World Health Organization

GLOBAL STATUS REPORT ON ROAD SAFETY 2013

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

SUPPORTING A DECADE OF ACTION

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SUPPORTING A DECADE OF ACTION

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Preface

Progress is being made to make the world's roads safer, but this critical work must be intensified and accelerated.

In 2010 the governments of the world declared 2011–2020 as the Decade of Action for Road Safety. They invited the World Health Organization to prepare this report as a baseline to assess the state of global road safety at the onset of the Decade, and to be able to monitor progress over the period of the Decade. The unanimous support for this Decade of Action from Member States indicates a growing awareness that the devastating scale of road traffic injuries is a global public health and development concern.

This report shows that 1.24 million people were killed on the world's roads in 2010. This is unacceptably high. Road traffic injuries take an enormous toll on individuals and communities as well as on national economies. Middle-income countries, which are motorizing rapidly, are the hardest hit.

There is a sound body of scientific evidence behind road safety interventions. Adopting and enforcing legislation relating to important risk factors – speed, drink–driving, motorcycle helmets, seat-belts and child restraints – has been shown to lead to reductions in road traffic injuries. This report illustrates some of the progress made in a number of countries to address these risk factors since publication of the first *Global status report on road safety* (2009). Since 2008, 35 countries have passed new laws or amended existing legislation covering one or more of these risk factors. Nevertheless, in many countries these laws are either not comprehensive in scope or are lacking altogether. Governments must do more to ensure that their national road safety laws meet best practice, and do more to enforce these laws.

Road safety was recognized in global environmental policy deliberations at the recent Rio+20 UN Conference on Sustainable Development. A clear link was made between road safety and sustainable development. Encouraging sustainable transport policy must include making non-motorized forms of transport accessible and safe: this report shows that 27% of global road traffic deaths are among pedestrians and cyclists. To date, these road users have been neglected in transport and planning policy. The world must now increase its focus on making walking and cycling safer, and protecting these road users from high-speed traffic.

The benefits of such a move will be far greater than purely the health benefits of reduced road traffic injuries. Benefits will include reduced air pollution and greenhouse gas emissions, reductions in traffic congestion, and the health outcomes that come from increased physical activity.

This report shows that, with sufficient political will, road traffic deaths can be averted. In supporting the Decade of Action for Road Safety, governments around the world have shown their political commitment to make the world's roads safer. The Decade offers a unique platform upon which to address this issue. The challenge is to keep this pledge and enhance the pace of change. Only then can the goal of the Decade of Action for Road Safety be met.

Dr Margaret Chan
Director-General
World Health Organization

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Executive summary

Road traffic injuries are the eighth leading cause of death globally, and the leading cause of death for young people aged 15–29 *(1, 2)*. More than a million people die each year on the world's roads, and the cost of dealing with the consequences of these road traffic crashes runs to billions of dollars *(3)*. Current trends suggest that by 2030 road traffic deaths will become the fifth leading cause of death unless urgent action is taken *(2)*.

Strategies exist that are proven to reduce road traffic injuries and a number of countries have successfully used these strategies to reduce their road traffic deaths. In 2004, the World Health Organization (WHO) and the World Bank launched the *World report on road traffic injury prevention (4)*. The World report provides extensive information on leading risk factors for road traffic injuries and evidence on effective interventions, and makes recommendations to countries on how to improve national road safety. Progress in implementing the recommendations of the World report was first reported in the *Global status report on road safety: time for action* (2009) *(5)*.

In 2010 the United Nations General Assembly unanimously adopted a resolution calling for a Decade of Action for Road Safety 2011–2020, and for further Global status reports on road safety to monitor the impact of the Decade at national and global levels. This report builds on the 2009 report, and provides additional data in a number of important areas. It serves as the baseline for monitoring the Decade.

The report shows that there has been no overall reduction in the number of people killed on the world's roads: about 1.24 million deaths occur annually. However, this plateau should be considered in the context of a corresponding 15% global increase in the number of registered vehicles, suggesting that interventions to improve global road safety have mitigated the expected rise in the number of deaths. Eighty-eight countries – in which almost 1.6 billion people live – reduced the number of deaths on their roads between 2007 and 2010, showing that improvements are possible, and that many more lives will be saved if countries take further action. However, of concern is that 87 countries saw increases in the numbers of road traffic deaths over the same period. The report also shows that the highest road traffic fatality rates are in middle-income countries, particularly the African Region. More than three-quarters of all road traffic deaths are among young males. The report notes the need for standardized data collection on fatalities and the need for improvement in the quality of road safety data on road traffic deaths, non-fatal injuries and disability. It also stresses the importance of good post-crash care, both in terms of providing quick access for road traffic victims to health care, and in ensuring the quality of trained hospital trauma care staff in mitigating the negative outcomes associated with road traffic crashes.

The first *Global status report on road safety* highlighted the lack of

Eighty-eight countries have reduced the number of deaths on their roads – but the total number of road traffic deaths remains unacceptably high at 1.24 million per year.

Only 28 countries, representing 449 million people (7% of the world's population), have adequate laws that address all five risk factors (speed, drink–driving, helmets, seat-belts and child restraints).

comprehensive legislation on key risk factors (speed, drink–driving, motorcycle helmets, seat-belts and child restraints) for road traffic injuries *(5)*. Between 2008 and 2011, 35 countries, representing almost 10% of the world's population, passed laws to address one or more of these five key risk factors. The action taken by these countries to implement new laws indicates that – with country commitment – progress is possible. However, there has been no increase in the number of countries with adequate legislation on all five key risk factors – the 28 countries (representing 7% of the world's population) with comprehensive laws remain unchanged from the last evaluation in 2009. The report also highlights that enforcement of these laws, which is critical to their success, is inadequate.

The report serves as a strong warning to governments to address the needs of non-motorized road users. Twenty-seven per cent of all road traffic deaths occur among pedestrians and cyclists. In low- and middle-income countries, this figure is closer to a third of all road deaths, but in some countries is more than 75%. As the world continues to motorize, walking and cycling need to be made safe and promoted as healthy and less expensive mobility options. However, only 68 countries have national or subnational policies to promote walking and cycling, and just 79 countries have policies that protect pedestrians and cyclists by separating them from motorized and high-speed traffic. Although governments increasingly recognize the need to promote alternative forms of mobility, more emphasis needs to be given to making these modes of transport safe. Addressing the safety of pedestrians, cyclists and motorcyclists is critical to successfully reducing the total number of global road traffic deaths.

The report further highlights the important role that road infrastructure can play in reducing injuries among all road users, including pedestrians, cyclists and motorcyclists. It recommends that governments implement regular road

Over a third of road traffic deaths in low- and middle-income countries are among pedestrians and cyclists. However, less than 35% of low- and middle-income countries have policies in place to protect these road users.

safety audits to assess safety levels of both existing and new road infrastructure projects. The report also outlines progress that has been made to implement minimum vehicle safety standards, and encourages governments to work with vehicle manufacturers to ensure that ever-larger proportions of their fleets meet these standards.

Real progress has been made towards improving road safety and saving lives, but what this report shows is that faster and more concerted action is needed to prevent many more lives being needlessly lost on the world's roads. Therefore the report makes the following recommendations:

- Governments urgently need to pass comprehensive legislation that meets best practice on all key risk factors to address this preventable cause of death, injury and disability.

- Governments should invest sufficient financial and human resources in the enforcement of these laws, as an essential component for their success. Raising public awareness can be an important strategy in increasing understanding of and support for such legislative and enforcement measures.

- Concerted effort is needed to make road infrastructure safer for pedestrians and cyclists. The needs of these road users must be taken into consideration earlier, when road safety policy, transport planning and land use decisions are made. In particular, governments need to consider how non-motorized forms of transport can be integrated into more sustainable and safer transport systems.

Background

Approximately 1.24 million people die every year on the world's roads, and another 20 to 50 million sustain non-fatal injuries as a result of road traffic crashes. These injuries and deaths have an immeasurable impact on the families affected, whose lives are often changed irrevocably by these tragedies, and on the communities in which these people lived and worked.

Road traffic injuries are estimated to be the eighth leading cause of death globally, with an impact similar to that caused by many communicable diseases, such as malaria *(1)*. They are the leading cause of death for young people aged 15–29 years, and as a result take a heavy toll on those entering their most productive years *(2)*. Economically disadvantaged families are hardest hit by both direct medical costs and indirect costs such as lost wages that result from these injuries. At the national level, road traffic injuries result in considerable financial costs, particularly to developing economies. Indeed, road traffic injuries are estimated to cost low- and middle-income countries between 1–2 % of their gross national product, estimated at over US$ 100 billion a year *(3)*.

Despite the enormous toll exacted by road traffic injuries, they have for many years been neglected by global health and development agendas, and funding for interventions has not been commensurate with the scale of the problem. This is despite the fact that road traffic injuries are largely preventable and that the evidence base for effective interventions is extensive.

Road traffic injuries are increasing, notably in low- and middle-income countries, where rates are twice those in high-income countries. This is partly attributable to the rapid rate of motorization in many developing countries that has occurred without a concomitant investment in road safety strategies and land use planning. While road traffic fatality rates are decreasing in some high-income countries, the rapid increase in road traffic crashes in low- and middle-income countries has driven an overall global increase in deaths and injuries. Indeed, current trends suggest that road traffic injuries will become the fifth leading cause of death by 2030, with the disparity between high- and low-income countries further accentuated *(2)*.

Nonetheless, evidence from many countries shows that dramatic successes in preventing road traffic injuries can be achieved through concerted efforts at national level. A number of countries, such as Australia, Canada, France, the Netherlands, Sweden and the United Kingdom have achieved steady declines in road traffic death rates through coordinated, multisectoral responses to the problem. Such responses involve implementation of a number of proven measures that address not only the safety of the road user, but also vehicle safety, the road environment and post-crash care.

The Decade of Action for Road Safety

In 2010, the United Nations General Assembly adopted resolution 64/255[1], which proclaimed a Decade of Action for Road Safety. The goal of the Decade (2011–2020) is to stabilize and reduce the increasing trend in road traffic fatalities, saving an estimated 5 million lives over the period (see Figure 1).

