



European Road Safety Observatory

National Road Safety Profile - Denmark

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 1.0, September 13, 2021

Authors: Annelies Schoeters, Nathan De Vos & Freya Sloomans (Vias institute).

Referencing: Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2021) National Road Safety Profile Denmark. Brussels, European Commission, Directorate General for Transport.

Disclaimer

Whilst every effort has been made to ensure that the material presented in this document is relevant, accurate and up-to-date, the (sub)contractors cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this document are those of the author(s) and do not necessarily reflect the official opinion of the European Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained herein.

1 Highlights

Road safety outcomes

- In 2019 a total of 199 people were killed in reported traffic accidents in Denmark.
- Denmark is 5th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Denmark show a relatively high proportion of cyclists and fatalities that occur on wet roads.
- Over the past ten years the total number of cyclist fatalities increased while their number remained stable in the European Union.

Road safety performance indicators

- Denmark has the lowest self-reported seatbelt wearing rate in the back seat and one of the highest frequencies of self-reported speeding.
- Self-reported talking on a handheld phone while driving is lower than in most European countries.
- Danish road infrastructure is characterized by high road density. Its quality is perceived as rather high compared to other EU countries.
- Danish passenger cars are significantly younger than the EU average.

Road safety policy and measures

- Both the self-reported frequency of alcohol checks and of drug checks in Denmark is much lower than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Denmark, a total of 199 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 34 road fatalities per million inhabitants, which is well below the EU average (51). Since 2001, the mortality rate in Denmark has declined at the same pace as the EU average. When the number of vehicles is taken into account, Denmark still performs better than most EU countries with a rate of 0.61 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities in Denmark decreased by 22%, similar to the overall EU trend. Fatalities in Denmark have fluctuated between 2010 and 2019 while the European Union shows a decrease which is followed by a period of stagnation. The number of serious injuries in Denmark on the other hand, showed a more steady decrease over the same period and dropped by 38%.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	255	199	-22%	29611	22700	-23%
Serious injuries	2,063	1,277	-38%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

