; – The police; – Municipalities	
Main themes: – Drink-driving, – Seat-belt, – Speeding. – Give way	Drink-driving (83%) Seat-belt (73%) Speeding (53%) -

Road safety education, public campaigns and driving licence thresholds are similar to most European countries.



^{ix} Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

^x Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

^{xi} Based on data of 26 countries (excl. BG, CH, NO and RO).

^{xii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

^{xiii} Based on data of 29 countries (excl. NO).

^{xiv} Based on data of 28 countries (excl. IE and NO).

Road Safety Country Overview-Denmark

Mandatory vehicle inspection periods are somewhat longer for passenger cars than the most common periods in Europe; motorcycles do not have a mandatory period in Denmark.

- **Vehicles and technology (national developments)**

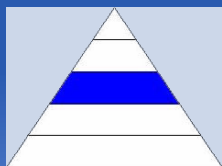
Table 13: Developments of vehicles and technology in Denmark, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: 1 st inspection after 4 years, later every 24 months	Every 12 months (41%)
Motorcycles: no period	Every 12 months (35%)
Busses or coaches: every 12 months	Every 12 months (41%)
Lorries or trucks: every 12 months	Every 12 months (41%) ^{xv}



^{xv} Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).

Road Safety Country Overview-Denmark



More than 2/3 of all drivers exceed speed limits on rural roads, and speed checks are performed less often than on average in Europe.

In Denmark, no information is available on drink-driving offences.



Road Safety Performance Indicators

• Speed

Table 14: Number of speed checks in Denmark versus the European average (Source: ETSC, 2010)

Measure	2006	2008	Average annual change	European average (2008)
Number of tests/1000 population	47	45	-4%	90.8 ^{xvi}

Table 15: Percentage of speed offenders per road type in Denmark compared to the European average (Source: ETSC, 2010)

Road type	2002	2008	Average annual change	European average
Motorways	68%	70%	3%	Not available
Rural roads	71%	72%	1%	Not available
Urban roads	60%	61%	2%	Not available

Table 16: Mean speed per road type in Denmark compared to the European average (Source: ETSC, 2010; national sources)

Road type	2001	2008	Average annual change	European average
Motorways	120 km/h	117 km/h	-3%	Not available
Rural roads	85 km/h	85 km/h	0%	Not available
Urban roads	54 km/h	52 km/h	-3%	Not available

• Alcohol

Table 17: Road side surveys for drink-driving in Denmark compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	Average annual change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	145.8 ^{xvii}
% tested over the limit	Not available	Not available	Not available	Not available

^{xvi} Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

^{xvii} Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview-Denmark

• Vehicles

Table 18: State of the vehicle fleet in Denmark compared to the European average (Source: ETSC, 2009)

Vehicle fleet in Denmark	European average
Cars per age group (year): <ul style="list-style-type: none"> – 23% ≤ 2 years, – 18% 2 to 5 years, – 26 % 6 to 10 years, – 33% > 10 year. 	Passenger cars (2009) ^{xviii} 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> – 5 stars: no information – 4 stars: no information – 3 stars: no information – 2 stars: no information 	49% 35% 6% 1% ^{xix}

In Denmark, about ¼ of the passenger cars is younger than 2 years.

• Protective systems

Table 19: Protective system use in Denmark versus the average in Europe (Source: Vis & Eksler, 2008, national sources)

Use of protective systems in Denmark	European average
Daytime seat belt wearing in cars and vans (2010): <ul style="list-style-type: none"> – 92% front, – 92% driver – 92% front passenger – 76% rear, – 90% child restraint systems (2011) 	(2007) 85% front ^{xx} , Not available Not available 60% rear ^{xxi} , Not available
Helmet use: (2008): <ul style="list-style-type: none"> – 95% motor rides, – 95% moped riders, – 15% cyclists 	Not available Not available Not available

Seat-belt wearing rates are much higher in Denmark than on average in Europe.



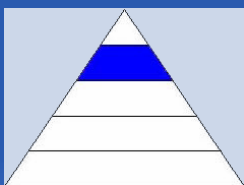
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{xix} Based on data of 27 countries (excl. CY, IS and MT).

^{xx} Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

^{xxi} Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview-Denmark



Denmark has a lower than average annual amount of fatalities per million population; the decrease in fatalities fluctuates a lot.