1 http://www.who.int/roadsafety/about/resolutions/download/en/index.html

Figure 1
Goal of the Decade of Action for Road Safety 2011–2020

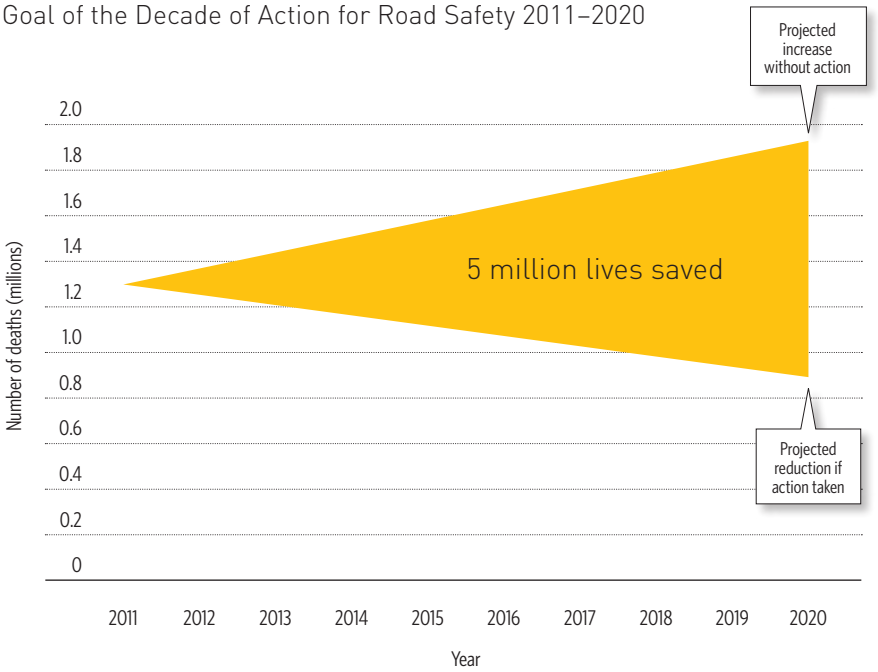
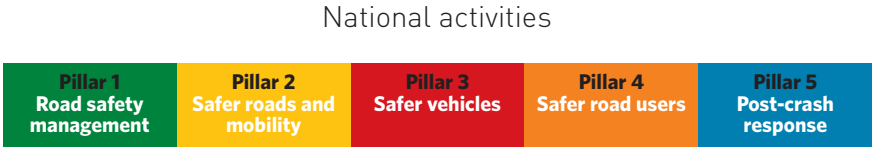


Figure 2
The five pillars that guide national road safety plans and activities over the Decade of Action



In order to guide countries on taking concrete, national-level actions to achieve this goal, a Global Plan of Action was developed *(5)*. This provides a practical tool to help governments and other national stakeholders develop national and local plans of action, while simultaneously providing a framework for coordinating activities at regional and global levels. National activities are based around five key pillars, as indicated (Figure 2).

The UN General Assembly resolution also called for regular monitoring of global progress toward meeting targets identified in the *Global Plan of Action.* These targets are, in part, based on data highlighted in the first *Global status report on road safety* in 2009,[1] and to this end, the resolution calls for the publication of further reports to provide and disseminate this information *(6)*. This report, the second *Global status report on road safety,* meets this request and will provide the baseline data (from 2010) for monitoring progress through the Decade of Action.

1 The *Global status report on road safety: time for action (2009)* legislation data were collected for 2008 and fatality data for 2007; in both cases these were the most recent data available. The current report provides legislation data updated for 2011 and fatality data updated for 2010. Thus comparisons on fatality data relate to 2007 and 2010.

The purpose of this report

The specific objectives of this second *Global status report on road safety* are:

- to describe the burden of road traffic injuries and implementation of effective interventions in all Member States using a standardized methodology, and assess changes since the publication of the first *Global status report* in 2009;
- to indicate gaps in road safety nationally across a number of domains (institutional management, policies, legislation, data collection) to stimulate and prioritize road safety activities;
- to serve as a baseline for monitoring activities relating to the Decade of Action for Road Safety at national and international levels.

Methodology

The methodology used to generate the data and information presented in this report involved collecting data from each country, coordinated by a National Data Coordinator (see Statistical Annex, Table A1). Data collection in turn was driven by a number of individual respondents from different sectors within a country, each of whom completed a self-administered questionnaire with information on key variables. This group was then required to come to a consensus on the data that best represented their country, which is presented here. More detail on the methodology can be found on page 42. The report highlights data from 182 countries/areas, covering 6.8 billion people (98.6% of the world's population). Response rates by region covered between 95% of the population in the African Region, to 100% in the South-East Asia Region. Data collection was carried out in 2011: thus, while data on legislation and policies relate to 2011, data on fatalities relate to 2010, the most recent year for which data were available.

SECTION 1

The current state of global road safety

The number of road traffic deaths each year has not increased – but remains unacceptably high at 1.24 million per year.

Many countries have successfully reduced the number of deaths on their roads, while deaths are increasing in others

This report shows that there were 1.24 million deaths on the world's roads in 2010,[1] similar to the number of deaths in 2007. This plateau in the number of global road deaths needs to be viewed in the context of a corresponding 15% global increase in the number of registered motorized vehicles.

1 These data are based on information collected in this survey for 182 countries, and estimated where appropriate to account for varying levels of data quality to make data comparable across countries. Data have been extrapolated to all 195 countries and territories in the world. Full details of the methodology used to develop comparative estimates are explained on page 42.

Although the aim of reducing the annual burden of road traffic deaths has yet to be realized, the lack of increase suggests that interventions to improve global road safety may have mitigated deaths that would otherwise have occurred. Between 2007 and 2010, the number of road traffic deaths decreased in 88 countries, suggesting that progress can be made with sufficient national commitment. Of these 88 countries, 42 are high-income countries, 41 are middle-income, and five are low-income (see Figure 3).

Nonetheless, there is a major, persisting concern in the 87 countries that saw increases in the numbers of road traffic deaths over the same period.

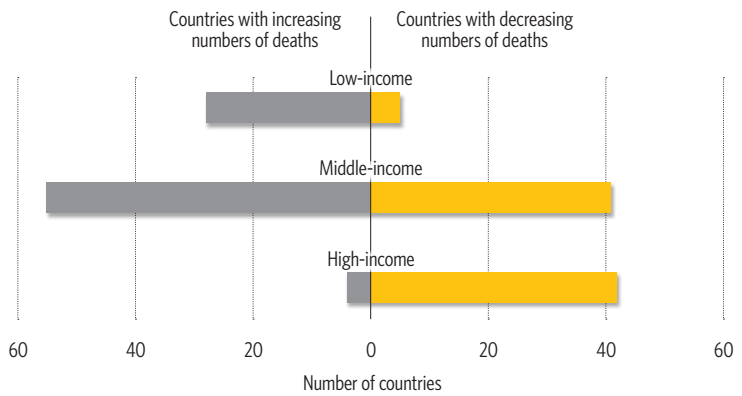
Middle-income countries are hardest hit

The overall global road traffic fatality rate is 18 per 100 000 population. However, middle-income countries have the highest annual road traffic fatality rates, at 20.1 per 100 000, while the rate in high-income countries is lowest, at 8.7 per 100 000 (see Figure 4).

Eighty per cent of road traffic deaths occur in middle-income countries, which account for 72%[2] of the world's population, but only 52% of the world's registered vehicles. This indicates that these countries bear a disproportionately high burden of road traffic deaths relative to their level of motorization (see Figure 5).

2 This proportion reflects the 14 countries that have moved from low- to middle-income status since the publication of the first *Global status report on road safety*.

Figure 3
Countries with changes in numbers of road traffic deaths (2007–2010), by country income status[a]



a See Table A2 in Statistical Annex for information on income-level classifications

Figure 4
Road traffic death rates per 100 000 population, by country income status

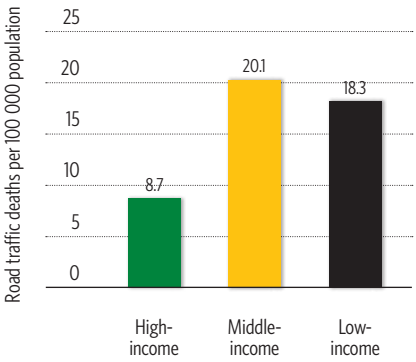
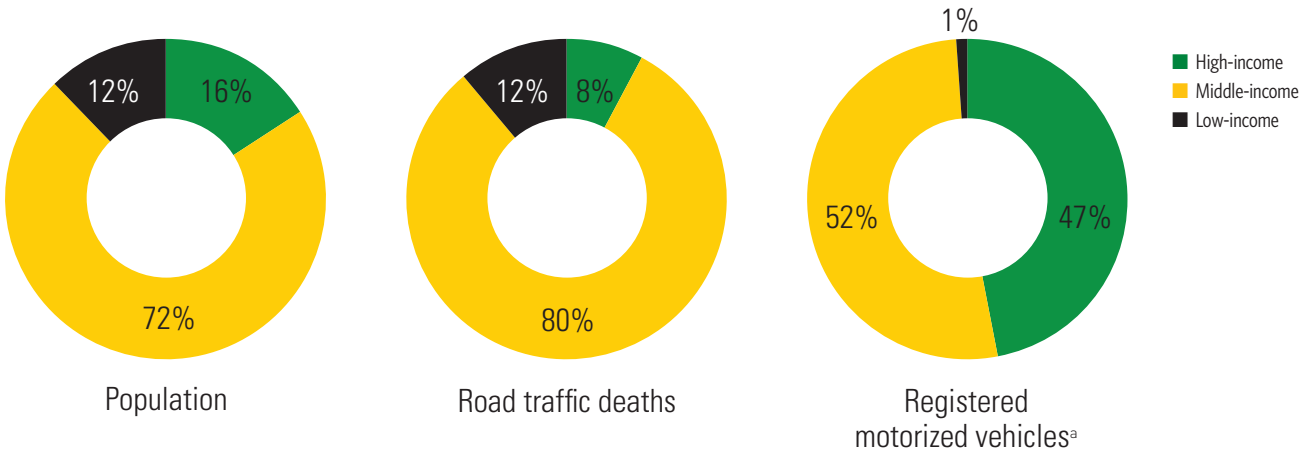


Figure 5
Population, road traffic deaths, and registered motorized vehicles[a], by country income status



[a] Registered vehicle data provided only for countries participating in the survey.

The African Region has the highest road traffic fatality rate

There are large disparities in road traffic death rates between regions (see Figure 6). The risk of dying as a result of a road traffic injury is highest in the African Region (24.1 per 100 000 population), and lowest in the European Region (10.3 per 100 000).

There is also considerable disparity in rates between countries within the same region. The European Region has the highest inequalities in road traffic fatality rates, with low-income countries having rates nearly three times higher than high-income countries (18.6 per 100 000 population compared to 6.3 per 100 000) – these are similar to rates in South East Asia and Western Pacific Regions.