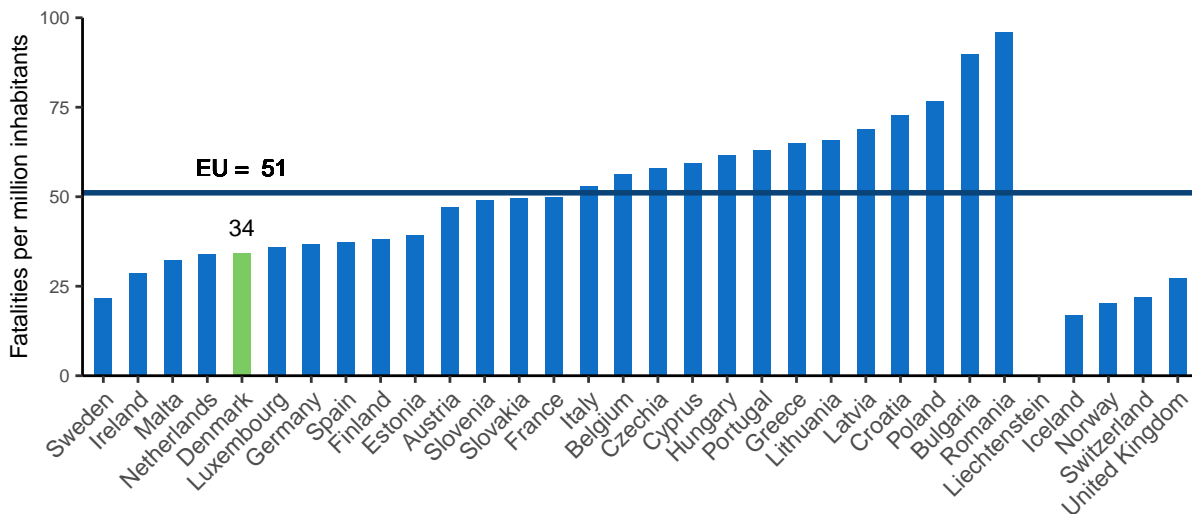


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

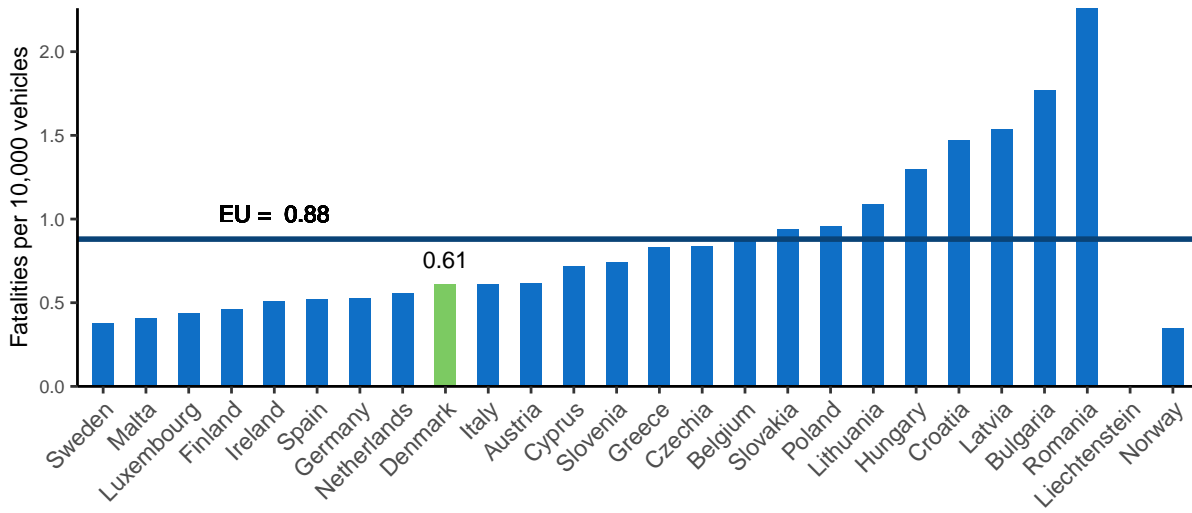


Figure 3. Number of road fatalities (2010-2019). Source: CARE

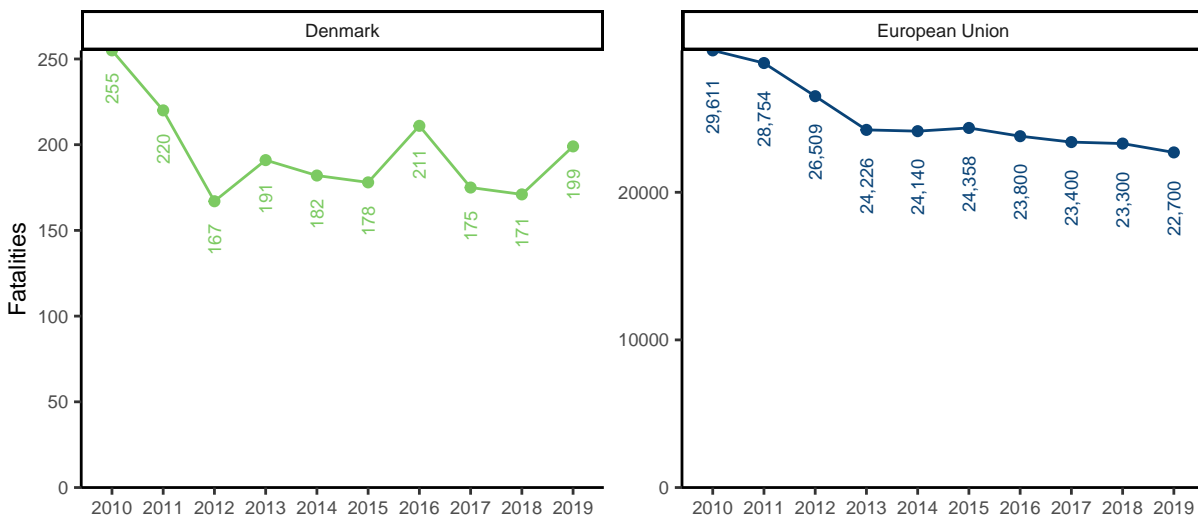
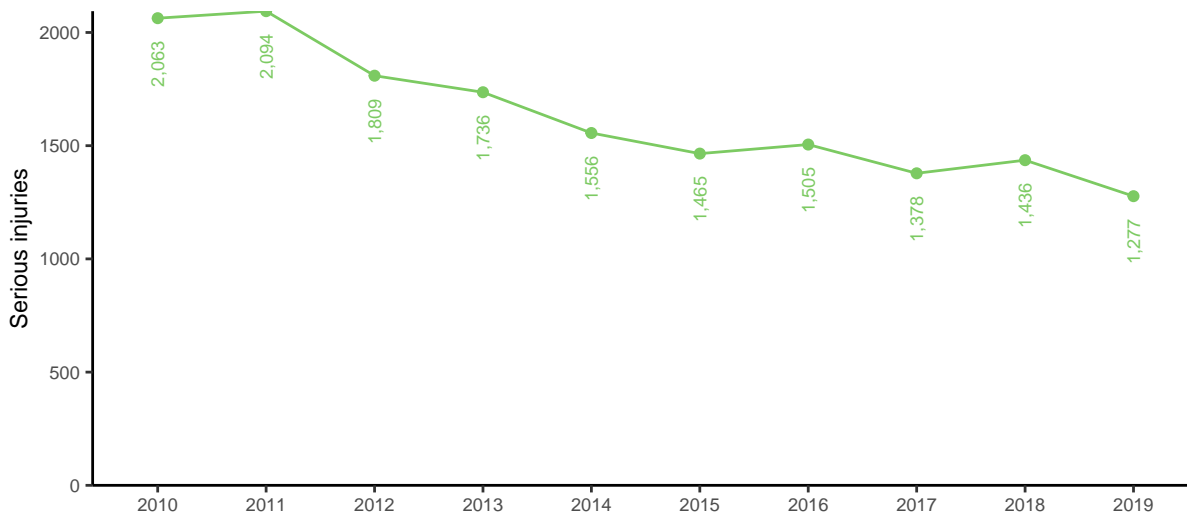
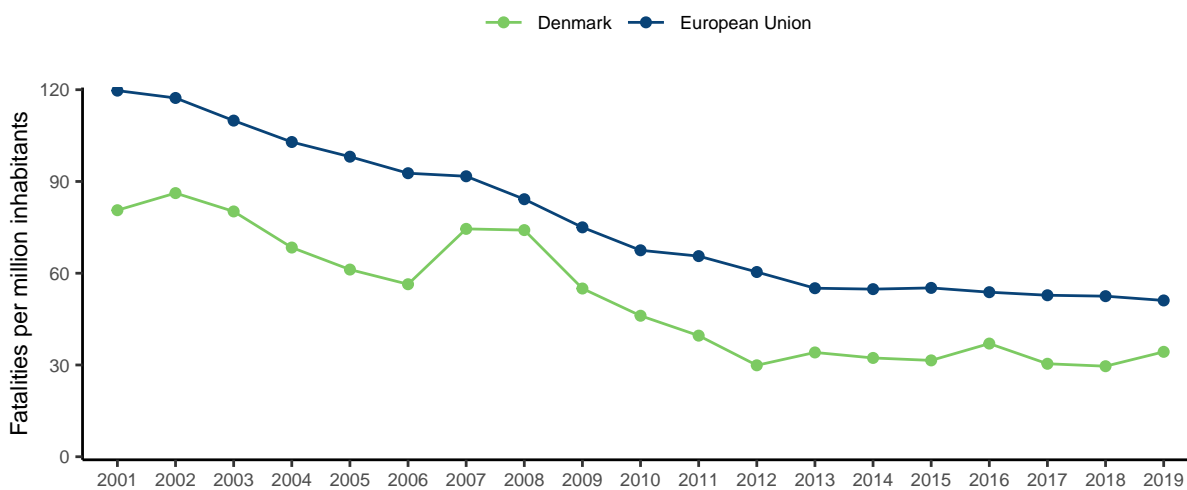


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for more than half of road traffic fatalities in Denmark. This percentage is higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of cyclists, which represented 16% of Denmark's road fatalities, as opposed to 9% in the European Union. Pedestrians on the other hand account for only 15 % of road fatalities, which is well below the proportion that is seen in the European Union (21%).

