European Commission

European Road Safety Observatory
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Road Safety Country Overview

Denmark

Transport

Road Safety Country Overview - DENMARK

Structure and Culture

Basic Data

Table 1: Basic data of Denmark in relation to the EU average

Basic data of Denmark	EU average
- Population: 5,66 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 43.098 km^2 (2015)[2]	159.663 km^2 (2015)
(1,53% water) (2015)[4]	2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 5,5°C	6,5°C
- Average summer temperature (May to Oct.): 19,2°C	17,8°C
- Annual precipitation level: 756 mm	651 mm
- Exposure: 46 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014)[1]
- 0,53 vehicles per person (2014) [5]	0,62 (2014)

Sources: [1] OECD; [2] EUROSTAT; [3] national sources; [4] CIA [5] IRTAD

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

Country characteristics

Table 2: Characteristics of Denmark in comparison to the EU average

Characteristics of Denmark	EU average*
- Population density: 131 inhabitants/km^2 (2015) [2]	114 inhabitants/km^2 (2015)
- Population composition (2015) [2]	
17,0% children (0-14 years)	15,6% children
64,5% adults (15-64 years)	65,5% adults
18,5% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €43.800 (2015) [2]	€26.300 (2015)
- 87,7% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: low and flat to gently rolling plains	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

[1] Based on the average of 24 EU countries.

The Danish Road Safety Commission is the main Agency dealing with Road Safety.

Structure of road safety management

Road safety is centralised and under the auspices of the Ministry of Transport.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Denmark

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport and Building - Road Safety Commission
2. Monitoring of the RS development in the country	- The Danish Road Directorate
3. Improvements in road infrastructure	- The Danish Road Directorate (state-owned roads) - Municipalities (local roads)
4. Vehicle improvement	- The Danish Transport and Construction Agency (also responsible for approval of independent vehicle inspection bodies)
5. Improvement in road user education	- Danish Road safety council - Danish Transport and Construction Agency
6. Publicity campaigns	- Danish Road safety council - The Danish Road Directorate
7. Enforcement of road traffic laws	- Police
8. Other relevant actors	- Research: DTU Transport (Danish Technical University and AAU (Aalborg University)

Sources: national sources

Road Safety Country Overview - DENMARK

Attitudes towards risk taking

- Danish drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is lower than the ESRA-average.

Danish drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

Table 4: Road safety attitudes and behaviour of drivers

	Denmark	ESRA average
Self-reported driving behaviour	**% of drivers that show behaviour at least once**	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	71%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	43%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	76%	68%
Supporting stricter legislation	**% of drivers that disagree with the following**	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: **The penalties are too severe: for speeding**	72%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: **The penalties are too severe: alcohol**	94%	87%
Do you support the following measure?: **Zero tolerance for alcohol (0,0‰) for all drivers**	54%	41%
Perceived probability of being checked	**% of drivers with answers in following categories**	
In the past 12 months, how many times have you been stopped by the police for a check? **(once or more)**	12%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (**Very (big) chance)**	11%	37%
In the past 12 months, how many times were you checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? **(once or more)**	6%	19%

Source: ESRA 2016

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

The new Traffic Safety Action Plan of Denmark is based on Vision Zero.

Programmes and measures

National strategic plans and targets

- In May 2013, the new Traffic Safety Action Plan was launched with the following slogan "Every accident is one too many – a shared responsibility", which includes ten focus areas and is based on Vision Zero.
- Targets (referred to 2010):

Table 4: Road safety targets for Denmark

Year	Fatalities	Serious Injuries	Minor Injuries
2020	-50% Max. 120	Max. 1.000	Max. 1.000

Source: IRTAD, 2016

- Priority topics:
  - Speeding
  - Alcohol and drugs
  - Inattention
  - Failure to wear seat belts and helmets
  - Pedestrians
  - Cyclists and moped riders
  - Young drivers under 24
  - Accidents with oncoming traffic
  - Single-vehicle accidents
  - Accidents at rural junctions

(Source: IRTAD, 2016)

Road infrastructure

Table 5: Description of the road categories and their characteristics in Denmark

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	80
Motorways	130

Source: IRTAD, 2016

- Special rules for:
  - About half of the motorway network has a signed speed limit of 110 km/h especially around the cities.
  - For heavy vehicles, 50 km/h shall be obeyed on urban roads even if there is a higher local limit.