Half of all road traffic deaths are among pedestrians, cyclists[1] and motorcyclists

Half of the world's road traffic deaths occur among motorcyclists (23%), pedestrians (22%) and cyclists (5%) – i.e. "vulnerable road users" – with 31% of deaths among car occupants and the remaining 19% among unspecified road users.

However, this global analysis masks significant differences regarding who is most at risk by country income status and by WHO region. In most low- and middle-income countries, a much higher proportion of road users are pedestrians, cyclists and users of motorized two- or three-wheeled vehicles than in high-income countries. In much of the African Region, for example, walking and cycling are important forms of mobility for a large proportion of the population, while in many South-East Asia and Western Pacific countries, motorcycles are used frequently because they are relatively affordable to buy and run. These different traffic mixes are reflected in road traffic fatality breakdowns. For example, 38% of all African road traffic deaths occur among pedestrians, while 36% of road traffic deaths in the Western Pacific Region are among motorcyclists (see Figure 7).

Comparing the proportion of deaths among different road user types between regions conceals the substantial range seen within regions. For example, while the Americas Region has the lowest proportion of vulnerable road user deaths (41%), this figure ranges from 22% in Venezuela to 75% or more in Costa Rica, Colombia and the Dominican Republic.

Figure 8 shows the breakdown of road fatalities by road user type and country

1 The term cyclist refers to users of two- or three-wheeled pedal cycles, but does not include those riding motorcycles or E-bikes.

Figure 6
Road traffic deaths per 100 000 population, by WHO region

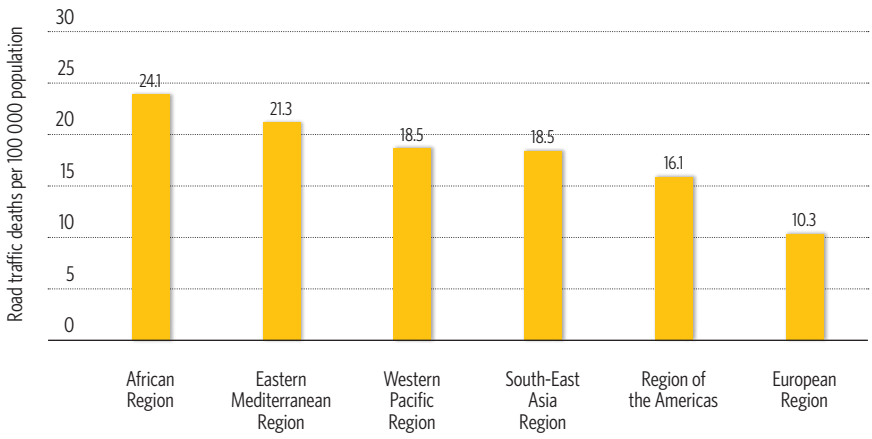
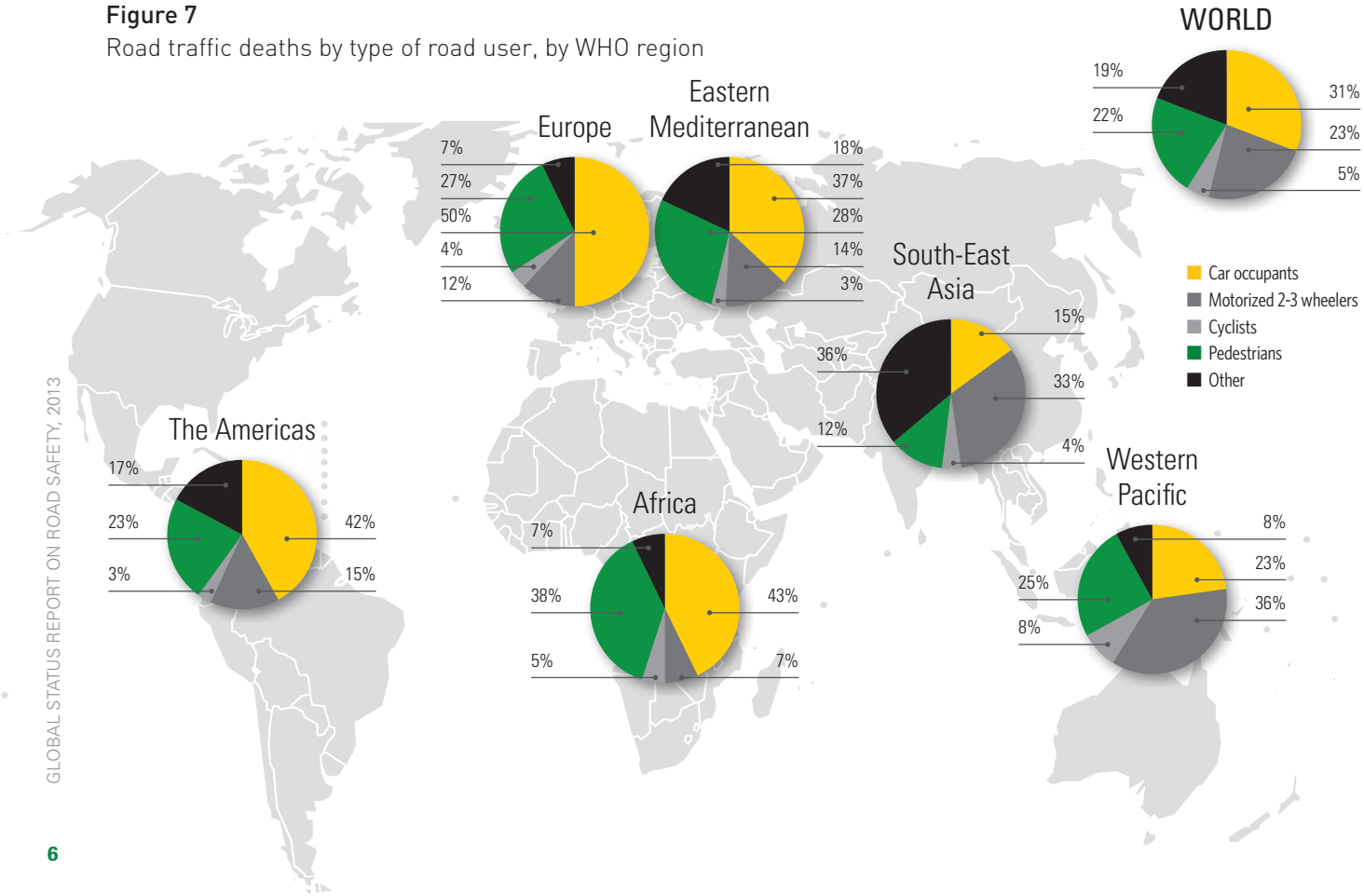


Figure 7
Road traffic deaths by type of road user, by WHO region



income status. Low-income countries have the highest proportion of deaths among vulnerable road users (pedestrians, cyclists and motorcyclists combined) at 57%, with this figure lower in both middle-income (51%) and high-income countries (39%).

Almost 60% of road traffic deaths are among 15–44 year olds

Young adults aged between 15 and 44 years account for 59% of global road traffic deaths. More than three-quarters (77%) of all road traffic deaths occur among men, with this figure highest in the Western Pacific Region.

Regional variations are evident but mostly follow the same pattern (see Figure 9), except in high-income countries, where the proportion of deaths among those over 70 years is noticeably greater than in low- and middle-income countries. This difference is most likely related to longevity in these countries, combined with the greater risk posed by reduced mobility and increased frailty.

Non-fatal crash injuries are poorly documented

For every road traffic fatality, at least 20 people sustain non-fatal injuries *(4)*. The severity of injuries sustained ranges from those that can be treated immediately and for which medical care is not needed or sought, to those that result in a permanent disability. Reliably assessing injury severity requires clinical experience; police in many countries who record official information on injuries often do not have sufficient training to reliably categorize injuries. Different definitions of injury severity further complicate reporting of injuries.

Information on the extent of non-fatal injuries is important in assessing the type of medical care needed. Some countries have hospitals with injury surveillance systems in place. Data from these systems indicate the severity of the problem, what staff are required and what treatment is provided, as well as identify primary prevention measures that could be implemented.

Unfortunately, even in high-income countries, this information is rarely national in scope because of the workload associated with high numbers of patients seen in hospital emergency rooms each day, and the complexities of accurately collecting this information. Consequently, many countries use systems that collect this information from a geographic sample, and then generalize results to the whole country *(7)*. In most low- and middle-income countries, sophisticated injury information systems are even rarer – only 77 countries reported having a national injury surveillance system (47% of high-income and 46% of middle-income countries, but only 24% of low-income countries). The ability to accurately count the actual number of non-fatal injuries worldwide thus remains a challenge.

Figure 8
Proportion of road traffic deaths among road user types, by country income status

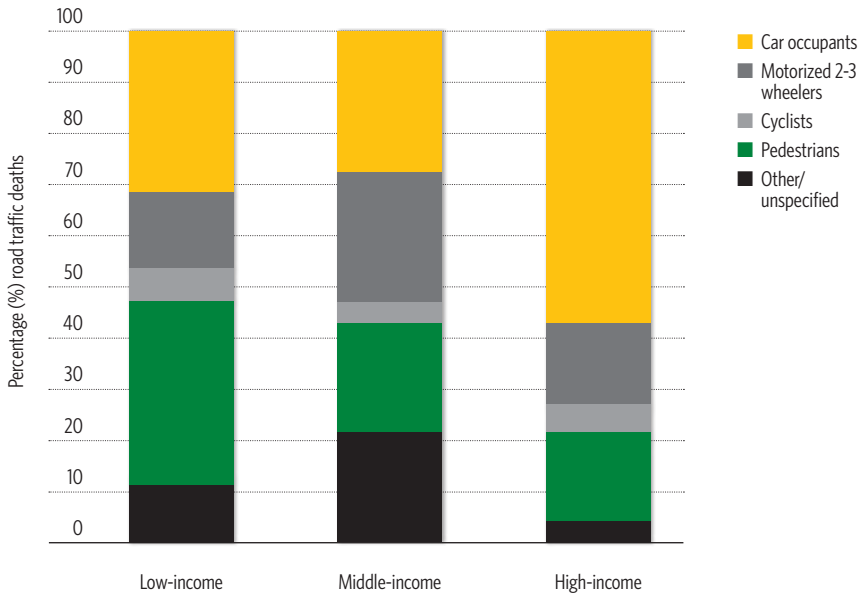
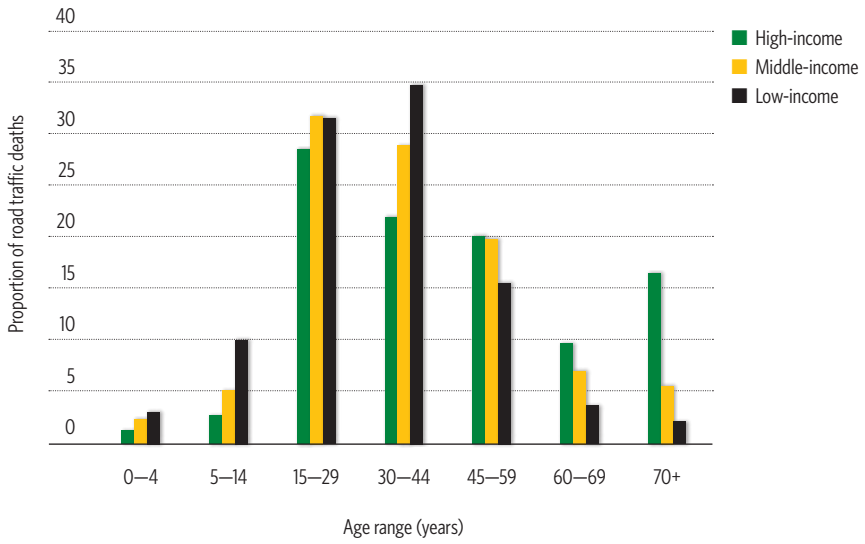