Over the past ten years there has been a decrease in the number of fatalities in Denmark for all modes except cyclists. While the number of cyclist fatalities increased by 12% over the past ten years, their number remained broadly stable in the European Union. The most favourable trend in terms of transport mode was related to pedestrians, with the number of fatalities falling by 25%. The number of serious injuries in Denmark decreased for all modes. The most

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

favourable trend was related to occupants of lorries under 3.5 tonnes, for which the number of serious injuries halved.

Of all vulnerable road users in Denmark that were fatally injured, a third were involved in a crash with a car, and 23% were involved in a crash with a lorry or a heavy goods vehicle. As opposed to the EU trend, the number of vulnerable road users that died in crashes involving lorries or heavy goods vehicles has increased over the past ten years in Denmark.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Denmark has decreased at the same rate as in the European Union (by about 20%).

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

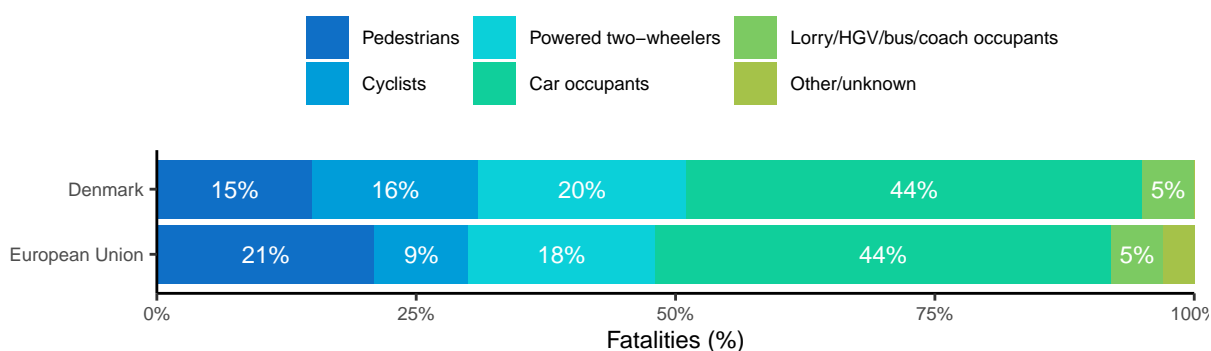


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	36	27	-25%	5,793	4,767	-18%
Cyclists	26	29	+12%	2,023	1,991	-2%
Powered two-wheelers	31	30	-3%	5,058	4,132	-18%
Car occupants	107	84	-21%	13,309	10,445	-22%
Lorries, under 3.5t	10	9	/	898	780	-13%
Heavy goods vehicles	1	2	/	590	408	-31%
Bus/coach occupants	0	0	/	102	98	-4%
Other/unknown	2	1	/	1,119	691	/
Total	214	182	-15%	28,291	23,133	-18%

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	237	191	-19%
Cyclists	344	288	-16%
Powered two-wheelers	408	240	-41%
Car occupants	899	594	-34%
Lorries, under 3.5t	56	28	-50%
Heavy goods vehicles	14	13	/
Bus/coach occupants	21	3	/
Other/unknown	10	7	/
Total	1,989	1,364	-31%

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	3	2	/	258	201	-22%
Crashes involving cars	42	31	-26%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	18	20	+11%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	23	15	-35%	3,944	3,303	-16%
Cyclists	17	18	+6%	1,113	1,134	+2%
Powered two-wheelers	13	10	/	2,200	1,595	-28%
Car occupants	15	11	/	2,883	2,164	-25%
Lorries, under 3.5t	0	1	/	149	132	-11%
Heavy goods vehicles	0	0	/	82	31	-62%
Bus/coach occupants	0	0	/	24	27	+12%
Other/unknown	0	0	/	222	260	/
Total	69	55	-20%	10,730	8,837	-18%

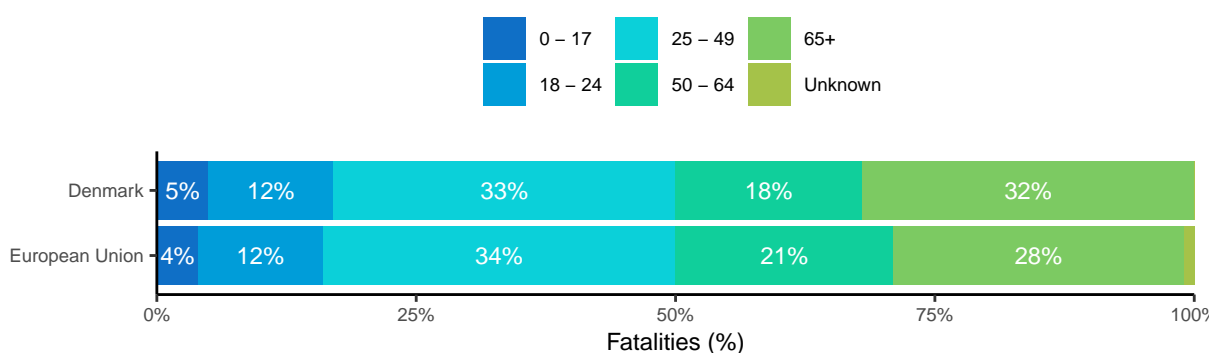
Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	4	6	/	299	381	+27%
Powered two-wheelers	11	12	/	1,746	1,443	-17%
Car occupants	43	29	-33%	5,905	4,471	-24%
Lorries, under 3.5t	6	3	/	365	288	-21%
Heavy goods vehicles	1	1	/	241	147	-39%
Bus/coach occupants	0	0	/	40	35	-12%
Other/unknown	1	1	/	327	341	/
Total	66	52	-21%	8,923	7,106	-20%

2.3 Age

The distribution of road fatalities across age groups in Denmark is similar to that for the European Union, with a slight overrepresentation of the people aged 65 and older. On the other hand, the 50 to 64 age group represented only 18% of road traffic fatalities in Denmark in 2019 while they amounted to 21% in the European Union.

