

Legislation on key safety issues

Drink driving, speeding, non-wearing of seatbelts and helmets represent common safety challenges in all countries. Experience has shown that regulation, enforcement and education to modify behaviour on these fronts bring large benefits.

The following tables summarise information on legislation on drink-driving, speed limits, seatbelt wearing and helmet wearing.

Table 6. Maximum blood alcohol content in 2014
 (Recent changes are written in blue)

| Country | General BAC level | Differentiated BAC for novice drivers, professional drivers |
|----------------|--|---|
| Argentina | 0.5g/l | 0.0 g/l professional drivers |
| Australia | 0.5 g/l | 0.0 g/l for novice drivers 0.2 g/l for professional drivers |
| Austria | 0.5 g/l | 0.1 g/l moped riders < 20 years old and novice and professional drivers |
| Belgium | 0.5 g/l | 0.2 g/l for professional drivers will enter into force in 2015 |
| Cambodia | 0.5 g/l | No |
| Canada | 0.8 g/l Most provinces have administrative sanctions in place at 0.4 g/l or 0.5 g/l. | Novice or young drivers in most provinces are subject to 0 g/l BAC (administrative) sanctions |
| Chile | 0.3 g/l | |
| Colombia | 0.2 g/l | |
| Czech Republic | 0.0 g/l | - |
| Denmark | 0.5 g/l | - |
| Finland | 0.5 g/l | - |
| France | 0.5 g/l | 0.2 g/l for bus/coach drivers |
| Germany | 0.5 g/l Drivers with a BAC above 0.3 g/l can have their licenses suspended if their driving ability is impaired | 0.0 g/l for novice drivers |
| Greece | 0.5 g/l | 0.2 g/l, professional drivers, motorcycles and moped operators |
| Hungary | 0.0 g/l (sanctions when BAC > 0.2g/l) | |
| Iceland | | |
| Ireland | 0.5 g/l | 0.2g/l for novice and professional drivers |
| Israel | 0.5 g/l | - |
| Italy | 0.5 g/l | 0 g/l for novice and professional drivers. |
| Jamaica | 0.8 g/l | |
| Japan | 0.3 g/l | |
| Korea | 0.5 g/l | - |
| Lithuania | 0.4 g/l | 0.2 g/l for novice and professional drivers |
| Luxembourg | 0.5 g/l | 0.2 g/l for novice and professional drivers |
| Malaysia | 0.8 g/l | |
| Netherlands | 0.5 g/l | 0.2 g/l for novice drivers (first 5 years) |
| New Zealand | 0.8 g/l. A 0.5 g/l limit will be submitted to Parliament in 2014 | 0.0 g/l for drivers under 20 years old and for repeating offenders |
| Nigeria | 0.5 g/l | |
| Norway | 0.2 g/l | |
| Poland | 0.2 g/l | - |
| Portugal | 0.5g/l | 0.2 g/l for novice and professional drivers (since 1/1/14) |
| Serbia | 0.3 g/l | 0.0 g/l for novice and professional drivers and for PTW operators |
| Slovenia | 0.5 g/l | 0.0 g/l for novice and professional drivers |
| Spain | 0.5 g/l | 0.3 g/l novice and professional drivers |
| Sweden | 0.2 g/l | - |
| Switzerland | 0.5 g/l | 0.0 g/l for novice and professional drivers (since 1/1/14) |
| United Kingdom | 0.8 g/l | - |
| United States | 0.8 g/l | 0.4 g/l for professional drivers |