Road Safety Outcomes

- General positioning

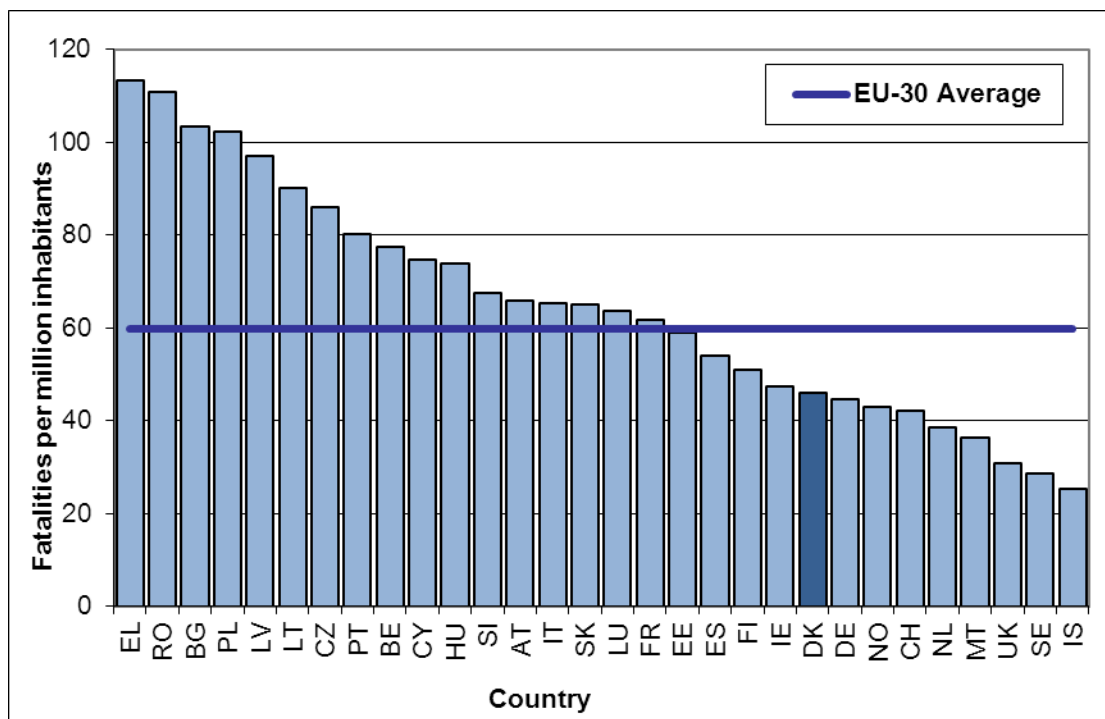


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

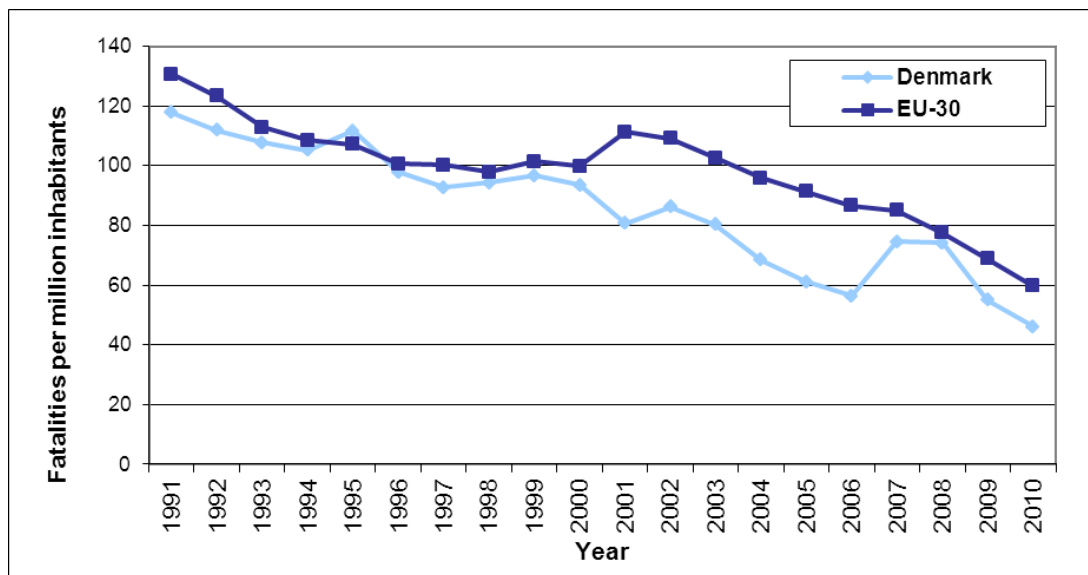


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Denmark

Motorcyclists' fatalities show a considerable increasing trend in the last decade, but they have a lower share than the European average. The largest share of fatalities is among car occupants and cyclists.

Middle aged men and older women have a higher share in fatal crashes than on average in Europe.

Denmark has a larger share of fatalities on rural roads than in Europe on average.