Over the past ten years, the trend in the number of fatalities in Denmark was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities decreased only slightly for people of 50 years and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

Figure 7. Number of road fatalities by age group (2019). Source: CARE**Table 7.** Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

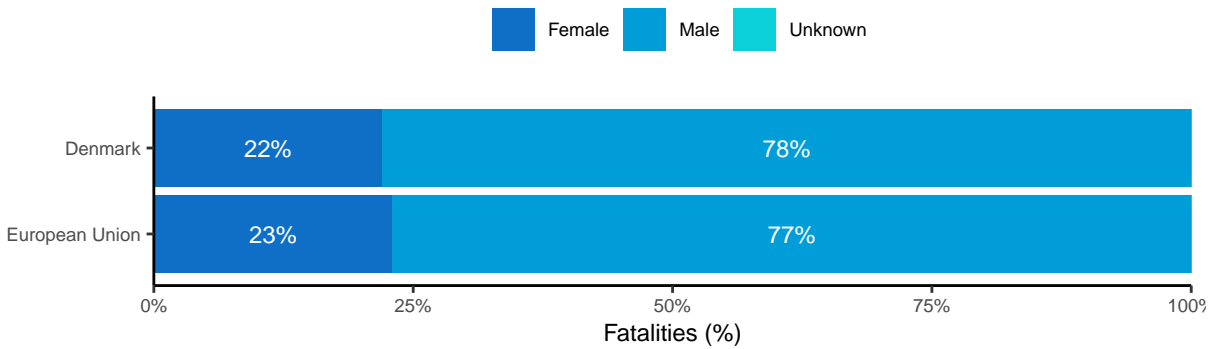
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	8	5	/	744	499	-33%
15 - 17	7	4	/	761	493	-35%
18 - 24	36	24	-33%	4,399	2,755	-37%
25 - 49	65	56	-14%	10,458	7,915	-24%
50 - 64	39	38	-3%	5,273	4,891	-7%
65+	58	55	-5%	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
Total	214	182	-15%	28,291	23,133	-18%

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	110	62	-44%
15 - 17	135	66	-51%
18 - 24	365	215	-41%
25 - 49	757	455	-40%
50 - 64	343	301	-12%
65+	275	262	-5%
Unknown	6	3	/
Total	1,989	1,364	-31%

2.4 Gender

The high proportion of males among total road fatalities in Denmark (78%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2019). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	63	45	-29%	6,656	5,453	-18%
Male	151	137	-9%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	214	182	-15%	28,291	23,133	-18%

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	721	510	-29%
Male	1,263	852	-33%
Unknown	5	2	/
Total	1,989	1,364	-31%

2.5 Area

The majority of road fatalities in Denmark occurred on rural roads (61%). This percentage is higher than in the European Union as a whole. The share of fatalities that occur on urban roads on the other hand, is lower (32%) compared to the EU average (38%). Over the past ten years, the number of fatalities in Denmark showed an upward trend on motorways. The number of serious injuries on the other hand decreased on all road types.

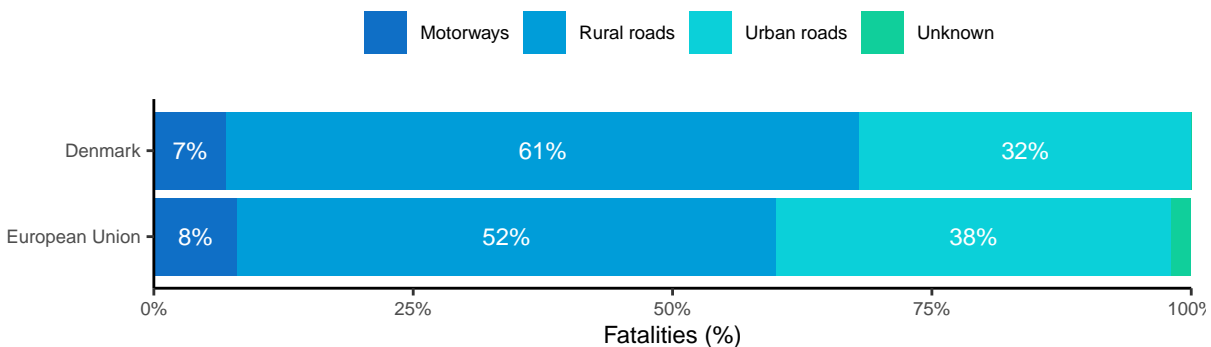
Figure 9. Number of road fatalities by road type (2019). Source: CARE

Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

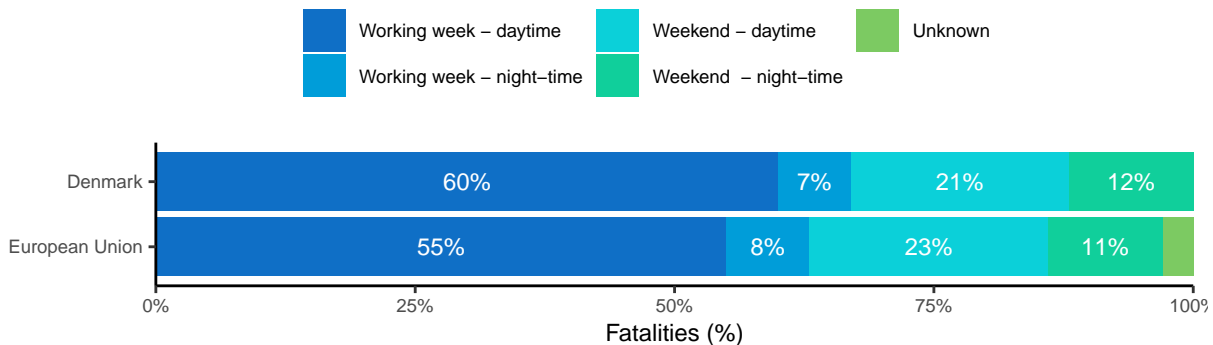
Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	15	16	+7%	2,038	1,969	-3%
Rural	130	111	-15%	15,205	12,200	-20%
Urban	69	55	-20%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	214	182	-15%	28,291	23,133	-18%

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	121	89	-26%
Rural	876	596	-32%
Urban	991	678	-32%
Unknown	/	/	/
Total	1989	1364	-31%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	122	114	-7%	15,404	13,265	-14%
Working week - night-time	17	14	/	2,566	1,980	-23%
Weekend - daytime	48	35	-27%	6,353	5,383	-15%
Weekend - night-time	28	18	-36%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	214	182	-15%	28,291	23,133	-18%

2.7 Road conditions

As in the rest of the European Union, the majority of road fatalities in Denmark occur on dry roads. Wet roads account for 28% of road fatalities, which is higher than in the European

