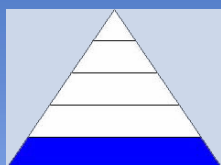


Belgium



Structure and Culture

- **Basic data**

Table 1: Basic data of Belgium 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 Belgium	European average
– Population: 10.8 million inhabitants (2010)	17.1 million (2010) ^[1,2]
– Area: 30 300 km ² (2010) (0.8% 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.): 13°C Annual precipitation level: 730 mm	(2010) 6°C 16°C 747 mm
– Exposure: 98.7 billion vehicle km (2010) [5] (76% cars, 1% motorcycles, 1% buses, 22% goods motor vehicles) (2010)	168 billion vehicle km (2010) ⁱⁱ [1]
– 0.6 motorised vehicles per person (2010)	0.7(2010 ^{l,iii}) [1,2]

- **Country characteristics**

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

Characteristics of Belgium	European average
– Population density: 358 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ^[1,2,3]
– Population composition (2010): 17% children (0-14 years), 66% adults (15-64 years), 17% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €32 400 (2010)	€26 100 (2010) [1,2]
– 55% of population lives inside urban area (2010)	42% (2010 ^{iv}) [1,2]
– Special characteristics: Belgium is an important international transport node.	

Belgium has a high population density.



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 - Belgium

- **Structure of road safety management**

- Belgium is a federal state. As a consequence, some issues are dealt with at the federal level (like the general road safety policy), while others are decentralised to the regions Flanders, Wallonia and Brussels.

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

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

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS program 	<ul style="list-style-type: none"> – The Ministry of Transport: responsible for road safety at the federal level. – The Inter-Ministerial Committee for Road Safety (composed of Regional and Federal Ministers): agency dealing with road safety policy. – Federal Commission on Road Safety: advisory body. – The Belgian Road Safety Institute (IBSR/BIVV): provides services to government institutions, coordinates between actors in the field of road safety at different levels, etc. – Local authorities: set targets and develop RS programmes.
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> – Federal Road Safety Commission, – Belgian Road Safety Institute (IBSR), – Ministry of Transport.
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – Flemish Ministry of Mobility and Public Works (MOW; Flanders); – DGO1-routes et bâtiments (Wallonia); – Brussel Mobiliteit (Brussels) – Local road authorities: local roads.
4. Vehicle improvement	Market, EU.
5. Improvement in road user education	<ul style="list-style-type: none"> – GOCA: examinations for driver license (federal level). – Federal states: responsible for educational measures and programs.
6. Publicity campaigns	<ul style="list-style-type: none"> – IBSR/BIVV – Federal states – Regional authorities – Responsible Young Drivers
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> – Federal Police – Local Police
8. Other relevant actors	<ul style="list-style-type: none"> – Interest groups: Flemish Cyclists Union, Touring, FEBIAC (Belgian Federation for the Car and Two-wheeler Industries), Motorcycle Action Group Belgium (MAG), VAB, FEBETRA, “Parents of children deceased in traffic” Consultant; – Research institutes: Belgian Road Safety Institute (IBSR/BIVV), Transportation Research Institute (IMOB – Hasselt University); – Consultants.

The federal as well as regional authorities are responsible for road safety issues in Belgium.



Road Safety Country Overview - Belgium

- **Attitudes towards risk taking**

- The percentage of Belgian drivers admitting to too close following is almost twice as high as the European average.
- On most road safety attitudes and self-reported behaviour, Belgium scores somewhat below the average score of drivers in other countries.

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

	Belgium	SARTRE average
Self-reported driving behaviour	% of drivers that show behaviour often or more	
Too close following	17%	9%
Inappropriate overtaking	7%	5%
Exceeding speed limit on motorways	27%	25%
Exceeding speed limit on main inter-urban roads	17%	18%
Exceeding speed limit on country roads	14%	13%
Exceeding speed limit in built-up areas	12%	8%
Support of stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	60%	60%
Higher penalties for drink-driving offences	82%	88%
Lower BAC levels	8%	8%
Perceived probability of being checked	% of drivers that believe that probability is high	
Speeding	13%	18%
Alcohol use	7%	9%

The perceived probability of being checked is lower in Belgium than on average in Europe.

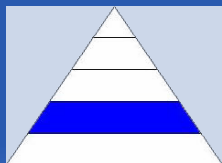
Legend

(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



Road Safety Country Overview - Belgium



Belgium has set RS targets that fit into the -50% of the EC.