- Guidelines and strategic plans for infrastructure are available in Denmark.

(Source: IRTAD, 2016)

In Denmark, high risk site treatment and road safety audits and inspections are obligatory parts of infrastructure management.

Table 6: Obligatory parts of infrastructure management in Denmark and other EU countries

Obligatory parts in Denmark:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

- Recent infrastructural actions have been addressing: no information

Traffic laws and regulations

Table 7: Description of the regulations in Denmark in relation to the most common regulations in other EU countries

Regulations in Denmark [1]	Most common in EU (% of countries)
Allowed BAC[2] levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,5‰;	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,5‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- Daytime running lights are recommended	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

Enforcement

Traffic rules in Denmark are as in most EU countries.

Table 8: Effectiveness of enforcement effort in Denmark according to an international respondent consensus (scale = 0-10)

Issue	Score for Denmark	Most common in EU (% of countries)
Speed legislation enforcement	not available	7 (43%)
Seat-belt law enforcement	not available	7 (25%) and 8 (25%)
Child restraint law enforcement	not available	8 (39%)
Helmet legislation enforcement	not available	9 (50%)
Drink-driving law enforcement	not available	8 (43%)

Source: WHO, 2015

[2] Blood Alcohol Concentration

Road User Education and Training

Road safety education, public campaigns and driving licences thresholds are similar to those of most EU countries.

Table 9: Road user education and training in Denmark compared to the situation in other EU countries

Education and training in Denmark	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: none	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 16 years (small moped), 18 years (small motorcycle), 20 years (large motorcycle).	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC 2011; [3] national sources

Public Campaigns

Table 10: Public campaigns in Denmark compared to the situation in other EU countries

Campaigns in Denmark	Most common issues in EU (% of countries)
Organisation:	
- The National Road Administration	
- The Danish Road Directorate	
- The Danish Safety Council	
- The police	
- Municipalities	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat-belt	Speeding (86%)
- Speeding	Seat-belt (79%)
- Give way	

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

Vehicles and technology (national developments)

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

Table 11: Developments of vehicles and technology in Denmark compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months	Every 12 months (39%)
Motorcycles: no period	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

The number of speed tickets per population in Denmark has increased over the years, however, it still remains lower than the EU average.

Table 12: Number of speed tickets per population in Denmark versus the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/ 1.000 population	47	73	5,0%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 13: Percentage of speed offenders per road type in Denmark compared to the EU average

Road type	2004	2008	Average annual change	EU average
Motorways	68%*	70%	2,9%	n/a
Rural roads	69%**	72%***	1,1%	n/a
Urban roads	63%	61%***	-0,6%	n/a

Source: ETSC, 2010
*Data from 2007
**Data from 2005
***Data from 2009

Table 14: Mean speed per road type in Denmark compared to the EU average

Road type	2004	2013	Average annual change	EU average
Motorways	116 km/h	115 km/h	-0,1%	n/a
Rural roads	84 km/h*	84,8 km/h **	0,2%	n/a
Urban roads	52,8 km/h	52,2 km/h ***	-0,3%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015
*Data from 2005
**Data from 2009
***Data from 2008

Alcohol

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

Table 15: Road side surveys for drink-driving in Denmark compared to EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Vehicles

The percentage of cars rated with 5 stars in Denmark is at the EU average.

Table 16: State of the vehicle fleet in Denmark compared to the EU average

Vehicles	EU average
Cars per age group (2008) [1]:	Passenger cars (2008)
- ≤ 2 years: 23%	≤ 2 years: 14%
- 3 to 5 years: 18%	3 to 5 years: 18%
- 6 to 10 years: 26%	6 to 10 years: 26%
- > 10 years: 33%	>10 years: 42%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 52,6%	5 stars: 52,5%
- 4 stars: 5,0%	4 stars: 4,5%
- 3 stars: 9,3%	3 stars: 2,9%
- 2 stars: 0,5%	2 stars 0,5%
- not tested: 32,5%	not tested: 39,6%[3]

Sources: [1] EUROSTAT; [2] ETSC, 2016

Protective systems

Seat-belt wearing rates are higher in Denmark than on average in the EU.