²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE

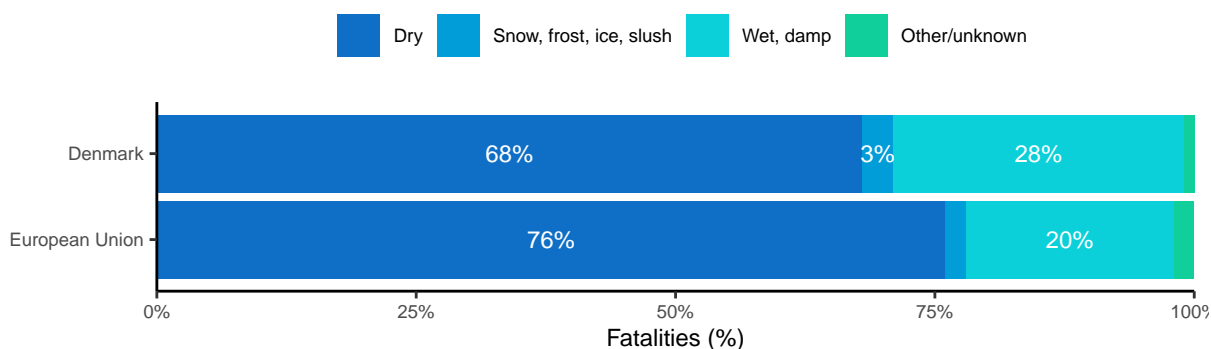


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	137	122	-11%	21,091	17,711	-16%
Snow, frost, ice, slush	17	7	/	988	442	-55%
Wet, damp	52	48	-8%	5,636	4,663	-17%
Other/unknown	8	4	/	2,458	446	/
Total	214	182	-15%	28,291	23,133	-18%

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

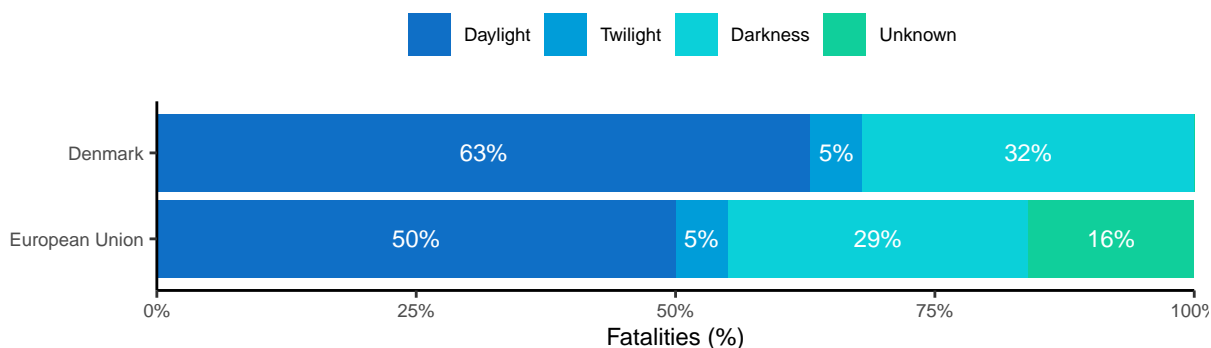


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	77	60	-22%	8,918	6,782	-24%
Daylight	129	114	-12%	13,706	11,932	-13%
Twilight	8	6	/	1,498	1,228	-18%
Unknown	0	1	/	5,301	3,908	/
Total	214	182	-15%	28,291	23,133	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

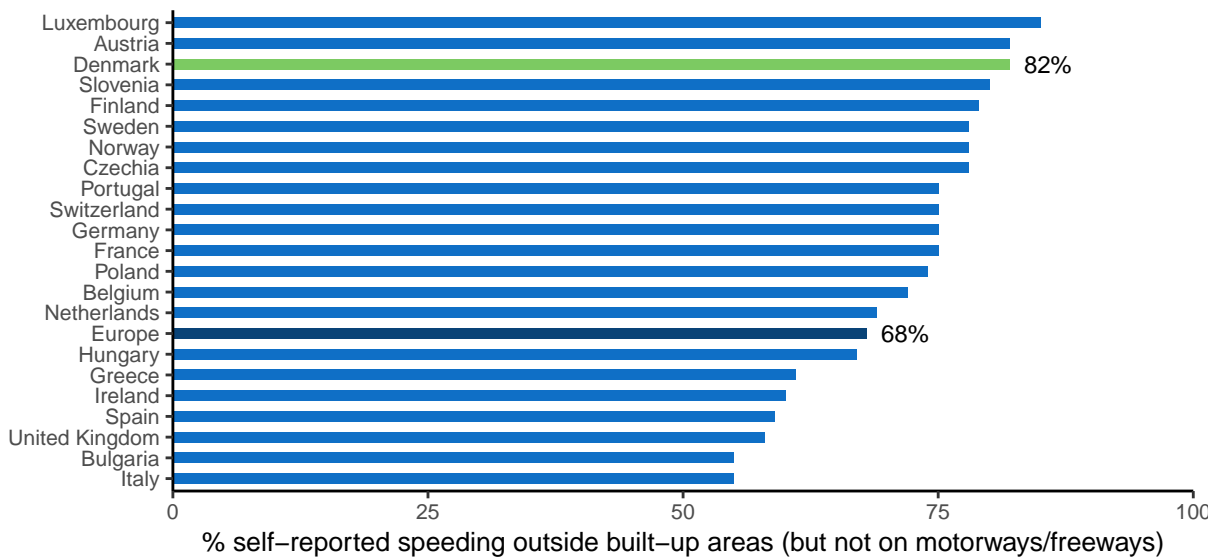
Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. Denmark performs worse than the European average in relation to speeding and the use of a helmet among cyclists. Moreover, it has the lowest self-reported seatbelt wearing rate in the back seat. On the other hand, self-reported talking on a handheld phone while driving is lower than the European average.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2017)