Figure 9
Proportion of road traffic deaths by age range and country income status



A significant proportion of patients who sustain a road traffic injury incur permanent disability, through amputation, head injury or spinal cord injury. However, data on the number of people who incur a permanent disability as a result of these crashes is not well documented – ranging from <1% in some countries (e.g. Croatia, Mexico and the Russian Federation), to as high as 25% in Poland, but averaging around 5% overall (or 1 in 20 of those injured). This large range may be a result of different definitions used and different study methodologies.

Documenting the number of people who incur a non-fatal injury and/or disability as a result of a road traffic crash is important to guide a country's planning services, i.e. making sure that these casualties receive the best possible care (see Boxes 1, 2) *(8, 9)*.

Harmonizing data collection on road traffic deaths

To harmonize surveillance data of road traffic deaths and allow cross-country comparisons to be made, a 30-day definition is recommended for road traffic deaths.[1] Definitions used for official statistics on road traffic fatalities remain inconsistent, but there has been progress: 92 countries (51%) now use a 30-day fatality definition, an increase from the 80 countries using this measure in 2008.

Police are the source of official road traffic fatality data in 71% of countries. Data from police sources tend to have higher levels of underreporting than health sector data, particularly in low- and middle-income countries, because it can be difficult for police to follow up on the outcomes of road traffic crash victims *(11)*.

Vital registration data are generated by the health sector, and report officially registered deaths and deaths for which certificates

1 A road traffic fatality should be defined as "any person killed immediately or dying within 30 days as a result of a road traffic accident" *(10)*. The choice of 30 days is based on research that shows that most people who die as a result of a crash succumb to their injuries within 30 days of sustaining them, and that while extension of this 30-day period results in a marginal increase in numbers, it requires a disproportionately large increase in surveillance efforts.

BOX 1. GOOD PRE-HOSPITAL CARE AND QUICK TRANSPORTATION TO HOSPITAL CAN SAVE LIVES

Although the ultimate goal must be preventing road traffic crashes from happening in the first place, much can be done to minimize the impact of injuries from crashes that do occur. Essential to this is the availability and efficiency of an adequate pre-hospital care system.

The pre-hospital timeframe (i.e. the time that elapses between the crash and access to emergency medical care) is critical for successful patient management. Access to pre-hospital services and quick evacuation and transport to hospital can save many lives, since the majority of those who die do so before they reach a hospital *(12)*.

- All countries should have a single, universal national access emergency number – currently 111 countries have a universal national access emergency number while a further 42 countries have multiple national numbers.
- A functioning ambulance service that can rapidly transport the majority of patients to hospital: only 59 countries have ambulance services available to transfer over 75% of injured patients.

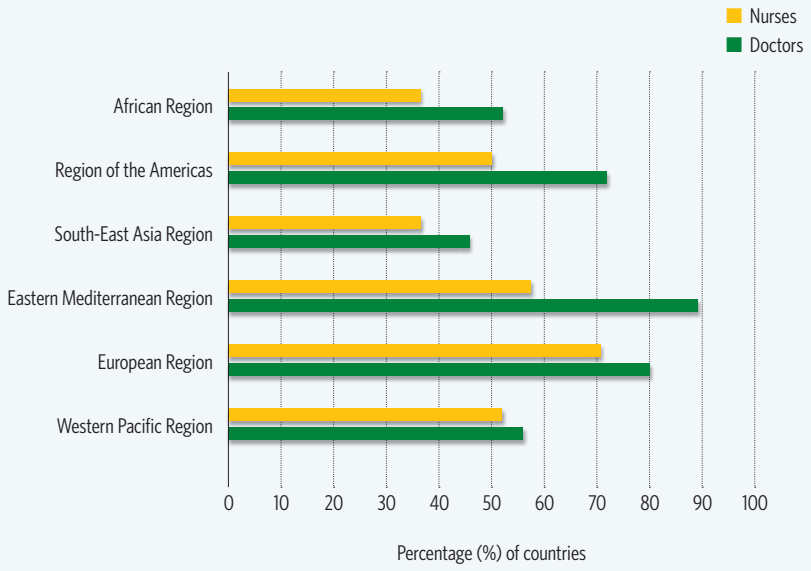
BOX 2. HEALTH CARE PROVIDERS SHOULD BE APPROPRIATELY TRAINED IN EMERGENCY CARE

A critical component directly influencing a patient's outcome following a road traffic crash is the quality of care received from hospital staff. In most high-income countries, doctors and nurses are required to undergo specific training in emergency medical care or trauma nursing. However, this is often not the case in low- and middle-income countries, which can lead to otherwise preventable disabilities or deaths.

Doctors are trained in emergency medical care in 124 countries – 80% of high-income countries and 64% of low- and middle-income countries. However, only 96 countries reported post-graduate training for nurses in trauma care – 73% of high-income countries but only 45% of low- and middle-income countries. Further discrepancies were noted between regions, with the African and South-East Asia Region having the fewest options available for training of doctors and nurses (see Figure 10).

Countries need to develop formal, accredited courses tailored to different groups of health personnel who care for road traffic crash victims, and ensure that these are implemented well enough to enable health staff to cope with the magnitude and distribution of road traffic injuries.

Figure 10
Proportion of countries providing access to emergency medical training for doctors and nurses, by WHO region



have been completed by medical doctors (or where certificates do not exist, from verbal autopsy surveys) *(13)*. Vital registration data often cover an undefined time period so that, for example, a death that may have occurred as a result of a road traffic crash is recorded as a road traffic fatality even if the death occurs a year or more after the crash. In general, vital registration death data are more complete and have greater coverage than police data. However, vital registration data are currently not available from a number of countries.

While the use of a 30-day definition is recommended for police and transport data, and allows comparisons of road traffic deaths to be made over time and across countries, collecting data on road traffic deaths from vital registration systems also allows countries to compare road traffic deaths with other causes of death within their country *(10,13)*.[1]

Linking data sources can improve official road traffic fatality estimates, but this process remains underused, with only 17% countries reporting the use of combined sources for their official road traffic fatality data. A number of countries have taken significant steps to improve the quality of their road traffic fatality data. Box 3 illustrates how Indonesia has taken steps to validate police data with other sources and thus reduce underreporting.

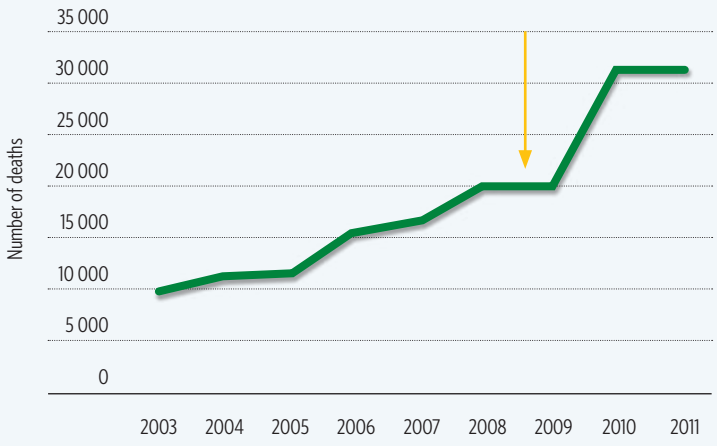
1 In this survey, reported data have been adjusted using correction factors to bring them into line with a 30-day definition, and are shown as such in Statistical Annex y. These figures are shown side by side with the comparative estimates, which incorporate a country's vital registration data where they exist and are considered to be complete.

BOX 3. INDONESIA ADDRESSES UNDERREPORTING OF FATALITY DATA

Rapid motorization in Indonesia over the past few decades has been accompanied by an increasing number of road traffic fatalities. In 2009 the government initiated a multisectoral approach to improve the quality of data on road traffic injuries, and to address high levels of underreporting in the country. A national law was passed that specified new regulations for data collection. These included collecting and coordinating fatality data from multiple sources to supplement police data – data from insurance companies was included in 2009, with data from hospital sources added in 2010. As a result, data accuracy and completeness improved. However, when trends in national road traffic data are examined, there appears to be a sudden spike in 2010 (see Figure 11) corresponding with the introduction of the 2009 national law. The data from 2010 show that the number of deaths from road crashes was 31 234, an increase of over 10 000 deaths. This spike does not reflect a real increase in road traffic deaths, but rather the improvement in data quality and reduced levels of underreporting.

Figure 11

Trends in the number of road traffic deaths per year in Indonesia



Although the government suspects that there is still underreporting in road traffic fatality data, improved data collection methods have allowed road safety planners to specify more precise and realistic targets for reductions in fatality levels over the next 10 years as part of their new National Road Safety Plan.