Table 17: Protective system use in Denmark versus the average in EU

Protective systems	EU average[4]
Daytime seat-belt wearing in cars and vans (2013) [2]:	(2015)
- 96% front (2014) [1]	89,7% front
- 96% drivers of cars	not available
- 88% drivers of vans	not available
- no information on % front passenger	not available
- 85% rear	69,5% rear
Helmet use (2014):	
- 97% motorcycle riders [1] - 27% cyclists (2013) [3]	not available

Sources: [1] IRTAD, 2016; [2] national sources; [3] ETSC, 2015

[3] Based on data of 25 EU countries (excl. HR, LU and MT).
[4] Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

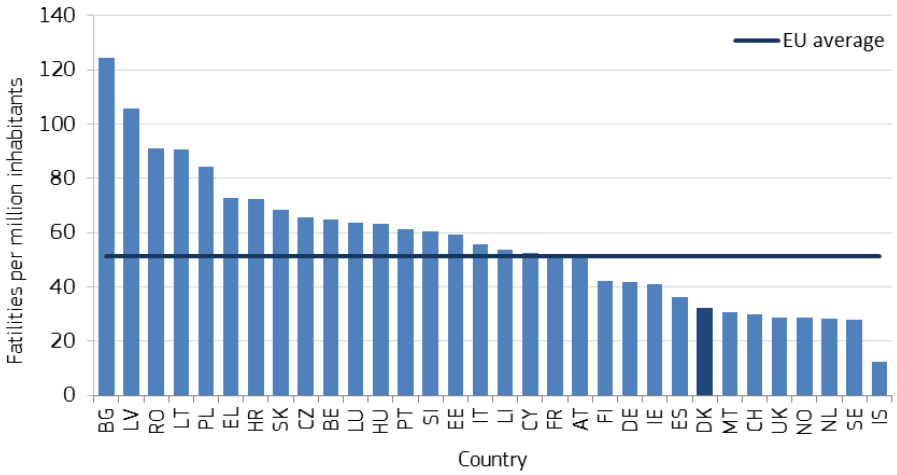
Road Safety Outcomes

General positioning

The fatality rate of Denmark is lower than the EU average (around 32 fatalities per million population in 2014). Apart from the years 2007-2008 the Danish rate and the EU rate showed similar developments.

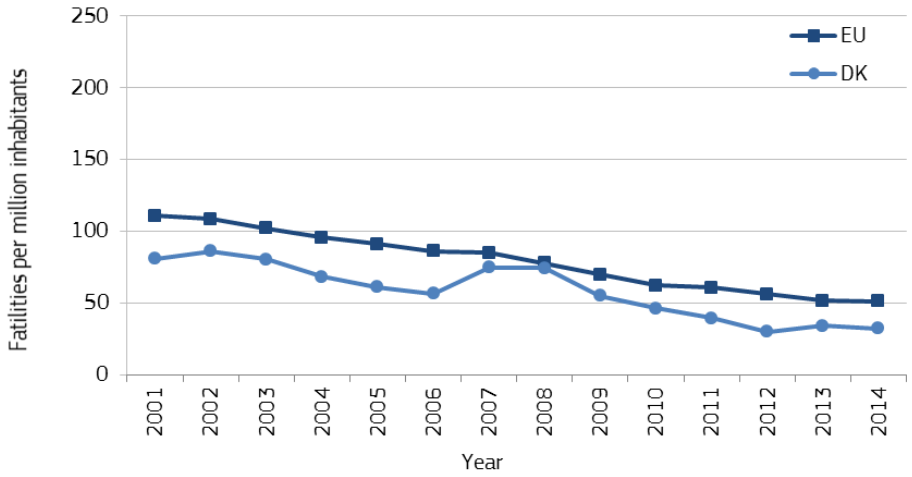
The fatality rate of Denmark is lower than the EU average. Apart from the years 2007-2008 it followed a similar trend as the EU average.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Denmark and the EU average



Sources: CARE, Eurostat

Transport mode

The share of moped and cyclist fatalities is higher than the EU average. While the average annual number of motorcyclist fatalities rose between 2001 and 2014 (3% annually), there was a reduction of 7% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 6% and 5%.

The shares of moped and cyclist fatalities are higher than the EU average.