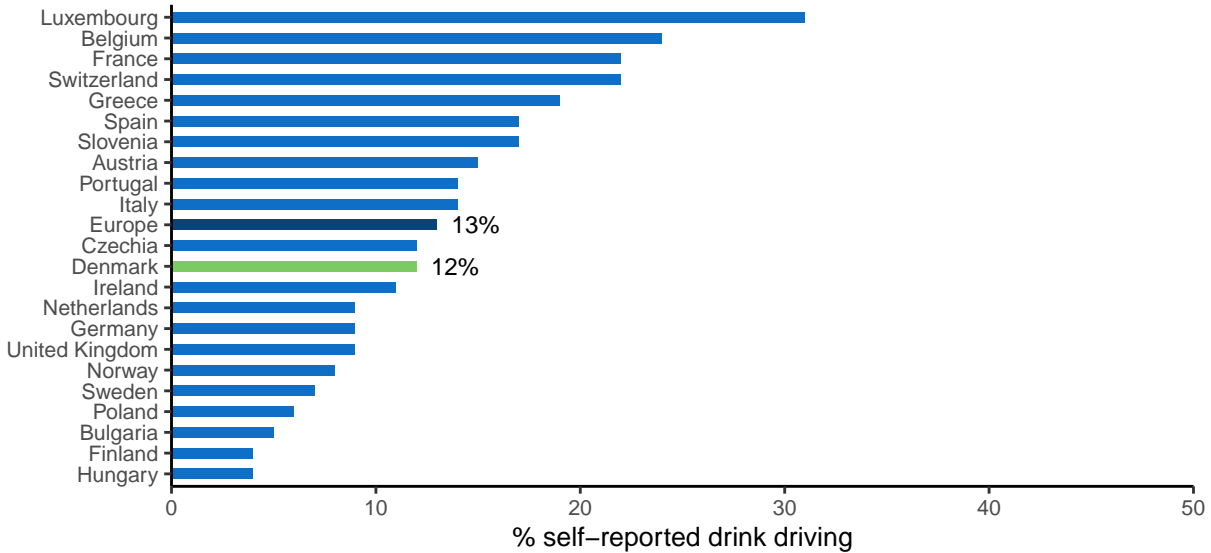
	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h)	50	50%
Rural roads (80km/h)	82	NA%
Motorways (110km/h) Copenhagen area	111	50%
Motorways (110km/h) outside Copenhagen area	114	59%
Motorways (130km/h)	120	23%

Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Table 17. Observed seatbelt wearing rate. Source: IRTAD (2018)

	Seatbelt wearing rate
Car drivers	97%
Rear seat passengers	93%

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

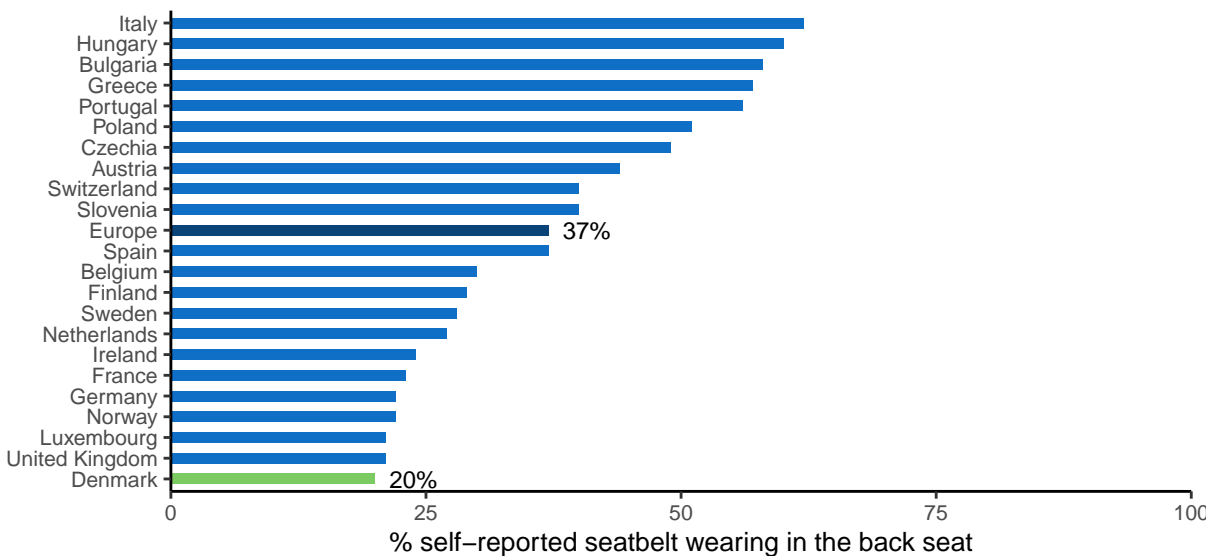
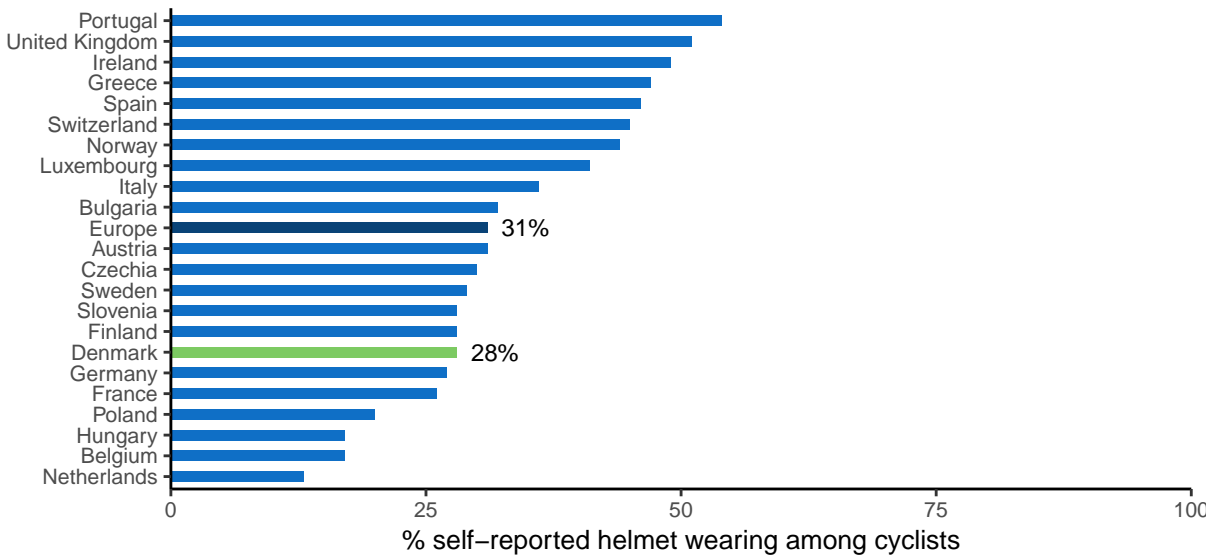
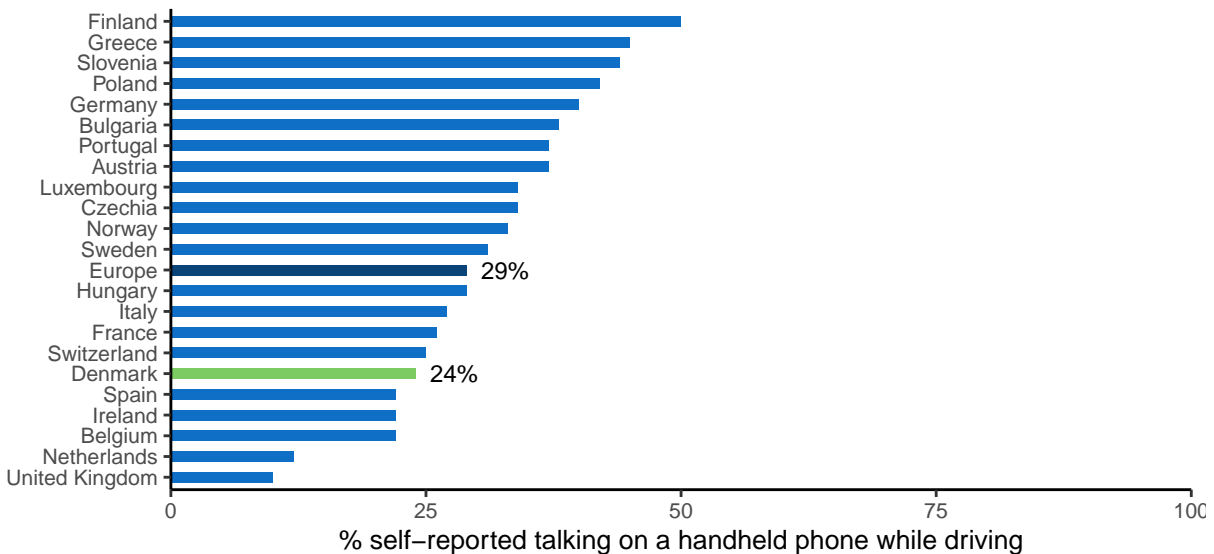