In Belgium the speed limit on urban roads in the vicinity of schools has been reduced from 50 km/h to 30 km/h.

Programs and measures

- **National strategic plans and targets**

- The latest national strategy was accepted in 2011 for the period 2011-2015.
- Targets (referred to 2010):

Table 5: Road safety targets for Belgium

Year	Fatalities
2015	Max. 630
2020	Max. 420 -50%

Targets are set at the federal level as well as for the different regions.

- Priority topics: recently 20 measures have been formulated for the period 2011-2015 to work towards the target set for 2020. Measures (and related objectives) are included with respect to:
 - Education and sensitization,
 - Engineering,
 - Enforcement
 - Data collection.

(Source: DG-TREN, 2010; national sources)

- **Road infrastructure**

Table 6: Description of the road categories and their characteristics in Belgium (Source: ETSC, 2010; national sources).

Road type	Speed limit
Urban roads	50/30
Rural roads	90/70
Motorways	120

- Special rules for:
 - Mopeds A: 25 km/h
 - Mopeds B: 45 km/h for mopeds
- Guidelines and strategic plans for infrastructure are not available in Belgium. Infrastructure management is highly decentralized.

Table 7: Obligatory parts of infrastructure management in Belgium and other European countries. (Sources: [1] DG-TREN, 2010; [2] national sources)

Obligatory parts in Belgium:	European countries with obligation
Safety impact assessment: yes [2]	-
Road safety audits: no [1]	50%
Road safety inspections: no [1]	60%
Black spot treatment: no [2]	47% ^v

- Recent infrastructural actions have been addressing:
 - 30 km/h zones near schools.

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



Road Safety Country Overview - Belgium

Traffic laws and regulations

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

Regulations in Belgium	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: not allowed – 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: recommended [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]

Regulations in Belgium are similar to regulations in most other European countries

Enforcement

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

Issue	Score for Belgium	Most common in Europe (% of countries)
Speed legislation enforcement	5	7 (35%)
Seat-belt law enforcement	3	7 (43%) ^{vii}
Child restraint law enforcement	6	6 (27%) ^{viii}
Helmet legislation enforcement	8	9 (39%) ^{ix}

Effectiveness of enforcement of speed, seat-belt wearing and helmet wearing are assessed as lower than the European average.

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

Issue	Score for Belgium	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



^{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).

^{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).

Road Safety Country Overview - Belgium

• Road user education and training

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

Education and training in country	Most common in Europe (% of countries)
General education programmes: <ul style="list-style-type: none"> – Primary school: compulsory (not in French-speaking community) – Secondary school: compulsory (not in French-speaking community) – Other groups: none 	Compulsory (65% ^{xi}) Compulsory (50% ^{xii}) [1,2] -
Driving licences thresholds: <ul style="list-style-type: none"> – Passenger car: 18 years – Motorised two wheeler: 18 years for motorcycles of a power not exceeding 35 kW and with a power/weight ratio not exceeding 0.2 kW/kg, otherwise 21 year – Busses and coaches: 21 years – Lorries and trucks: 21 years 	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 Belgium, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in country	Most common issues in Europe (% of countries)
Organisation: <ul style="list-style-type: none"> – IBSR/BIVV – Federal states – Regional authorities – Responsible Young Drivers 	
Main themes, for example: <ul style="list-style-type: none"> – Drink-driving – Seat-belts – Speed – Mobile phones – Campaign on child restraint systems – Motorcyclist campaign – Responsible young drivers – Traffic education for the elderly 	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - - -

Road safety education at schools, campaign themes and driving licence thresholds are similar as in most other European countries.



^{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 - Belgium

The period for mandatory vehicle inspections are similar to the period most common in other European countries.

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

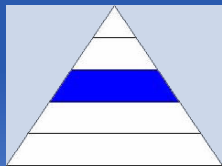
Table 13: Developments of vehicles and technology in Belgium, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Technical inspections mandatory for:	Most common in Europe (% of countries)
Passenger cars: every 12 months	Every 12 months (41%)
Motorcycles: every 12 months	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 - Belgium



The mean speed on 30 km/h roads has increased over time and is now almost at the same level as the mean speed on 50 km/h roads.

No information on drink-driving enforcement and offenders in Belgium.