SECTION 2

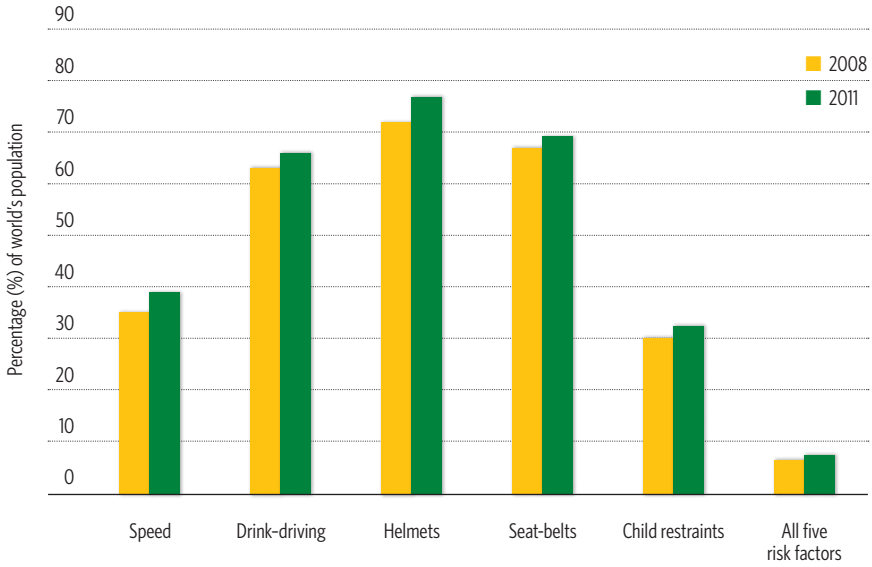
NEW ROAD SAFETY LAWS: PROGRESS TO DATE

Encouraging a culture of safe road behaviour that in turn achieves sustained reductions in road traffic injuries requires persistent attention. Nonetheless, many countries have, within a relatively short timeframe, implemented and enforced effective legislation to reduce speeding and drink–driving, and increase use of motorcycle helmets, seat-belts and child restraints. Sustaining high levels of enforcement and maintaining a high perception of enforcement among the public are essential to the success of such legislative measures *(4)*.

This report shows that road safety legislation has been strengthened in 35 countries, representing almost 10% of the world's population. These countries passed laws to address one or more key risk factors affecting road traffic injuries and fatalities – speed, drink–driving, motorcycle helmet use, seat-belts, and child restraints.

While 94 countries now have national laws that address all five key risk factors to some degree, there has been no increase since the end of 2008 in the number of countries with comprehensive laws covering all five risk factors: only 28 countries (with just 7% of the world's population) have comprehensive laws in all five areas (see Figure 12). Of these 28 countries, only four (Estonia, Finland, France and Portugal) also rate their enforcement of these laws as "good",[1] showing that much more work is needed to ensure the effectiveness of these laws.

Figure 12
Increase in the percentage of world population covered by "comprehensive" legislation on five key road safety risk factors since 2008



Extending coverage of comprehensive legislation that addresses all five key risk factors has stalled since 2008. Unless the pace of change is accelerated, the United Nations' General Assembly target of having 50% of countries with comprehensive legislation by 2020 will not be reached.

1 Defined as 8 or more on a scale of 0 to 10. See Explanatory Note 2, page 45.

New road safety laws have been passed in 35 countries – but only 7% of the world's population is covered by comprehensive legislation for all five risk factors.

REDUCING SPEED

Progress to reduce excessive speed has stalled

Speeding is a major road safety problem in all countries. Faster driving speeds increase the likelihood of a crash occurring, and the severity of the crash consequences. Interventions to reduce speed can lead to significant reductions in road traffic injuries. In urban areas, with high concentrations of pedestrians and cyclists, measures to reduce speed are critical to the safety of these road users.

Excessive speed is a worldwide problem affecting the entire road network (motorways and highways, and rural and urban roads). Speed limits vary by road type and most of the best practice identified in this area has come from high-income countries *(4, 14)*. At present, even in high-performing countries, there is diversity in speed limits used for particular road types, but most countries follow a hierarchical approach and adopt speed limits within the following levels:

- Higher speed roads: motorways, expressways and multi-lane divided highways ideally ensure no contact between motorized and non-motorized traffic and have barriers to separate opposing directions of traffic. In general they have the lowest rates of road injuries because of these features. In most high-income countries, speed limits are set at between 90–130 km/h.

- Rural roads: single lane carriageways in rural areas include many different types of roads, and speed limits in high-performing countries vary from 70–100 km/h. These roads have much higher rates of injuries than higher speed roads, because of large differences in speed between various types of user. However, the wide range of definitions used to classify rural roads, and the fact that their speed needs to be adapted to different circumstances along the length of rural roads, makes it difficult to compare rural road safety across countries.

- Urban roads: roads in towns and cities are usually shared by pedestrians, cyclists, users of public transport as well as higher speed traffic. While 50 km/h is considered best practice for urban speed limits, there is much

evidence to support reducing these limits to 30 km/h as a way of traffic calming in areas with high pedestrian concentration. However, achieving this requires local authorities to have the authority allowing them to reduce speed limits that are set at a national level.

Reducing urban speeds protects pedestrians and cyclists

Setting speed limits according to the designated function of particular roads is an effective measure to reduce road traffic injuries. A number of countries considered leaders in road safety, such as Australia and Sweden, have adopted universal urban speed limits of 50 km/h, based on the effectiveness of this measure in reducing injuries and deaths. Although well over half of all countries (114) apply this urban speed limit, these countries represent less than half (47%) of the world's population (see Figure 13). Between 2008 and 2011, six countries improved their urban speeding laws, protecting an additional 246 million people, but more effort is needed to encourage governments to adopt maximum urban speed limits of 50 km/h.

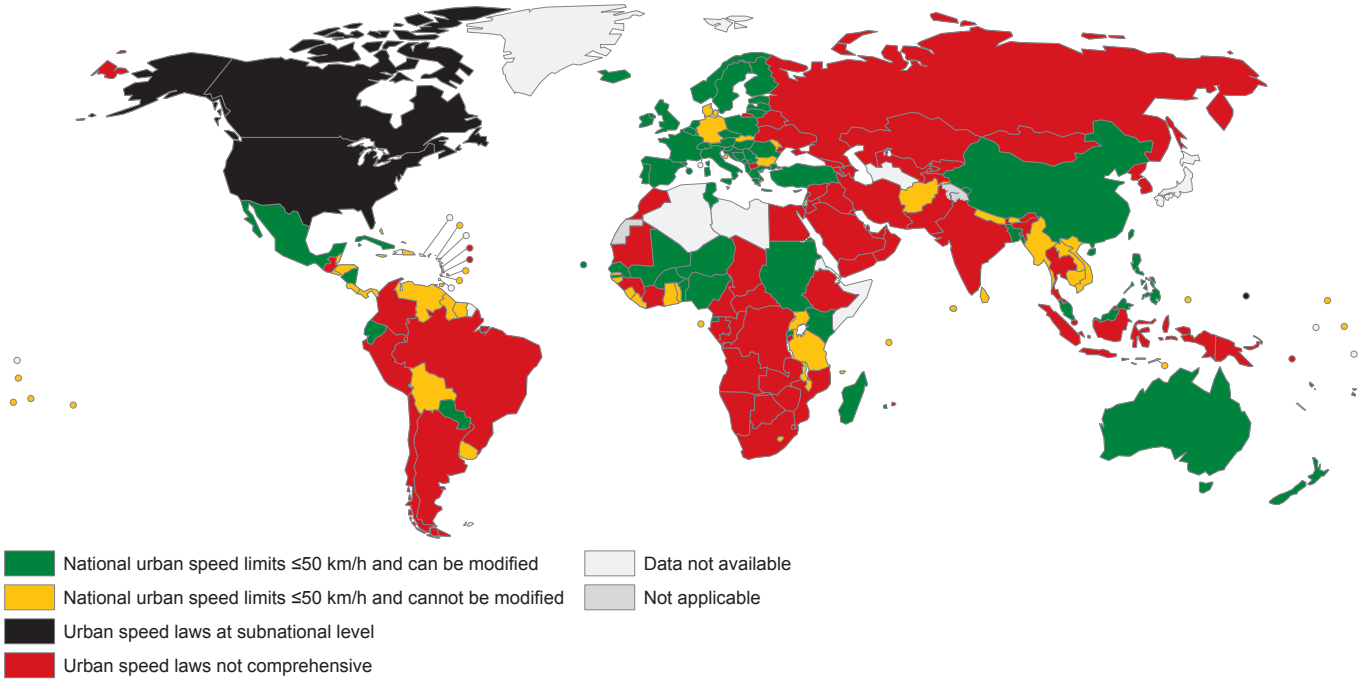
Pedestrians and cyclists are especially at risk of an injury as a result of excessive vehicle speeds. This vulnerability means particular attention needs to be paid to speed limits in areas with high concentrations of these road users, such as around schools or in residential neighbourhoods *(4, 14)*.

Traffic calming measures that reduce vehicle speeds in these areas are proven effective in reducing road traffic injuries. For example, introducing 30 km/h zones in residential areas in the UK resulted in overall vehicle speed reductions of 15 km/h and cut vehicle crashes with child pedestrians and cyclists by 67% *(15)*.

However, nearly half of all countries (82) lack enabling legislation that permits local authorities to modify national speed limits, thus limiting the ability of subnational governments to implement effective road safety measures within their jurisdictions. This is further reflected in the low proportion of countries (37%) that have urban speed limits of 30 km/h or less around schools.

Taken together, this means that just 59 countries both implement national urban speed limits of less than or equal to 50 km/h and allow local authorities to further reduce these limits where appropriate. These countries represent 2.67 billion people, or just 39% of the world's population.

Figure 13
Urban speed laws by country/area



Only 59 countries, covering just 39% of the world's population (2.67 billion people), have implemented an urban speed limit of 50 km/h or less and allow local authorities to reduce these limits.

Speed limits need stronger enforcement

Although most countries have enacted national speed limit laws, their enforcement is often lacking: only 26 countries rate enforcement of their national speed limits at "good" (8 or above on a scale of 0 to 10). Even in high-income countries, which tend to have more financial resources to dedicate to enforcement, speed law enforcement remains weak, with only 20% of high-income countries reporting good enforcement. Enforcement of speed limits is essential for successfully developing safer driving behaviour and needs to be given increasing emphasis in most countries.

REDUCING DRINKING AND DRIVING

Drink–drive laws should be based on blood alcohol concentration levels

Drinking and driving increases the risk of being involved in a crash, as well as the severity of resulting injuries. Driving starts to be impaired at very low levels of alcohol consumption, with the risk of crash involvement growing rapidly as consumption increases. The vast majority of adult drivers are affected or impaired with a blood alcohol concentration (BAC)[1] of 0.05 g/dl, while at a BAC level of 0.1 g/dl the crash risk is approximately five times higher than that of someone with a BAC level of zero *(16, 17)*. Young and novice drivers who drink and drive have a greatly increased risk of a crash compared to more experienced drivers *(4, 18)*. The effects of alcohol impairment are magnified when combined with fatigue. This explains why alcohol is considered a particular risk for commercial drivers, who spend long hours on the road and also have legal responsibilities for the passengers or cargo they carry.