Table 19: Reported fatalities by mode of road transport in Denmark compared to the EU average

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	49	22	-6%	12%	22%
Car occupants	242	89	-7%	49%	45%
Motorcyclists	12	18	3%	10%	15%
Mopeds	43	13	-9%	7%	3%
Cyclists	56	30	-5%	16%	8%
Bus/coach occupants	2	0	-100%	0%	1%
Lorries or truck occupants	24	10	-7%	5%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Denmark versus the EU average

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
Females					
0 - 14 years	8	2	-10%	1%	1%
15 – 17 years	5	2	-7%	1%	1%
18 – 24 years	12	5	-7%	3%	3%
25 – 49 years	36	9	-10%	5%	6%
50 – 64 years	17	6	-8%	3%	4%
65+ years	39	19	-5%	10%	9%
Males					
0 - 14 years	13	4	-9%	2%	1%
15 – 17 years	18	1	-20%	1%	2%
18 – 24 years	56	17	-9%	9%	12%
25 – 49 years	111	52	-6%	29%	29%
50 – 64 years	53	26	-5%	14%	15%
65+ years	63	39	-4%	21%	16%
Nationality of driver or rider killed					
National	n/a	171	n/a	94%	n/a
Non-national	n/a	11	n/a	6%	n/a

Sources: CARE, national sources

Denmark has a similar share of road fatalities by age and gender to the EU average.

Location

Fatalities in rural areas and at junctions are over-represented in Denmark compared to the EU average.

Fatalities in rural areas and at junctions are over-represented in Denmark.

Table 21: Reported fatalities by location in Denmark compared to the EU average

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	125	46	-7%	25%	38%
Rural areas	268	122	-6%	67%	54%
Motorways	38	14	-7%	8%	7%
Junctions	122	47	-7%	26%	19%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Denmark compared to the EU average

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
Lightning conditions					
During daylight	182	64	-8%	35%	30%
During night-time	233	110	-6%	60%	49%
Weather conditions					
While raining	47	31	-3%	17%	9%

Sources CARE, national sources

Single vehicle accidents

The proportion of fatal single vehicle accidents is similar to the EU average

Table 23: Reported fatalities by type in Denmark compared to the EU average

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	107	47	-6%	26%	28%

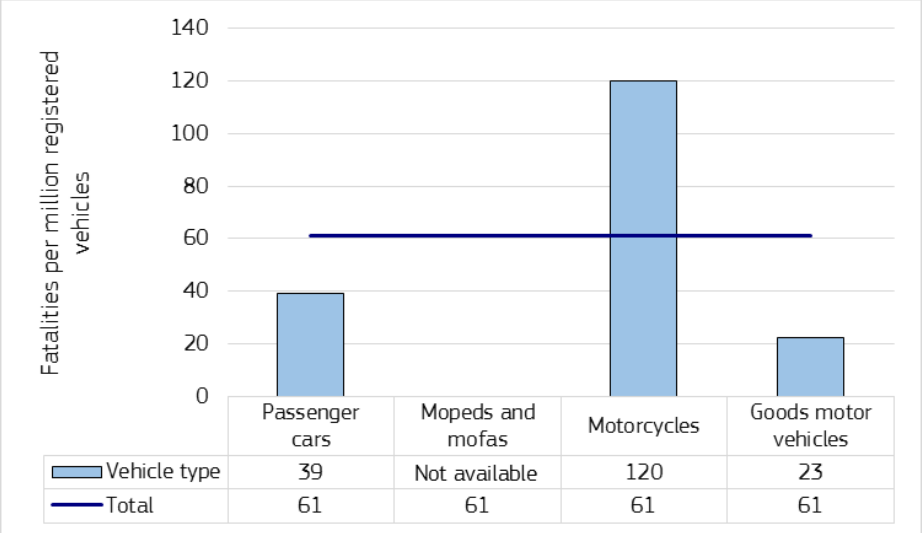
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Risk Figures