Road Safety Performance Indicators

• Speed

Table 14: Number of speed checks in Belgium versus 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	90.8 ^{xvi}

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

Road type	2003	2010	% change	European average
Motorways	Not available	40%*	-	Not available
Rural roads	56% (90 km/h) 68% (70 km/h)	29% (90 km/h) 40% (70 km/h)	-49% (90 km/h) -42% (70 km/h)	Not available
Urban roads	60% (50 km/h) 75% (30 km/h)	61% (50 km/h) 93% (30 km/h)	2% (50 km/h) 25% (30 km/h)	Not available

*2011

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

Road type	2003	2010	% change	European average
Motorways	Not available	118 km/h*	-	Not available
Rural roads	94 km/h (90 km/h) 77 km/h (70 km/h)	83 km/h (90 km/h) 71 km/h (70 km/h)	-12% (90 km/h) -8% (70 km/h)	Not available
Urban roads	54 km/h (50 km/h) 38 km/h (30 km/h)	54 km/h (50 km/h) 46 km/h (30 km/h)	<1% (50 km/h) 20% (30 km/h)	Not available

*2011

• Alcohol

Table 17: Road side surveys for drink-driving in Belgium 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 - Belgium

Belgium has a high proportion of new, relatively safe cars, compared with the European average.

Front seat-belt wearing is lower than the European average; rear seat-belt wearing is higher than the European average.

• Vehicles

Table 18: State of the vehicle fleet in Belgium compared to the European average (Source: ETSC, 2009; national sources)

Vehicle fleet in country	European average
Cars per age group (2010): <ul style="list-style-type: none"> – 19% ≤ 2 years, – 24% 3 to 5 years, – 29% 6 to 10 years, – 28% > 10 year. 	Passenger cars (2009) ^{xviii} <ul style="list-style-type: none"> 12% ≤ 2 years, 19% 3 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP-score of cars (new cars sold in 2008): <ul style="list-style-type: none"> – 5 stars: 57% – 4 stars: 32% – 3 stars: 4% – 2 stars: 0% 	<ul style="list-style-type: none"> 49% 35% 6% 1%^{xix}

• Protective systems

Table 19: Protective system use in Belgium versus the average in Europe (Source: [1] Vis & Eksler, 2008; [2] national sources)

Use of protective systems in country	European average
Daytime seat belt wearing in cars and vans (2010) [2]: <ul style="list-style-type: none"> – 86% front – 86% driver – 87% front passenger – 68% rear (2006) [1], – 90% child restraint systems (52% appropriate) (2005) [1] 	(2007) <ul style="list-style-type: none"> 85% front^{xx}, Not available Not available 60% rear^{xxi}, Not available
Helmet use [1] (2006): <ul style="list-style-type: none"> – 99% motor rides (2005), – 94% moped riders, – 34% cyclists 	<ul style="list-style-type: none"> Not available Not available Not available



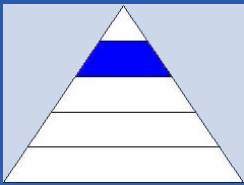
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{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 - Belgium



The number of fatalities per million inhabitants in Belgium is higher than the European average.