1 The amount of alcohol present in the bloodstream, usually measured in grams per decilitre (g/dl).

Strong drink–drive laws protect almost 70% of world's population

A variety of BAC limits are in place across the world. Setting and enforcing legislation on BAC limits of 0.05 g/dl can lead to significant reductions in alcohol-related crashes *(4, 19, 20)*. Since 2008, there has been progress in strengthening drink–driving legislation: 89 countries, covering 66% of the world's population (4.55 billion people), now have a comprehensive drink–driving law, defined as a BAC limit of 0.05 g/dl or less, which is in line with best practice (see Figure 14). High-income countries are more likely to have a legal BAC limit of 0.05 g/dl or less (67%) than are middle- or low-income countries (49% and 21%, respectively). Even in the 17 countries where alcohol consumption is legally prohibited, a drink–driving law based on a BAC of less than or equal to 0.05 g/dl is recommended, and is already in place in a number of countries, such as Mali, Morocco and the United Arab Emirates. Nonetheless, there remains a need for more action in this area: 34 of the world's countries either have no drink–driving law at all, or implement a law based on measures that are less robust than BAC (such as assessing a person's level of intoxication, using clinical signs and symptoms) (see Figure 14).

Since 2008, 10 countries have improved their drink–driving laws to meet best practice (blood alcohol concentration of 0.05 g/dl or less), helping protect 186 million people.

More stringent drink–drive laws for high-risk drivers

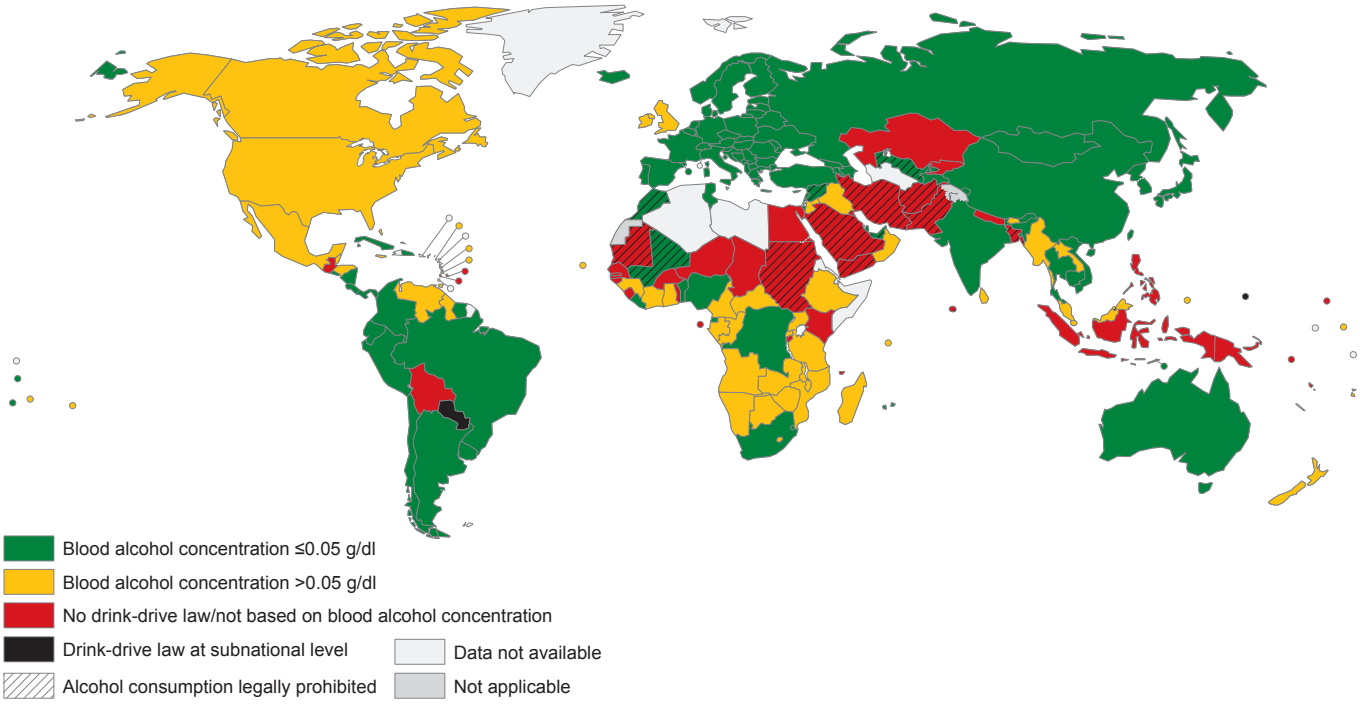
Inexperienced young adults driving with a BAC level of 0.05 g/dl are more than twice as likely to have a road traffic crash than are more experienced drivers *(18, 21)*, while commercial drivers are also considered a high-risk group for alcohol-related crashes. Setting lower BAC limits (0.02 g/dl or less) for both groups is an effective means of reducing crashes related to drink–driving *(19)*: 42 countries (23%) apply BAC limits of 0.02 g/dl or less among young and novice drivers, while the figure for commercial drivers is slightly higher, at 27%. High-income countries are more likely to have these laws in place than are low- or middle-income countries (see Figure 15).

Drink–drive laws need stronger enforcement

Enforcement of drink–driving laws has been shown to be more effective when it includes random breath tests for all drivers (not just those suspected of drinking), and when it is carried out at times and in locations when drink–driving is more likely to occur *(22, 23, 24)*. Such measures that increase drivers' perception of the likelihood of being apprehended are key to the success of this intervention *(22, 25)*.

Random breath testing is used by 74% of the world's countries to help enforce drink–driving laws, but this figure varies with country income status, with 88% of

Figure 14
Drink–drive laws, by country/area



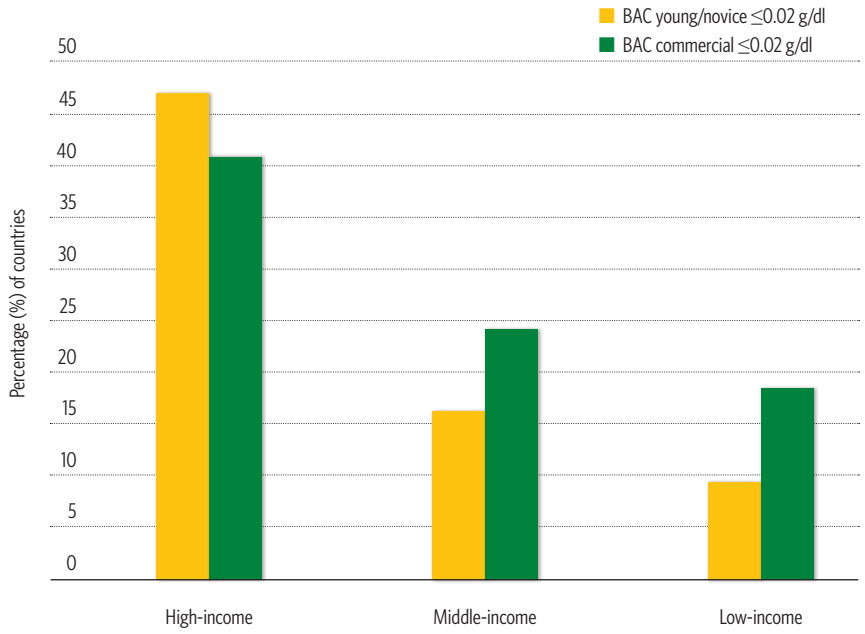
high-income, 77% of middle-income, and 45% of low-income countries adopting this practice. Despite global progress in strengthening drink–driving legislation, only 39 countries rate their enforcement as "good" (8 or above on a scale of 0 to 10), indicating that better implementation of these laws needs urgent attention.

Almost half of all countries lack data on alcohol-related road traffic deaths

Assessing the contribution of drink–driving to road traffic crashes in a country is an important tool in designing and targeting drink–driving prevention work. However, in many countries this information is unavailable or unreliable. Where data are collected, different methodologies are used. For example, some countries test all drivers killed in a road traffic crash for blood alcohol, while others test a sample from particular hospitals which may include those both injured and killed. These variations can both distort alcohol-related figures and make comparing this information across countries problematic.

Testing all fatally injured drivers for blood alcohol levels is considered best practice, but this occurs in only 73 countries. Just 52% of countries surveyed could provide some data on alcohol-related fatal road crashes.

Figure 15
Proportion of countries with lower blood alcohol concentration (BAC) limits for high-risk groups of drivers



INCREASING MOTORCYCLE HELMET USE

Head injuries among motorcyclists are a growing concern

Rapid growth in the use of motorized two-wheeled vehicles in many countries has been accompanied by increases in injuries and fatalities among their users *(26)*. Motorcyclists comprise a third of all road traffic deaths in the South-East Asia and Western Pacific Regions, but are also increasingly represented among deaths in Africa and the Americas, which are seeing rapid increases in motorcycle use. Head and neck injuries are the main cause of severe injury, disability and death among motorcycle users. In European countries, head injuries contribute to approximately 75% of deaths among motorcycle users; in some low- and middle-income countries, head injuries are estimated to account for up to 88% of such fatalities. Wearing a standard, good quality motorcycle helmet can reduce the risk of death by 40% and the risk of serious injury by over 70% *(27)*. Introducing and enforcing legislation on helmet use is effective at increasing helmet-wearing rates and reducing head injuries *(28, 29)*.

Progress has been made in the number of countries whose helmet laws apply both to motorcycle drivers and passengers, on all road types and regardless of engine type. This figure has risen from 131 countries in 2008 to 155 countries in 2011 (covering 88% of the world's population). High-income countries are more likely to have enacted comprehensive helmet laws than are middle- and low-income countries. To effectively reduce the head injuries associated with motorcycle use, countries need to review their helmet legislation and tighten provisions that limit the coverage and potential effectiveness of such laws, so that all those using motorcycles are protected by the use of a helmet, at all times, on all roads and on all engine types.

To be effective, helmet legislation needs to be supported by strong enforcement and social marketing campaigns *(30)* (see Box 4). While there has been progress in adopting helmet legislation globally, only about one-third of countries rate enforcement of helmet laws as "good" (8 or above on a scale of 0 to 10), showing that this critical component of road traffic safety remains neglected.

