

**SYNTHESIS OF REPLIES TO THE QUESTIONNAIRE ON SEATBELTS (GENERALITIES)**

DOCUMENT N°1 - AUGUST 2005

Ref. Document TRANS/WP.1/2004/7Rev.2

ECE COUNTRIES	Strategies used to raise seatbelt use (1)					Collection of detailed information about road traffic crashes (2)	Data include information about whether seatbelts were in use at the time of the crash (3)	Data on seatbelt use routinely collected (4 a)			Means of collecting information on seatbelt use (5)				
	Legislation	Enforcement	Education	Public information campaigns	Other			Front seat		Back seat	Observation	Crash data	Self-reported by occupants	Opinion/telephone surveys	Other
								Driver (% - Date collected)	Passenger (% - Date collected)	Passenger (% - Date collected)					
<b>Albania</b>	X	X	X	X	--	Yes	Yes	52.12 % 10/04	26.52 % 10/04	26.52 % 10/04	X	--	--	--	--
<b>Azerbaijan</b>	X	X	X	X	--	Yes	Yes	No	No	No	X	X	--	X	--
<b>Bulgaria</b>	X	X	X	X	Children painting competition	Yes	Yes	55 % 23/08/03	55% 23/08/03	--	X	X	--	--	--
<b>Canada</b>	X	X	X	X	Selective Traffic Enforcement Programs (STEP)	Yes	Yes	91 % 16/07/01	90 % 16/07/01	80 %	X	X	--	--	--
<b>Croatia</b>	X	X	X	X	National program of road safety	Yes	Yes	64.7 % 16/4/03	26.8 % 16/4/03	8.5 % 16/4/03	X	X	--	--	Enforcement
<b>Czech Republic</b>	X	X	--	X	--	No	No	No	No	No	X	--	--	--	--

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								Driver (% - Date collected)	Passenger (% - Date collected)	Passenger (% - Date collected)					
<b>Denmark</b>	X	X	X	X	--	Yes	Yes	84% 2002	--	58% 2002	X	X	--	X	--
<b>Estonia</b>	X	X	X	X	Monitoring/ observation of seatbelt use	Yes	Yes	73 % 01/12/04	75.2 % 01/12/04	21.3 % 01/12/04	X	X	--	X	--
<b>Finland</b>	X	X	X	X	--	Yes	Yes	89 % 2004	89 % 2004	80 2004	X	X	--	--	--
<b>France</b>	X	X	X	X	--	Yes	Yes	88 % 2003	97 % 2003	--	X	X	X	--	--
<b>Georgia</b>	--	draft	--	--	--	Yes	No	No	No	No	--	--	--	--	--
<b>Germany</b>	X	X	X	X	1/	Yes	No	93 % 2003	95 % 2003	86 % 2003	X	--	--	--	--
<b>Hungary</b>	X	X	--	X	--	Yes	Yes	No	No	No	--	X	--	--	--
<b>Ireland</b>	X	X	X	X	--	Yes	Yes	85% 2003	76% for males 88% for females 2003	46% 2003	X	X	--	--	--
<b>Israel</b>	X	X	X	X	--	Yes	Yes	91 % 8/04	88 % 8/04	34 % 8/04	X	--	--	--	--
<b>Kazakhstan</b>	X	X	--	--		Yes	No	No	No	No	--	X	--	--	--
<b>Kyrgyzstan</b>	X	--	--	--	--	Yes	No	No	--	--	--	--	X	--	--
<b>Latvia</b>	X	X	X	X	--	Yes	No	No	--	--	X	--	X	X	--