Road Safety Outcomes

- General positioning

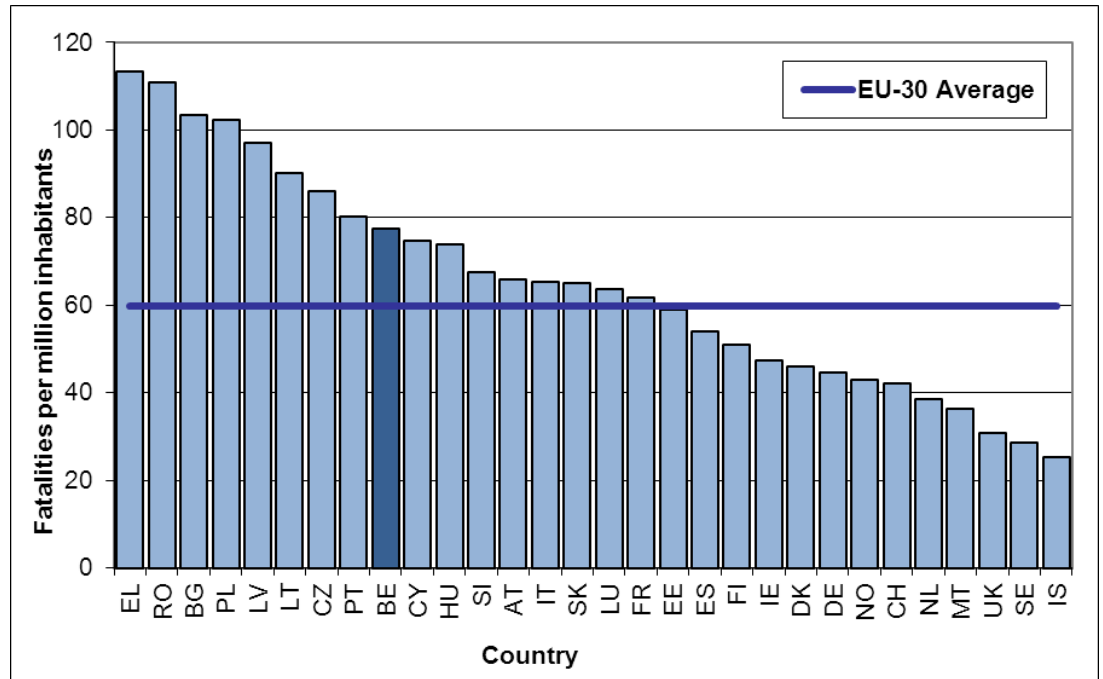


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

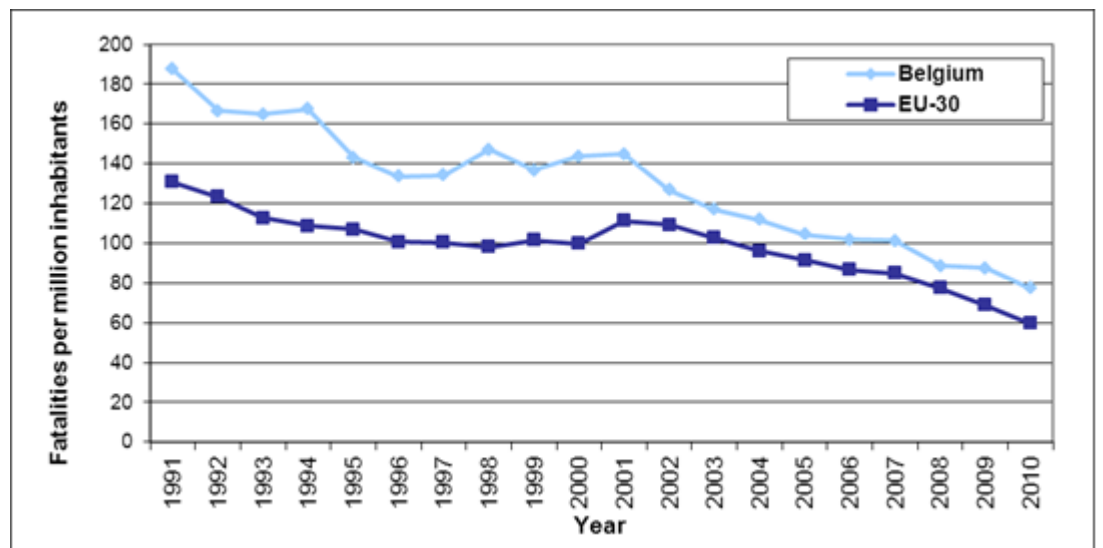


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview - Belgium

Most fatalities are car occupants in Belgium; fatalities among car occupants and cyclists have a larger share than in most other European countries.

The share of fatalities amongst young men between 18 and 24 years and men between 25 and 49 years is higher in Belgium than on average in Europe.

• Transport mode

Table 20: Reported fatalities by mode of road transport in Belgium 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	158	106	-4%	13%	18%
Car occupants	899	443	-7%	53%	47%
Motorcyclists	147	102	-3%	12%	13%
Mopeds	63	22	-9%	3%	2%
Cyclists	128	70	-5%	8%	5%
Bus/coach occupants	9	1	16%	0%	<1%
Lorries or truck occupants	28	13	4%	2%	4%

• Age, gender and nationality

Table 21: Reported fatalities by age, gender and nationality in Belgium 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	28	10	-7%	1%	1%
15 – 17 years	11	8	29%	1%	1%
18 – 24 years	59	33	-4%	4%	4%
25 – 49 years	140	62	-8%	7%	7%
50 – 64 years	46	30	-3%	4%	3%
65+ years	97	60	-4%	7%	7%
Males					75%
0-14 years	35	12	-3%	1%	2%
15 – 17 years	35	13	-5%	2%	2%
18 – 24 years	222	137	-4%	16%	13%
25 – 49 years	492	281	-6%	33%	31%
50 – 64 years	146	93	-4%	11%	12%
65+ years	167	93	-5%	11%	12%
Nationality of driver or rider killed					
National	Not available	Not available	Not available	Not available	Not available
Non-national	Not available	Not available	Not available	Not available	Not available



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

Road Safety Country Overview - Belgium

The number of fatalities on junctions dropped remarkably between 2001 and 2010 in Belgium but has still a higher share than the European average, as are fatalities on rural roads.