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

3.2 Infrastructure

In Denmark both the overall road network and the motorway network show relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Denmark, a score of 5.5 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

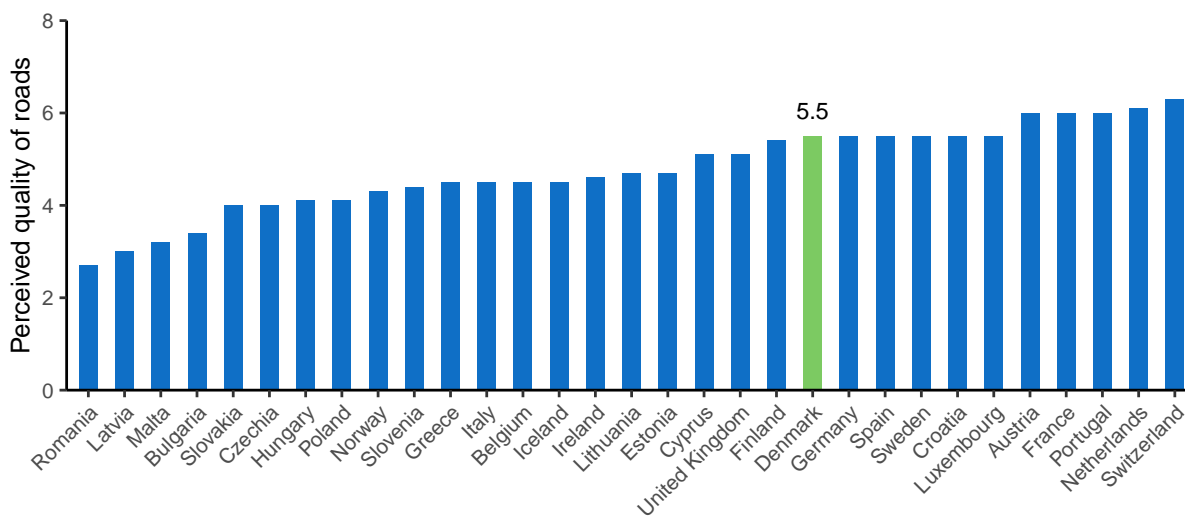
3.2.1 Road density

Table 18. Road density. Source: EUROSTAT (2018)

	Denmark	European Union
Motorways	31 km road/1000 km ²	15 km road/1000 km ²
Total	1742 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Danish vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. The number of trailers and semi-trailers per 100 inhabitants on the other hand, is considerably larger than the EU average. Regarding the age of the vehicles, Danish passenger cars appear to be considerably younger than the EU average, with only 31% passenger cars over 10 years.

Table 19. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Denmark	European Union
All vehicles (except trailers and motorcycles)	53	63
Total utility vehicles	7	9
Lorries	7	7
Road tractors	0	1
Trailers and semi-trailers	19	4
Motorcycles	3	6
Passenger cars	46	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 20. Age of registered passenger cars. Source: EUROSTAT (2019)

	Denmark	European Union
Percentage of total number of passenger cars		
Less than 2 years	23%	12%
From 2 to 5 years	21%	15%
From 5 to 10 years	26%	21%
From 10 to 20 years	26%	42%
Over 20 years	5%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Denmark reflects the situation in the majority of EU countries with a few exceptions. The maximum speed on rural roads is 80 km/h which is lower than in most countries (90 km/h). Furthermore, the alcohol limit for novice drivers and professional drivers is 0.5 g/l while in most EU countries the limit is lower.

Table 21. National road safety legislation. Source: WHO (2018)

	Denmark	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	80 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 km/h	No limit ¹ ; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.5 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 5 yrs / 135 cm	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

Both the self-reported frequency of alcohol checks and of drug checks in Denmark is much lower than the European average.