More effort is needed to promote helmet standards and quality

About half of all participating countries (98) apply a helmet standard. Helmets must meet recognized safety standards with proven effectiveness in reducing head injuries to reduce the impact of road traffic crashes. While there are a number of internationally recognized standards, it is important that a particular government's helmet standard is suitable for the traffic and weather conditions of the country, and is both affordable and available to users *(26)*. Furthermore, governments need to ensure that mandatory helmet laws are linked to the helmet standard used, whether an international or country-specific standard. In this way, use of substandard helmets can be a violation of the law, and thereby incur penalties that will act as a deterrent. As illustrated in the Viet Nam case study (see Box 5), enforcing helmet standards can be complicated, and countries need to provide training to enforcement officers on how to identify substandard helmets.

90 countries, representing 77% of the world's population, have a comprehensive helmet law covering all riders, all roads and all engine types, and apply a helmet standard.

BOX 4. CAMBODIA: HELMET LEGISLATION AND ENFORCEMENT SUPPORTED BY A HARD-HITTING SOCIAL MARKETING CAMPAIGN

Between 2005 and 2010, the number of road traffic fatalities in Cambodia doubled. Today, more than 1700 people die each year on the country's roads. Over 60% of these deaths are among motorcycle users, with three-quarters of these fatalities the result of serious head injuries.

In 2009, Cambodia revised its traffic laws, and passed a law requiring motorcycle drivers to wear a helmet. However, despite initial increases in helmet use following the law's adoption, wearing rates among helmet drivers have since remained at approximately 60%, although much higher in the capital, Phnom Penh, than in rural provinces.

Since 2010 the government of Cambodia has embarked upon a programme to increase helmet wearing through enhanced enforcement and legislative action. This programme includes building police capacity to enforce the law and implement helmet checkpoints, and revising legislation to increase penalties for non-compliance. In 2012, the Cambodian government took the next step in supporting their legislative and enforcement efforts with a campaign to increase public awareness: materials shown to be effective at increasing helmet use in other countries were tested through focus groups, and adapted to the Cambodian situation. For example, the research suggested that showing graphic images of a road traffic crash and the threat of enforcement were considered effective among the target audience, and these elements were incorporated into the final media products. A series of TV commercials, radio adverts, print, "out of home" advertising and billboards were disseminated from July to the end of November 2012. Early results suggest high recall and reach of this campaign, although a more comprehensive evaluation will be required to assess if the ultimate goal of increasing helmet wearing has been achieved.

The government is currently working with other national partners to extend the existing helmet law to include passengers – to date passenger helmet rates are very low, at under 10%. The amended law is currently under review with the national parliament: in view of this, national road safety stakeholders have developed an additional component to the campaign, targeted specifically at enforcement of the passenger helmet law. This will be disseminated as soon as passenger helmet wearing is signed into law.

Source: http://www.who.int/violence_injury_prevention/road_traffic/countrywork/khm/en/index.html, and Cambodia Road Crash and Victim Information System, Handicap International, Annual report 2010.

Taken together, this means that 90 countries meet both the criteria considered here as essential for comprehensive helmet legislation to be met, that is, they have implemented a helmet law that covers all road users, all road types and all engine types, and they apply a national or international helmet standard. In the Western Pacific and South East Asia regions, which have the highest proportion of motorcyclist deaths, the proportion of countries covered by such laws is 56% and 64% respectively.

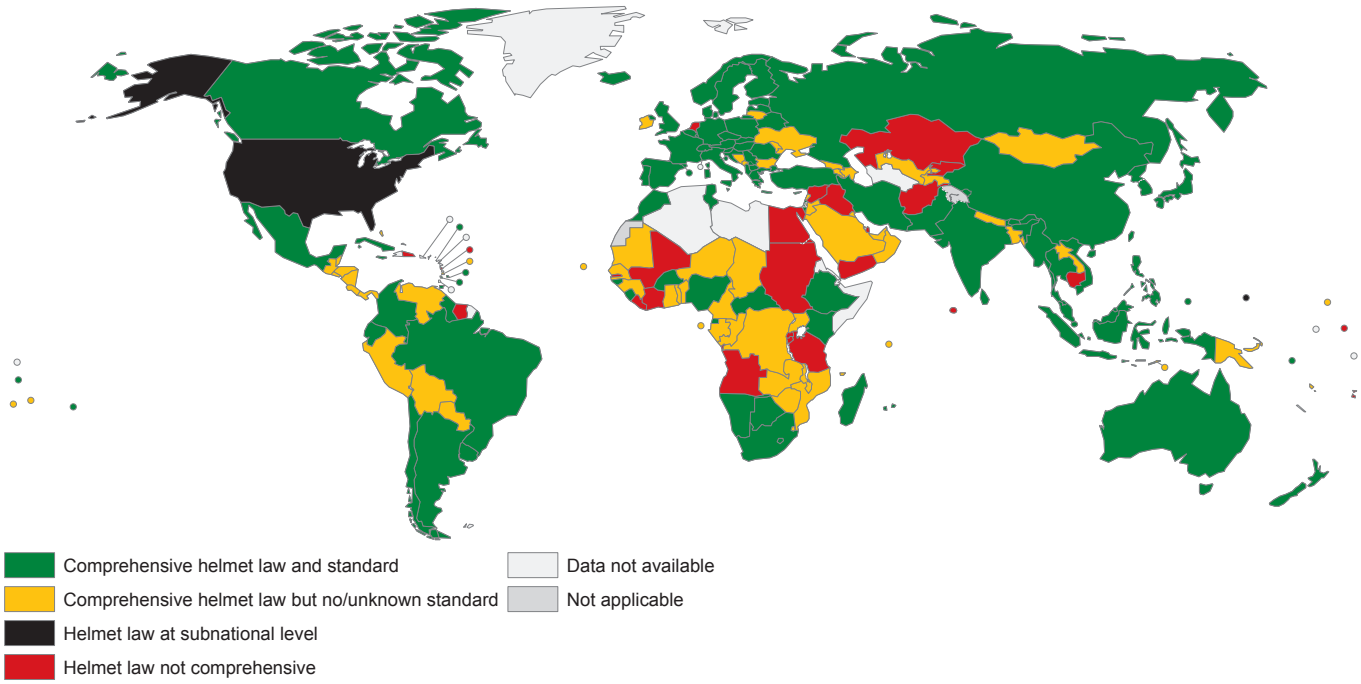
Data on helmet wearing is weak

Countries need to implement measures to periodically assess helmet wearing rates, to target efforts and resources effectively, and to evaluate the effects of helmet programmes, including the impact of mandatory helmet legislation. In most countries, these data come from periodic observational studies conducted according to an acceptable study design that ensures the reliability and validity of results.

Only 69 countries have any type of data on rates of helmet wearing, either on drivers, passengers or both, with wearing rates ranging from under 10% in Ghana and Jamaica to almost 100% in the Netherlands and Switzerland. In particular, there is a lack of data on helmet-wearing rates from low-income countries in the African, Eastern Mediterranean and Western Pacific regions. Given the increasingly high proportion of motorcycle deaths globally, governments need to support data collection efforts that provide good estimates of helmet wearing rates on a regular basis in their countries.

Figure 16

Motorcycle helmet laws and helmet standards, by country/area



BOX 5. VIET NAM: HELMET STANDARDS AND QUALITY

More than 11 000 people are killed each year on Viet Nam's roads. Motorcycles represent 95% of registered vehicles, so the correct wearing of quality helmets is a vitally important road safety intervention to prevent head injuries.

In 2007 Viet Nam introduced new, comprehensive legislation on motorcycle helmet use which – supported by stringent enforcement – led to high wearing rates (over 90%) that have since been maintained. However, while the vast majority of motorcycle riders and passengers are currently wearing helmets, there are concerns about the type, quality and protective ability of many of them. Viet Nam's national quality standard for helmets (QCVN2) was issued in 2008 and promulgates specific requirements for a high degree of impact protection.

Vietnamese standard QCVN2 helmets do not provide the same degree of protection as a UNECE 22 standard helmet, which is considered the gold standard for motorcycle helmets globally. Nonetheless, the tropical climate, the predominance of motorized two-wheelers in the vehicle fleet (and lower average travelling speeds), and the considerably lower cost makes these helmets appropriate and suitable to the Vietnamese conditions and market.

While Viet Nam now has both mandatory motorcycle helmet legislation and a national quality standard, there is currently no linkage between the two, i.e. to oblige motorcycle riders to wear a helmet that conforms to this standard. In high-performing road safety countries, such as Australia and the United Kingdom, the national helmet standard is specifically referenced in road safety legislation. In Viet Nam, however, police cannot penalise the wearing of substandard helmets and, as such, their use has proliferated since the 2007 helmet law was passed. Recent surveys have found that 82% of helmets worn by motorcycle riders failed to provide the minimum helmet protection required under QCVN2. Furthermore, over half of all new helmets on the market (all of which were registered and labelled as meeting the national standard) also failed testing.

The most common form of substandard helmets worn in Viet Nam comprise only a fragile plastic shell with no expanded polystyrene layer to absorb the energy of an impact in the event of a crash. The extent of substandard helmets could seriously undermine the injury prevention potential of an otherwise successful helmet legislation programme.

A comprehensive approach is currently underway to stop the proliferation of substandard helmets: legislation is being reviewed, possible enforcement mechanisms are being investigated, and a national social marketing campaign is being developed to encourage motorcyclists to consider safety and head protection when choosing a helmet, not just avoiding a fine.