Table 7. General speed limits for passenger cars in 2014

| Country | Urban areas | Rural roads | Motorways |
|----------------|--|---|---|
| Argentina | 30 – 60 km/h | 110 km/h | 130 km/h |
| Australia | 50 km/h 60 to 80 km/h (arterial roads) | 100 or 110 km/h | 110 km/h |
| Austria | 50 km/h | 100 km/h | 130 km/h |
| Belgium | 30 or 50 km/h | 70 or 90 km/h | 120 km/h |
| Cambodia | 40 km/h | 90 km/h | |
| Canada | 40 – 70 km/h | 80 – 90 km/h | 100 -110 km/h |
| Chile | 60 km/h | 100 km/h | 120 km/h |
| Colombia | 80 km/h 30 km/h near schools and in residential areas | 120 km/h | n.a. |
| Czech Republic | 50 km/h | 90 km/h | 130 km/h |
| Denmark | 50 km/h | 80 km/h | 130 km/h |
| Finland | 50 km/h | 100 km/h (summer) 80 km/h (winter) | 120 km/h (summer) 100 km/h (winter) |
| France | 50 km/h | 90 km/h | 130 km/h |
| Germany | 50 km/h | 100 km/h | No limit, but 130 km/h is recommended |
| Greece | 50 km/h | 90 km/h | 130 km/h |
| Hungary | 50 km/h | 90 km/h | 130 km/h (110 km/h on semi-motorways) |
| Iceland | 50 km/h | 90 km/h paved roads 80 km/h gravel roads | n.a. |
| Ireland | 50 km/h | 80 km/h or 100 km/h | 120 km/h |
| Israel | 30, 50, 70 km/h | 80, 90, 100 km/h | 110 km/h |
| Italy | 50 km/h | 90 – 110 km/h | 130 km/h. In theory, the motorway operator may decide to increase the limit up to 150 km/h if stringent requirements are met. |
| Jamaica | 50 km/h | 50 km/h | 70 km/h or 110 km/h |
| Japan | 40, 50, 60 km/h | 50, 60 km/h | 100 km/h |
| Korea | 60 km/h | 60-80 km/h | 110 km/h (100 km/h in urban areas), |
| Lithuania | 50 km/h | 90 km/h (70 on gravel roads) | 130 km/h (110 km/h in winter) |
| Luxembourg | 50 km/h | 90 km/h | 130 km/h |
| Malaysia | 50 km/h | 90 km/h | 110 km/h |
| Netherlands | 50 km/h | 80 km/h | 130 km/h |
| New Zealand | 50 km/h | 100 km/h | 100 km/h |
| Nigeria | 50 km/h | 80 km/h | 100 km/h |
| Norway | 50 km/h | 80 km/h | 100 km/h |
| Poland | 50 km/h | 90 – 120 km/h | 140 km/h |
| Portugal | 50 km/h | 90 km/h | 120 km/h |
| Serbia | 50 km/h | 80 km/h | 120 km/h |
| Slovenia | 50 km/h | 90 km/h | 130 km/h |
| Spain | 50 km/h | 90 or 100 km/h | 120 km/h |
| Sweden | 30-40-50 km/h | 60-70-80-90-100 k/h | 110 km/h or 120 km/h |
| Switzerland | 50 km/h | 80 km/h | 120 km/h |
| United Kingdom | 30 mph (48 km/h)) | 60 mph (96 km/h) | 70 mph (113 km/h) |
| United States | Set by each state | Set by each state | 55-80 mph (88-129 km/h) Set by each state |

Table 8. Seatbelt wearing rates in front and rear seats, 2012 or 2013

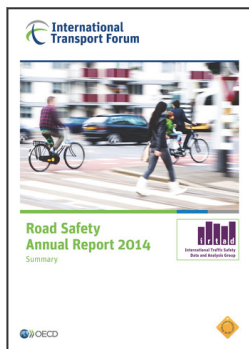
| Country | Front seats | | Rear seats | |
|----------------|--|--|---|-------------------------------|
| | Date of application | Wearing rate | Date of application | Wearing rate |
| Argentina | Yes, 1995 | 38% (average), 42% (driver) | Yes, 1995 | 26%, 33% for children |
| Australia | Yes, 1970s | Around 97% | Yes | Around 96% |
| Austria | Yes, 1984 | 89% | Yes, 1990 | 76% |
| Belgium | Yes, 1975 | 86% | Yes, 1991 | Unknown |
| Cambodia | Yes, 2007 | 16% | No | Unknown |
| Canada | Yes, 1976-1988 | 95% (2010) | Yes, 1976-1988 | Unknown |
| Chile | Yes, 1985 | 80% (driver); 70% (passengers) | Yes, 2006 | 10% |
| Colombia | Yes | Unknown | No | Unknown |
| Czech Republic | Yes, 1966 | 97% | Yes, 1975 | 66% |
| Denmark | Yes, 1970s | 94% | Yes, 1980s | 81% |
| Finland | Yes, 1975 | 87-95% | Yes, 1987 | 86% |
| France | Yes, 1973 | 98.5% | Yes, 1990 | 84%, 90% for children |
| Germany | Yes, 1976 | 97% | Yes, 1984 | 97% |
| Greece (2009) | Yes, 1987 | 77% (driver), 74% (passengers) | Yes, 2003 | 23% |
| Hungary | Yes, 1976 | 87% | Yes, 1993 (outside built up areas), 2001 (inside built up areas) | 68% |
| Iceland | Yes | 84% | Yes | 65% |
| Ireland | Yes, 1979 | 93% | Yes, 1979 | 89%, 96% for children |
| Israel | Yes, 1975 | 97% (driver), 95% (passengers) | Yes, 1995 | 74% |
| Italy | Yes, 1988 | 63% (urban areas) 75% (outside urban areas) | Yes, 1994 | 10% (2009-2011) |
| Jamaica | Yes, 1999 | Unknown | Yes, 1999 | Unknown |
| Japan | Yes, 1985 | 98% | Yes, 2008 | 61% , 74% for children |
| Korea | Yes, 1990 | 88% (driver) on motorways 76% (passengers) on motorways | Yes on motorways, since 2008 | 9.4% on motorways |
| Lithuania | Yes | 70% | Yes | 71% |
| Luxembourg | Yes, 1975 | 80% in 2003 | Yes, 1992 | Unknown |
| Malaysia | Yes, 1978 | 91% (driver), 83% (passengers) | Yes, 2009 | 11% |
| Netherlands | Yes, 1975 | 97% in 2010 | Yes, 1992 | 82% in 2010 |
| New Zealand | Yes, 1972 | 96% | Yes, 1979 | 87% in 2011, 92% for children |
| Nigeria | Yes, 1997 | 80% | | < 5% |
| Norway | Yes, 1975 | 95% | Yes, 1985 | No monitoring |
| Poland | Yes, 1991 | 84% | Yes, 1991 | 59%: 88% for children |
| Portugal | Yes, 1978 | unknown | Yes, 1994 | unknown |
| Serbia | Yes, 1982 | 70% | Yes, 2009 | 3% |
| Slovenia | Yes, 1977 | 94% | Yes, 1998 | 66% |
| Spain | Yes, 1974 outside urban areas, 1992 inside urban areas | 91% | Yes, 1992 | 81% |
| Sweden | Yes, 1975 | 98% | Yes, 1986 | 84%, 96% for children |
| Switzerland | Yes, 1981 | 92% (driver); 91% (passengers) | Yes, 1994 | 72%, 93% for children |
| United Kingdom | Yes, 1983 | 95% in 2009 | Yes, 1989 (children); 1991 (adults) | 89% in 2009 |
| United States | Primary law in 33 out of 50 states. No law in 1 state | 87% | Varies by State | 74% in 2011 |