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

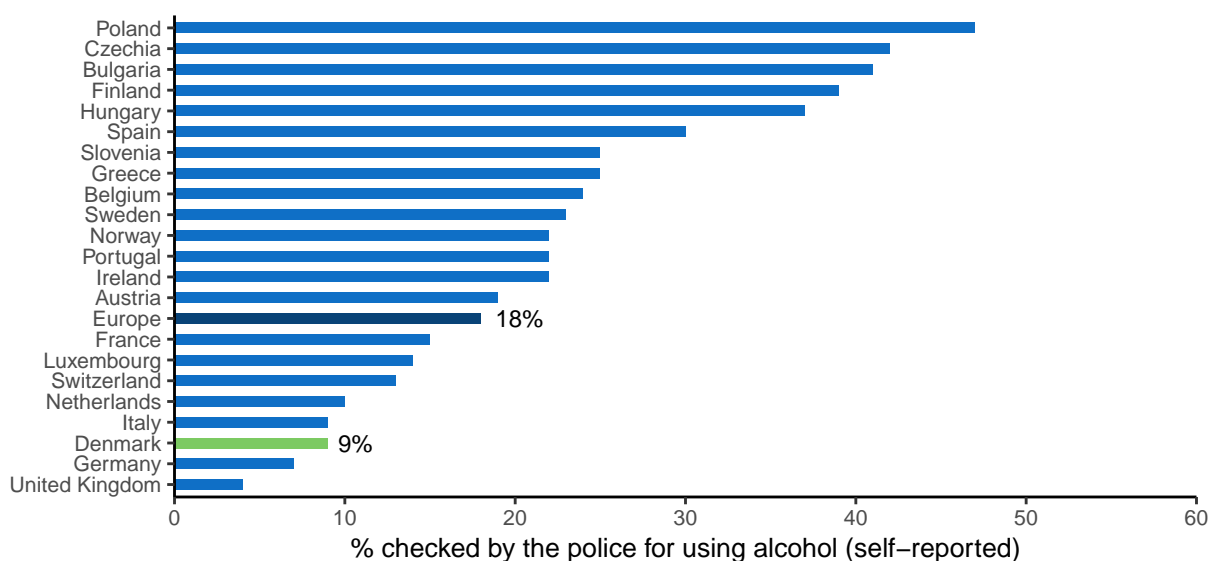
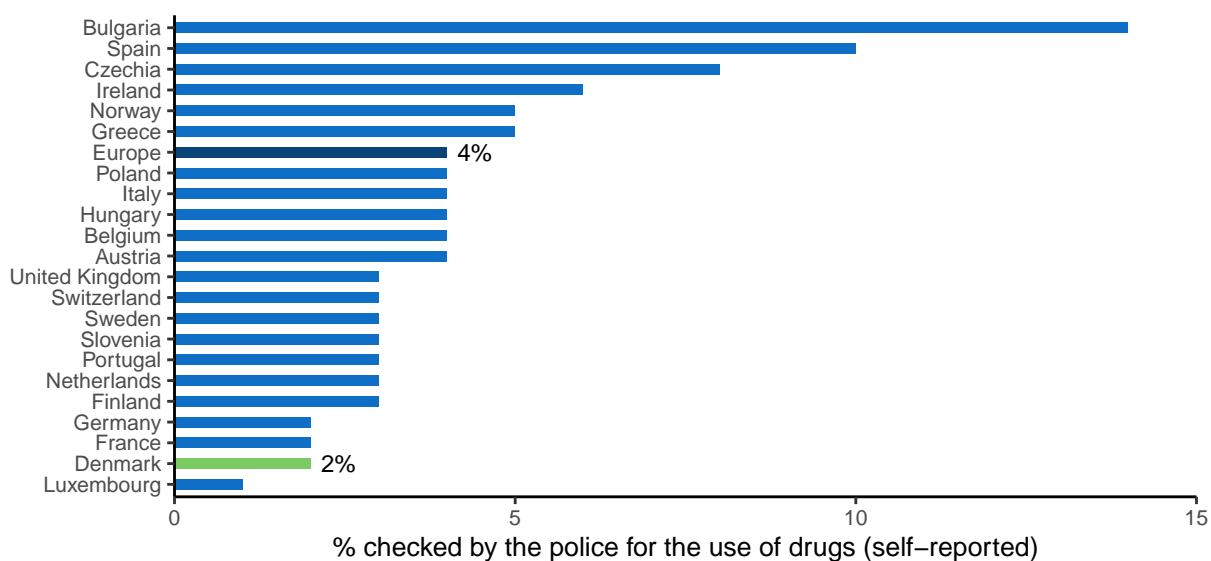


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 22. Infrastructure-related policy. Source: WHO (2018)

	Denmark	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 23. Policy related to post-crash care. Source: WHO (2018)

	Denmark	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	Yes	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	/	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	No	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Denmark is above the EU average. Its GDP per capita is above that of the European Union.

Table 24. Country characteristics. Source: EUROSTAT and IRTAD

	Denmark	European Union
Population-related data (2020)		
Population (2020)	5822763	447319916
Population density (inhabitants/km ²)	136	106
% Children (0-14)	16%	15%
% Adults (15-64)	64%	64%
% Elderly (65+)	20%	21%
Urbanization (2019)		
% living in cities	38%	38%
% living in suburbs and towns	30%	34%
% living in rural areas	33%	28%
Economic data		
GDP per capita (EUR, 2020)	53535.8	29768.3
Unemployment rate (2020)	6%	7%
% GDP dedicated to road spending (2018)	0.7%	0.7%

5.2 Structure of road safety management

Table 25. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Building
	Road Safety Commission
Monitoring of the road safety development	The Danish Road Directorate
Improvements in road infrastructure	The Danish Road Directorate (state-owned roads)
	Municipalities (local roads)
Improvement in road user education	Danish Road safety council
	Danish Transport and Construction Agency
Publicity campaigns	Danish Road safety council
	The Danish Road Directorate
Enforcement of traffic laws	Police
Other relevant actors	Research: DTU Transport (Danish Technical University and AAU (Aalborg University))

5.3 Attitudes

Table 26. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Denmark	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	11%	12%	10/22
I will do my best to respect speed limits in the next 30 days	72%	71%	10/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	11/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	9/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	3%	3%	6/22
I often check my messages on the mobile phone while driving	3%	4%	6/22
I will do my best not to use my mobile phone while driving in the next 30 days	77%	74%	16/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.