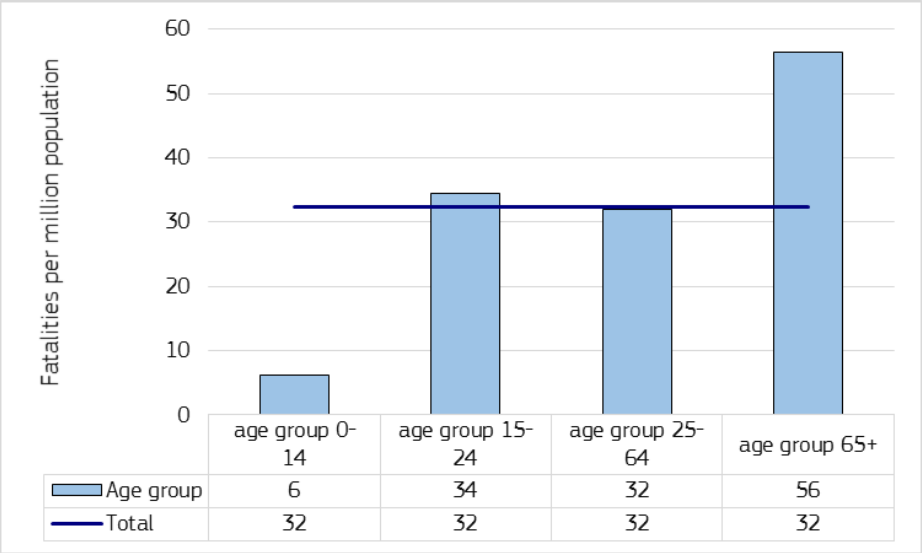
Figure 3: Fatalities by vehicle type in Denmark in 2014



Sources CARE, IRTAD; Number of registered mopeds and mofas was not available, Total = all motor vehicles excluding mopeds and mofas

In Denmark risk is high for motorcyclists and the elderly.

Figure 4: Fatalities per million inhabitants in Denmark in 2014



Sources: CARE, EUROSTAT

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL[5] for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Estimated costs per injury type are higher in Denmark than in the EU on average.

Table 24: Cost (€) per injury type in Denmark versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	**2.364.000**	**292.600**	**22.900**
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	**1.870.000**	**243.100**	**18.700**

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

[5] Value of Statistical Life

Synthesis

Safety position

- Denmark is one of the best performing countries in the EU, with 32 fatalities per million population in 2014, which is lower than the EU average.

Scope of problem

- The largest share of fatalities is that of car occupants, followed by cyclists and pedestrians. The rate of moped and cyclist fatalities is significantly higher than the EU average.
- The average annual number of motorcyclist fatalities rose between 2001 and 2014 (3% annually).
- Fatalities on rural roads and at junctions are over-represented in Denmark.
- In Denmark, fatal accident risk is high for motorcyclists and the elderly.
- More than 70% of all drivers exceed speed limits on rural roads.

The number of speed tickets per population in Denmark has increased over the years, however, it still remains lower than the EU average.

Recent progress

- Apart from the years 2007-2008 the Danish rate and the EU rate showed similar developments..
- The number of speed tickets per population in Denmark has increased over the years, however, it still remains lower than the EU average.

Remarkable road safety policy issues

- In 2013, the new Traffic Safety Action Plan was launched based on Vision Zero.
- Seat-belt wearing rates are much higher in Denmark than on average in the EU.
- Mandatory vehicle inspection periods are somewhat longer than the most common periods in the EU.
- In Denmark, almost one quarter of car passenger fleet is newer than 2 years, while the percentage of cars rated with 5 stars in Denmark is at the EU average.

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Notes

1. Country abbreviations

	Belgium	BE	Italy	IT	Romania		RO
	Bulgaria	BG	Cyprus	CY	Slovenia		SI
	Czech Republic	CZ	Latvia	LV	Slovakia		SK
	Denmark	DK	Lithuania	LT	Finland		FI
	Germany	DE	Luxembourg	LU	Sweden		SE
	Estonia	EE	Hungary	HU	United Kingdom		UK
	Ireland	IE	Malta	MT			
	Greece	EL	Netherlands	NL	Iceland		IS
	Spain	ES	Austria	AT	Liechtenstein		LI
	France	FR	Poland	PL	Norway		NO
	Croatia	HR	Portugal	PT	Switzerland		CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.
The full glossary of definitions of variables used in this Report is available at:
http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:
[aac = $(b/a)^{1/n}$-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:
n/a: not available
"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project DaCoTA.

7. Disclaimer
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8. Please refer to this Report as follows:
European Commission, Road Safety Country Overview - Denmark, European Commission, Directorate General for Transport, September 2016.

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