Table 9. Helmet laws and wearing rates, 2012 or 2013

| Country | Powered two wheelers | | Cyclists | |
|----------------|--|---|---|--------------------------------|
| | Helmet law | Wearing rate | Helmet law | Wearing rate |
| Argentina | Yes | 61% drivers 54% passengers | No | |
| Australia | Yes | | Yes | |
| Austria | Yes | Nearly 100% | Yes for children up to 12 | |
| Belgium | Yes | Unknown | No | |
| Cambodia | Yes for the drivers of PTW > 49cc not yet compulsory for passengers | | | |
| Canada | Yes | | In some jurisdictions | |
| Chile | Yes | Around 99% | No | |
| Colombia | Yes, since 1998 | | No | |
| Czech Republic | Yes | Nearly 100% | Yes for children up to 18 | |
| Denmark | Yes | 96% (in 2006) | No | |
| Finland | Yes | | Yes since 2003 but not enforced | 44% |
| France | Yes, since 1973 | 93% | No | |
| Germany | Yes | 99% | No | 13% |
| Greece | Yes | 75% riders 46% passengers | No | |
| Hungary | Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas, 1998 for moped riders in urban areas. | | Nearly 100% | No |
| Iceland | Yes | | Yes for children up to 14 | |
| Ireland | Yes | 98% | No | 52% |
| Israel | Yes | Nearly 100% | No | |
| Italy | Yes since 1986 for young people below 20; since 2000 for all | 76-99%, varies by region | No | |
| Jamaica | Yes | Very low | | |
| Japan | Yes | Around 99% | No | |
| Korea | Yes | 75% | No | |
| Lithuania | Yes | | Yes for children below 18 | |
| Luxembourg | Yes, since 1976 | Unknown | | |
| Malaysia | Yes, since 1973 | About 70% | No | |
| Netherlands | Yes, motorcycles since 1972; mopeds since 1975 Not compulsory on mofas (max. speed 25 km/h) | Riders: 96-100% | No | |
| New Zealand | Yes | | Yes since 1994 | 92% |
| Nigeria | Yes | 60% | | |
| Norway | Yes | Nearly 100% | No | 52% (for cyclists above 12) |
| Poland | Yes since 1997 | Nearly 100% | No | |
| Portugal | | | | |
| Serbia | Yes since 2009 | 94% for motorcyclists 84% for moped riders | No | |
| Slovenia | Yes | | Yes for children up to 14 | |
| Spain | Yes | Nearly 100% | Yes, except in built up areas | |
| Sweden | Yes | 96-99% | Yes for children below 15 | 60-70% children 30% adults |
| Switzerland | Yes, motorcycles since 1981; mopeds since 1990 | | No for "regular" bicycles | 46% adults 63% for children |
| | | | Yes for e-bikes > 25km/h | 88% |
| United Kingdom | Yes, motorcycles since 1973; mopeds since 1977 | | No | |
| United States | No national law 19 states require helmet use by all PTW operators and passengers. 28 states requires helmet use by some segment of population 3 states have no helmet law | 60% in 2012 | 21 states and the District of Columbia have enacted age- specific bicycle helmet laws | |



Country reports



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