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<b>Luxembourg</b>	X	X	X	X	--	Yes	Yes	74 % 07/2003	78 % 07/2003	60% 07/2003	X	X	--	--	--
<b>Malta</b>	X	X	X	X	--	Yes	Yes	99 % 13/10/04	93 % 13/10/04	25 % 13/10/04	X	--	--	--	--
<b>Netherlands</b>	X	X	X	X	--	Yes	Yes	90 % 06/2004	91 % 06/2004	69 % 06/2004	X	--	--	--	--
<b>Norway</b>	X	X	--	X	--	Yes	Yes	85 % 04/2004	90 % 04/2004	92 % 04/2004	X	--	--	--	--
<b>Portugal</b>	X	X	--	X	--	Yes	Yes	88% 01/2004	84% 01/2004	25% 01/2004	X	X	--	--	--
<b>Russian Fed.</b>	X	X	X	--	--	Yes	No	No	No	No	X	X	--	--	--
<b>Serbia &amp; Montenegro</b>	X	X	X	X	--	Yes	Yes	No	No	No	X	X	--	--	Statistics for fines for non-use of seatbelts
<b>Slovakia</b>	X	X	X	--	--	Yes	Yes	No	No	No	--	--	--	--	--
<b>Slovenia</b>	X	X	X	X	--	Yes	Yes	83 % 2004	83 % 2004	40 % 2004	X	X	--	--	--
<b>Spain</b>	X	X	X	X	--	Yes	Yes	87 % 01/01/04	89 % 01/01/04	52 % 01/01/04	--	X	--	--	Specific enforcement & information campaigns
<b>Switzerland</b>	X	X	--	X	--	Yes	Yes	81 % 05/2004	--	56 % 05/2004	--	--	--	--	--
<b>Turkey</b>	X 1/	X	X	X	--	Yes	No	No	No	No	--	--	--	--	--

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	Legislation	Enforcement	Education	Public information campaigns	Other			Front seat		Back seat	Observation	Crash data	Self-reported by occupants	Opinion/telephone surveys	Other
								Driver (% - Date collected)	Passenger (% - Date collected)	Passenger (% - Date collected)					
<b>Ukraine</b>	X	--	X	X	--	Yes	No	No	No	No	--	--	--	--	--
<b>United Kingdom</b>	X	X	X	X	--	Yes	No	93% 10/04	93% 10/04	83% 10/04	X	--	--	--	--
<b>USA</b>	X	X	X	X	Outreach Incentive grant programs 2/	Yes	Yes	Not specified See 3/	Not specified See 3/	Not specified See 3/	X	X	X	X	--
<b>TOTAL: 33 replies</b>	<b>33 answers</b> 32 legislation 31 enforcement 26 education 28 public information campaigns 6 others (23 countries have Yes to 4 first questions)					<b>32 yes</b> <b>1 no</b>	<b>23 yes</b> <b>10 no</b>	<b>21 yes</b> (from 52% to 99%) <b>9 no</b> <b>5 N/A or not specified</b> <b>12 no</b>	<b>19 yes</b> (from 26% to 95%) <b>9 no</b> <b>5 N/A or not specified</b>	<b>19 yes</b> (from 8.5% to 92%) <b>10 no</b> <b>5 N/A or not specified</b>	<b>29 answers</b> <b>24 observation</b> (9 no answers or N/A) <b>18 crash data</b> (15 no answers or N/A) <b>4 self-reported</b> (29 no answers or N/A) <b>5 surveys</b> (28 no answers or N/A) <b>3 others</b> <b>4 no answers</b>				

**SYNTHESES OF REPLIES FROM COUNTRIES MEMBERS OF THE ECONOMIC COMMISSION FOR AFRICA**

ECA COUNTRIES	Strategies used to raise seatbelt use (1)					Collection of detailed information about road traffic crashes (2)	Data include information about whether seatbelts were in use at the time of the crash (3)	Data on seatbelt use routinely collected (4 a)			Means of collecting information on seatbelt use (5)				
	Legislation	Enforcement	Education	Public information campaigns	Other			Front seat		Back seat	Observation	Crash data	Self-reported by occupants	Opinion/telephone surveys	Other
								Driver (% - Date collected)	Passenger (% - Date collected)	Passenger (% - Date collected)					
<b>Burundi</b>	X	--	X	X	Highway code	Yes	No	No	No	No	X	--	--	X	--
<b>Cameroon</b>	--	--	--	X	No text	Yes	No	No	No	No	X	--	--	--	--
<b>Central African Republic</b>	X	X	X	X	--	Yes	No	No	No	No	X	X	X	--	--
<b>Egypt</b>	X	X	--	X	--	Yes	No	70 % 2004	45 % 2004	--	X	--	--	--	--
<b>Mauritius</b>	X	X	--	X	--	Yes	Yes	94% 2004	84% 2004	--	--	X	--	--	Survey (roadside) questionnaire
<b>Morocco</b>	X	X	X	X	--	Yes	Yes	No	No	--	--	X	--	--	--
<b>TOTAL : 6 replies</b>	<b>6 answers</b> <b>5 legislation</b> <b>4 enforcement</b> <b>3 education</b> <b>6 public information campaigns</b> <b>2 others</b> (2 countries have Yes to 4 first questions)					<b>6 yes</b>	<b>6 no</b>	<b>2 yes</b> (from 70% to 94%) <b>4 no</b>	<b>2 yes</b> (from 45% to 84%) <b>4 no</b>	<b>3 no</b> <b>3 N/A or not specified</b>	<b>6 answers</b> <b>4 observation</b> (2 no answers or N/A) <b>3 crash data</b> (3 no answers or N/A) <b>1 self-reported</b> 5 no answers or N/A) <b>1 survey</b> (5 no answers or N/A) <b>1 other</b>				