The proportion single vehicle crashes in Belgium is higher than the European average.

• Location

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

Location	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiii})
Built-up areas	450	246	-6%	29%	33%
Junctions	357	158	-9%	19%	12%
Rural areas	843	451	-6%	54%	49%
Motorways	193	104	-6%	12%	5%

• Lighting and weather conditions

Table 23: Reported fatalities by lighting and weather conditions in Belgium 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	735	431	-6%	51%	55%
During nighttime	663	343	-7%	41%	39%
Weather condition					
While raining	252	87	-9%	10%	10%

• Single vehicle crashes

Table 24: Reported fatalities by type in Belgium 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	637	353	-6%	42%	40%

• Under-reporting of casualties

- Fatalities: 95%.
- Hospitalised: not available

(Source: national sources)



^{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 - Belgium

- Risk figures

Young people and motorcyclists have a higher risk of getting involved in a fatal crash compared to the other groups in Belgium.

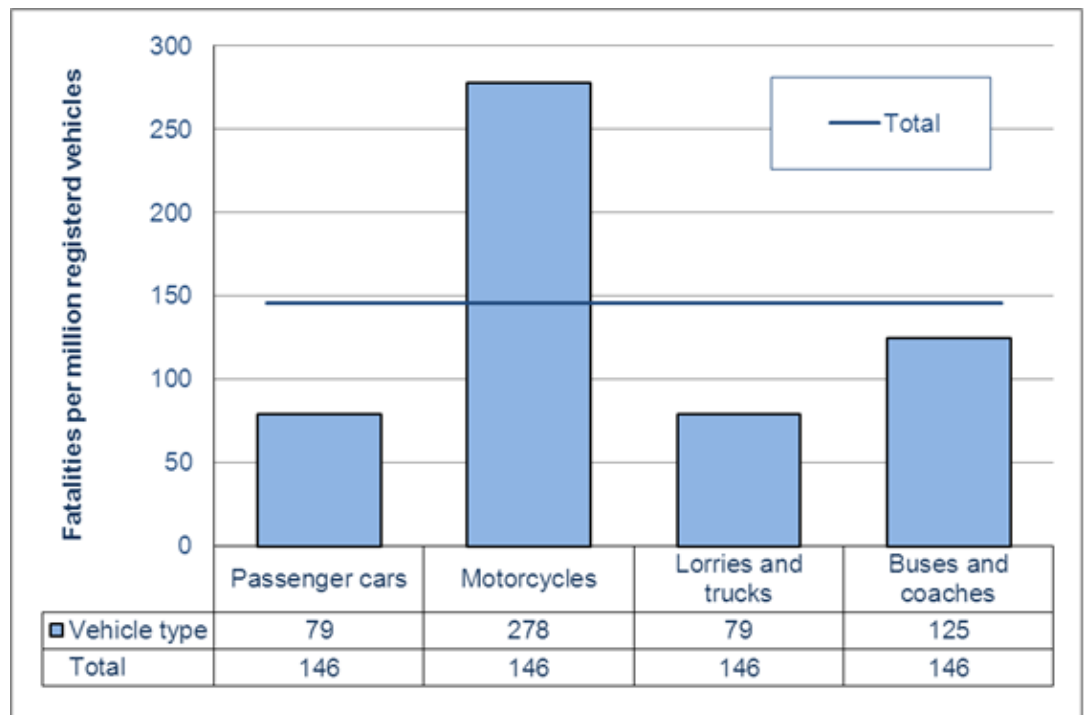


Figure 3: Fatalities by vehicle fleet mode for Belgium in 2008 (Sources: CARE).