• Transport mode

Table 20: Reported fatalities by mode of road transport in Denmark compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxii})
Pedestrians	50	44	<1%	17%	18%
Car occupants	237	134	-5%	53%	47%
Motorcyclists	12	22	14%	9%	13%
Mopeds	43	11	-7%	4%	2%
Cyclists	56	26	-4%	10%	5%
Bus/coach occupants	2	0	-	0%	<1%
Lorries or truck occupants	2	2	-	1%	4%

• Age, gender and nationality

Table 21: Reported fatalities by age, gender and nationality in Denmark versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2010	Average annual change	% in 2010	European average (2009 ^{viii})
Females					24%
0-14 years	8	6	<1%	2%	1%
15 – 17 years	5	3	26%	1%	1%
18 – 24 years	12	8	15%	3%	4%
25 – 49 years	36	24	<1%	9%	7%
50 – 64 years	17	9	-2%	4%	3%
65+ years	39	35	<1%	14%	7%
Males					75%
0-14 years	13	3	6%	1%	2%
15 – 17 years	18	5	6%	2%	2%
18 – 24 years	56	34	-4%	13%	13%
25 – 49 years	111	57	-4%	22%	31%
50 – 64 years	53	39	<1%	15%	12%
65+ years	63	32	-4%	13%	12%
Nationality of driver or rider killed					
National	340	160	13%	86%	Not available
Non-national	17	26	-	14%	Not available

• Location

Table 22: Reported fatalities by location in Denmark compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2010	Average annual change	% in 2010	European average (2009 ^{viii})
Built-up areas	125	78	-4%	31%	33%
Rural areas	306	177	-5%	69%	49%
Motorways	40	27	-5%	10%	5%
Junctions	112	60	1%	27%	12%

^{xxii} Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview-Denmark

• Lighting and weather conditions

Table 23: Reported fatalities by lighting and weather conditions in Denmark compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiii})
Lightning conditions					
During daylight	233	147	-4%	58%	55%
During nighttime	182	96	-5%	38%	39%
Weather condition					
While raining	47	26	2%	10%	10%

• Single vehicle crashes

Table 24: Reported fatalities by type in Denmark compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiv})
Single vehicle crash	112	68	-3%	27%	40%

• Under-reporting of casualties

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information

(Source: CARE)

Denmark has a smaller share of single vehicle crashes than on average in Europe.



^{xxiii} Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

^{xxiv} Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview-Denmark

- Risk figures

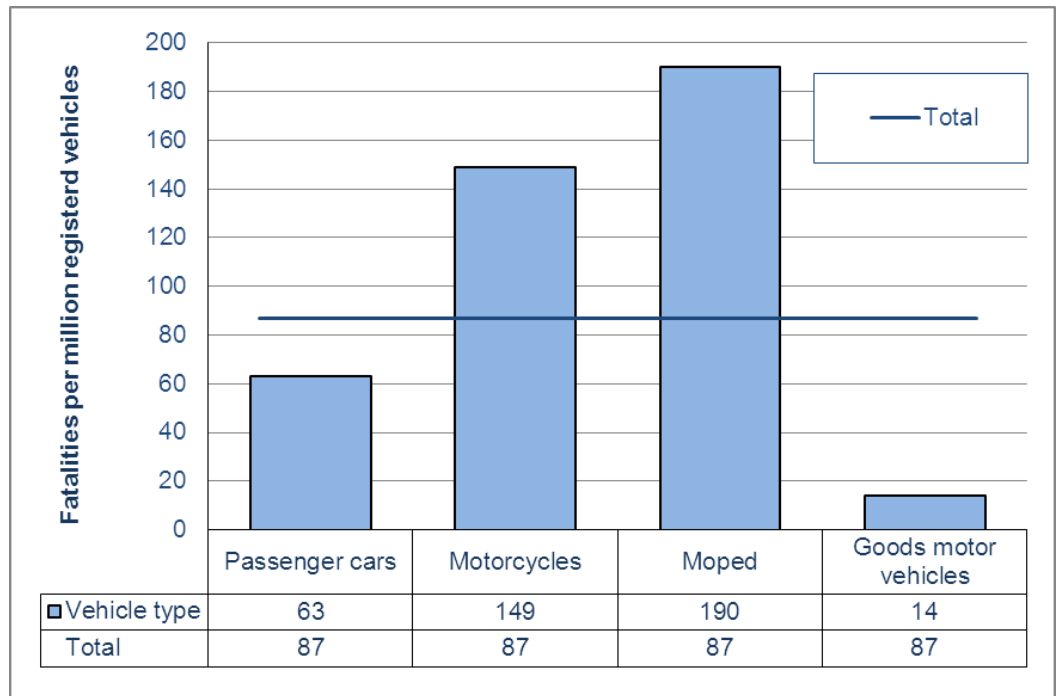


Figure 3: Fatalities by vehicle fleet mode for Denmark in 2010 (Sources: CARE).

Risk in Denmark is highest for motorised two-wheelers, youngsters and elderly people.