## Footnotes

1/ Germany: Legislation regulates the obligation to use seatbelts/child-restraint systems and also the sanctions, when necessary; insurance will be reduced when this obligation has been violated.

2/ Turkey: 18 June 1995: Road Traffic Law of Turkish Republic is enacted, mandatory use of seatbelt (as equipment designed for protection during travel) only in front seats and only in non-urban areas. Children under 10 years old are not allowed to travel in front seats of vehicles stated in Regulations for Road Traffic – Article 150. (Karayolu Trafik Yönetmeliği: Madde 150). These vehicles are private cars, minibuses, vans, trailer, buses.

3/ USA: The National Highway Traffic Safety Administration (NHTSA) is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. We accomplish this by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment and through grants to states and local governments to enable them to conduct effective local highway safety programs.

At NHTSA, highway safety programs are based on extensive research and are data driven. In the area of occupant protection, research shows that education alone is not sufficient to raise and sustain a high level of belt use. While education may increase a driver's knowledge, it does not necessarily result in a behavioural change. For this reason NHTSA uses various countermeasures to reduce fatalities and injuries, including enforcement, education, legislation and engineering.

Buckle Up America Campaign: The goals of this campaign are increasing the proper use of safety belts and child restraints, thereby reducing fatalities and injuries. The campaign centers on four approaches: 1) cultivate public-private partnerships at the local, state, and national levels; 2) encourage states to enact strong legislation by adopting primary (standard) safety belt laws and closing gaps in child passenger safety laws; 3) conduct active, high-visibility enforcement of safety belt laws and; 4) expand effective public education on the benefits of safety belt and child safety seat use and the requirements of safety belt and child safety seat use laws.

- Cultivate public-private partnerships, and through these efforts resources can be expanded to raise safety belt use and establish a national position on the benefits of wearing safety belts and using child safety seats.
- Enact strong legislation by adopting primary (standard) safety belt laws and closing the gaps in child passenger safety laws. Under primary enforcement laws, a citation can be written whenever a law enforcement officer observes an unbelted driver or passenger. In states with secondary laws, an officer can only issue a citation after the driver is stopped or cited for some other infraction. Child passenger safety laws should cover every child (up to age 16), in every seating position, in every vehicle. Every state has a child passenger safety law, but the requirements vary. Some laws include only coverage for very young children; some cover only the front seat, and some exempt pickup trucks and vans. Currently, 21 states, plus Washington D.C. and Puerto Rico have safety belt laws that allow primary enforcement. Safety belt use rates are approximately eleven percent higher in states with primary safety belt use laws than those with secondary enforcement.
- Conduct active, high-visibility enforcement of safety belt laws to achieve higher safety belts use rates. Experience has shown that after passage of a safety belt use law, use rates rise. However, if the laws are not continually actively enforced, use rates drop.
- Expand effective public education on the benefits of safety belt and child safety seat use and the requirements of safety belt use and child safety seat use laws. Public education may include a broad range of activities including promotional events, and community-based initiatives.

4/ See Passenger Car and Light Truck Occupants Killed or Injured, by Age and Restraint Use <http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2003.pdf>

- Table 84 on page 119.