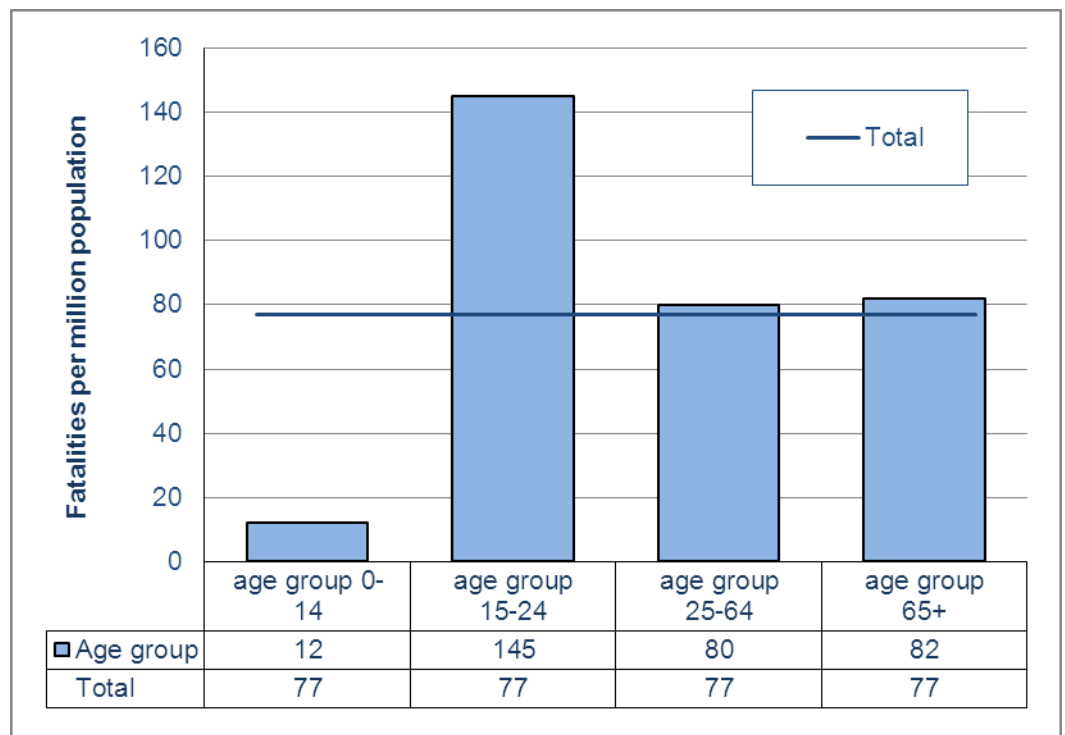
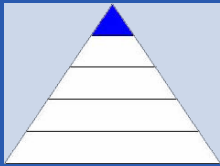


Figure 4: Fatalities by number of inhabitants in Belgium in 2008 (Sources: CARE, national sources; OECD/ITF, 2011).



Road Safety Country Overview - Belgium



Social Cost

- Total costs of road crashes: 14 billion (2008)
- Percentage of GDP: 4% (2008)

(Source: WHO, 2009)

Table 24/25: Cost (in million Euro) per injury type in Belgium versus the European average (Source: Bickel et al., 2006).

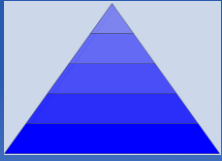
Injury type	Value	European average ^{xxv}
Fatal	1.64	1.28
Hospitalised	0.25	0.18
Slightly injured	0.02	0.02

Estimated costs of severe road injuries are higher in Belgium than on average in Europe.



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

Road Safety Country Overview - Belgium



A large reduction was reached with regard to the number of fatalities on junctions and Belgium has implemented 30 km/h speed zones in the vicinity of schools.



Synthesis

- **Safety position**

- The number of fatalities per million inhabitants is higher than the European average.

- **Scope of problem**

- Road crashes account for 4% of the GDP in 2008 in Belgium. The costs per injury type are estimated to be higher than the European average.
- A large number of fatalities are car occupants, followed by motorcyclists and pedestrians. Cyclists, moped riders and truck occupants have a larger share in Belgium than in most other European countries.
- The share of fatalities amongst young men between 18 and 49 years is higher in Belgium than on average in Europe.
- Relatively more people get killed on rural roads and in single vehicle crashes in Belgium compared to the European average.

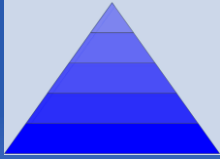
- **Recent progress**

- The number of fatalities per million inhabitants dropped slightly over the years. However, in recent years, there is no catching-up to reach the European average number of fatalities per million inhabitants or obtain a lower-than-average figure.
- A large reduction was reached with regard to the number of fatalities on junctions.

- **Remarkable road safety policy issues**

- In Belgium, the speed limit on urban roads in the vicinity of schools has been reduced from 50 km/h to 30 km/h.

Road Safety Country Overview - Belgium



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