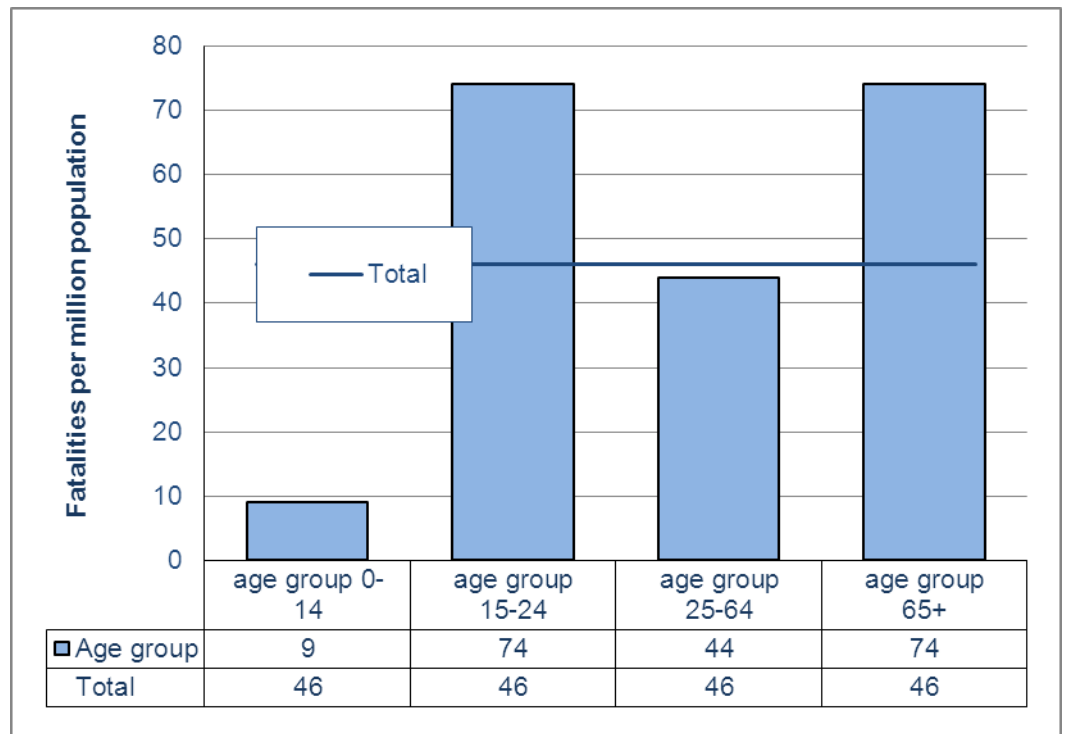
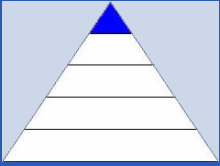


Figure 4: Fatalities by number of inhabitants in Denmark in 2010 (Sources: CARE, OECD/ITF, 2011).



Road Safety Country Overview-Denmark



Estimated costs for road injuries are higher in Denmark than on average in Europe.

Social Cost

- Total costs of road crashes: no information
- Percentage of GDP: no information

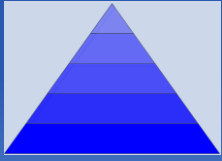
Table 25: Cost (in million Euro) per injury type in Denmark versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average ^{xxv}
Fatal	2.20	1.28
Hospitalised	0.27	0.18
Slightly injured	0.02	0.02



^{xxv} Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview-Denmark



Denmark aims for vision zero and seat-belt wearing rates are much higher than in other European countries.

Synthesis

- **Safety position**

- Denmark is one of the good performing countries in Europe, with 46 fatalities per million inhabitants, which is lower than the EU-30 average.

- **Scope of problem**

- Fatality risk is highest for mopeds and motorcycles, youngsters and elderly people.
- Motorcyclists' fatalities show a considerable increasing trend in the last decade, but they have a lower share than the European average. The largest share of fatalities is among car occupants and cyclists.
- Fatalities on rural roads are overrepresented in Denmark.
- More than 2/3 of all drivers exceed speed limits on rural roads and speed checks are performed less than often than on average in Europe.

- **Recent progress**

- Fatalities presented significant decrease within the period 2001-2010, but in a very fluctuating pattern.
- Single vehicle crash fatalities are much lower in Denmark compared to the European average and have been constantly decreasing.

- **Remarkable road safety policy issues**

- Denmark has adopted the vision zero and aims for preventive measures.
- Seat-belt wearing rates are much higher in Denmark than on average in Europe.
- In Denmark, no information is available on drink-driving offences.
- Mandatory vehicle inspection periods are somewhat longer than the most common periods in Europe; motorcycles do not have a mandatory period.



Road Safety Country Overview-Denmark



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