INCREASING SEAT-BELT USE

Progress has been made in tightening up seat-belt laws

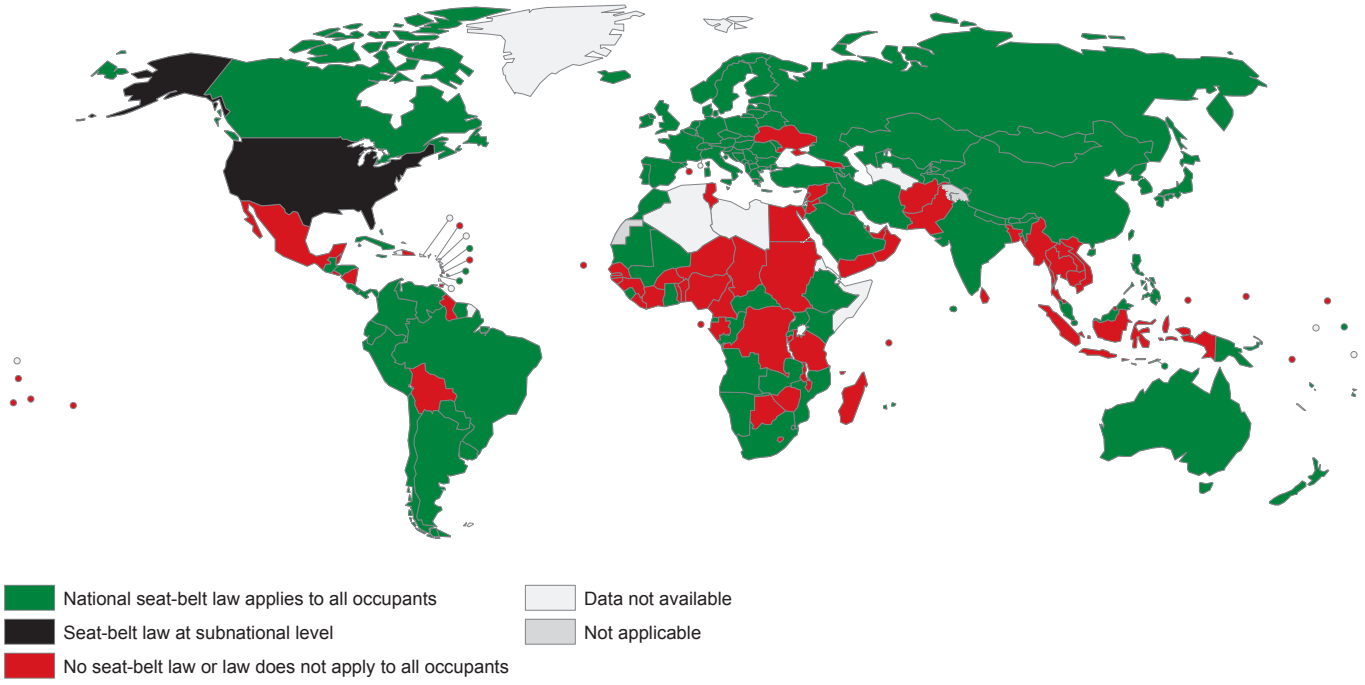
Failure to use a seat-belt is a major risk factor for road traffic injuries and deaths among vehicle occupants. When a motor vehicle crash occurs, a car occupant without a seat-belt will continue to move forward at the same speed at which the vehicle was travelling before the collision and will be catapulted forward into the structure of the vehicle – most likely into the steering wheel column if driving, the dashboard if a front seat passenger, or the back of the front seats if a rear seat passenger *(31, 32, 33)*. Alternatively, failure to use a seat-belt can cause drivers or passengers to be completely ejected from the vehicle, greatly increasing the risk of serious injury or death *(4, 20, 34)*.

Wearing a seat-belt reduces the risk of a fatal injury by 40–50% for drivers and front seat occupants, and between 25–75% for rear seat occupants *(20, 35)*. Seat-belt wearing rates vary greatly between countries, and to a large extent are governed by the existence and enforcement of mandatory seat-belt laws. In many countries, drivers and front seat passengers are legally obliged to use seat-belts, but this does not always apply to rear seat occupants.

While the vast majority of countries have legislation on mandatory seat-belt use, a

Seat-belts reduce the risk of a fatal injury by up to 50% for front seat occupants, and up to 75% for rear seat occupants.

Figure 17
Seat-belt laws, by country/area



Progress has been made to protect rear-seat car occupants through implementation of comprehensive seat-belt laws: 111 countries (69% of the world's population) now have comprehensive seat-belt laws covering all occupants.

number of countries do not apply these laws to both front and rear seat occupants. Comprehensive seat-belt laws covering all occupants are in place in 111 countries, meaning 69% of the world's population (4.8 billion people) are fully protected by these laws (see Figure 17). Ten countries, covering 182 million people, put in place comprehensive seat-belt laws since 2008. But more needs to be done to convince political leaders and police authorities that seat-belt use can save lives, and to work to strengthen seat-belt legislation in line with best practice (see Box 6).

Enforcing seat-belt laws needs more emphasis

To effectively increase seat-belt wearing rates, governments need to support legislation with strong and sustained police enforcement. Despite improvements in seat-belt legislation in many countries, much more is needed to improve enforcement: only a quarter of all countries rate their seat-belt enforcement as "good" (8 or above, on a scale of 0 to 10), showing that improved enforcement and public awareness campaigns on seat-belt use are needed to increase compliance with legislation.

Only half of countries collect seat-belt wearing data

Collecting information on seat-belt wearing rates is an important mechanism for countries to target resources and evaluate the effectiveness of seat-belt programmes. The ability to show an increase in seat-belt use is important to sustain political and community support for enforcement measures.

Just under half of all countries have data on seat-belt wearing rates, with this number disproportionately lower in low- and middle-income countries (6% and 43%, respectively) compared to high-income countries (80%). Data that are disaggregated to show wearing rates among rear seat occupants separately from front seat occupants are useful for targeting programmes aimed at increasing rates among rear seat passengers.

BOX 6. TURKEY: SEAT-BELT WEARING RATES

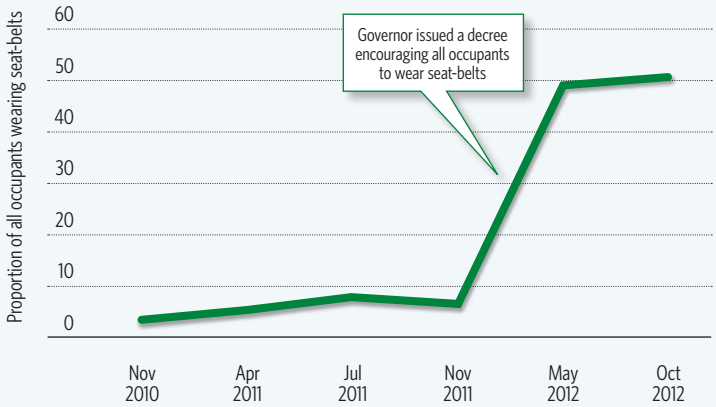
In 2011, a seat-belt campaign was conducted in Afyonkarahisar, Turkey. Unfortunately, this was not accompanied by strong enforcement, and consequently seat-belt wearing rates remained below 5%. Lessons learned from this first campaign include the need to combine social marketing efforts with law enforcement and also to ensure that no categories of drivers or passengers are exempt from the law. The road safety law is currently being revised to close gaps that currently exempt certain vehicle occupants, but in the interim, the Governor of Afyonkarahisar issued a decree in March 2012 requiring all drivers to wear seat-belts. This decree was accompanied by:

- extensive awareness raising activities;
- an intensive social marketing campaign using radio and TV, billboards and outdoor advertising on buses;
- support from local media in raising awareness about seat-belt wearing
- highly visible enforcement by trained police; and
- regular monitoring of progress by both academics and politicians.

Initial assessments showed that the seat-belt wearing rate had increased to about 49% (see Figure 18). Based on these encouraging improvements, the Governor of Ankara issued a similar decree in August 2012.

Figure 18

Proportion of all occupants wearing seat-belts in Afyonkarahisar, Turkey



"Seat-belt wearing is mandatory by law. There is no exemption for anybody, including me."

Governor of Afyonkarahisar

INCREASING THE USE OF CHILD RESTRAINTS

More countries need to adopt child restraint laws

Child restraint systems protect infants and young children from injury during a crash. Infants and children need child restraint systems that can accommodate their size and weight, and that can adapt to different stages of their development. Child restraints reduce the likelihood of a fatal crash by approximately 70% among infants and between 54% and 80% among young children *(20, 36)*.

Child restraints are not automatically installed in vehicles – unlike seat-belts – and must be purchased and fitted by parents. This makes it more challenging to achieve high usage rates, especially in low- and middle-income countries. Appropriate child restraint use may be limited by access and cost, or be impractical because of large family size. In addition, parents must make a number of decisions about what type of child restraint to choose, where to place it and how to install it, which can also limit uptake. A lack of awareness about the benefits of appropriate and correctly used restraints can restrict their effectiveness too.

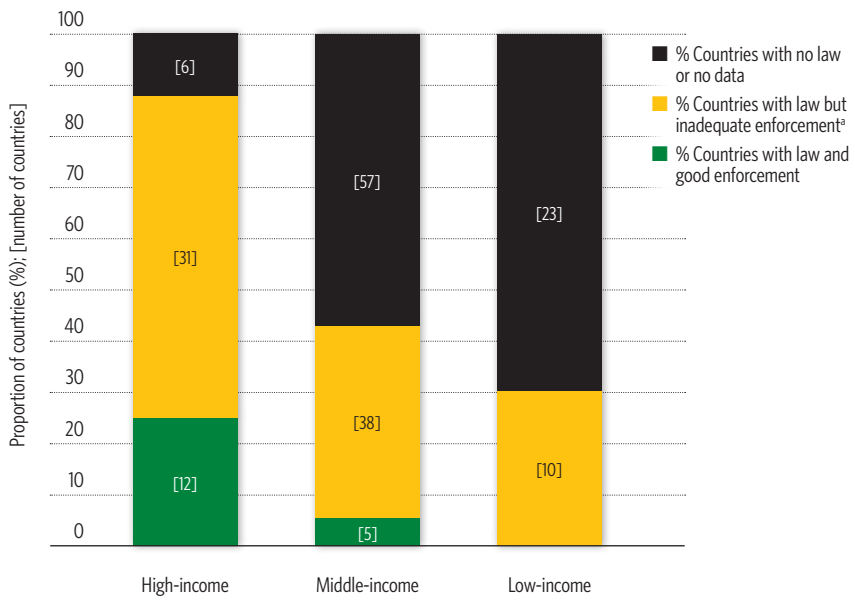
Over the past decade, vehicle safety technology has made an important contribution in improving correct installation of child restraints. In particular, to make the fitting of child restraints in cars both simpler and more secure, the ISOFIX system of child restraints uses plug-in attachments rather than adult belts to secure the seat *(37, 38)*.[1] This requires sockets in vehicles and specially designed seats, which is becoming standard in vehicle design across industrialized countries and has been an important factor in contributing to improved crash performance of cars (see Box 10, page 35).

Ninety-six countries have a law requiring child restraints. The majority of high-income countries have child restraint laws in place, while such laws are far less common in low- and middle-income countries (see Figure 21). Most of the 51 European countries have enacted child restraint laws, but only one of 11 South-East Asia countries has passed such a law. Seven countries have passed a child restraint law since 2008.

Enforcement of child restraint laws remains low in most countries: only 17 countries (9%) rate their enforcement of child

1 ISOFIX (International Organisation for Standardisation), 1999.

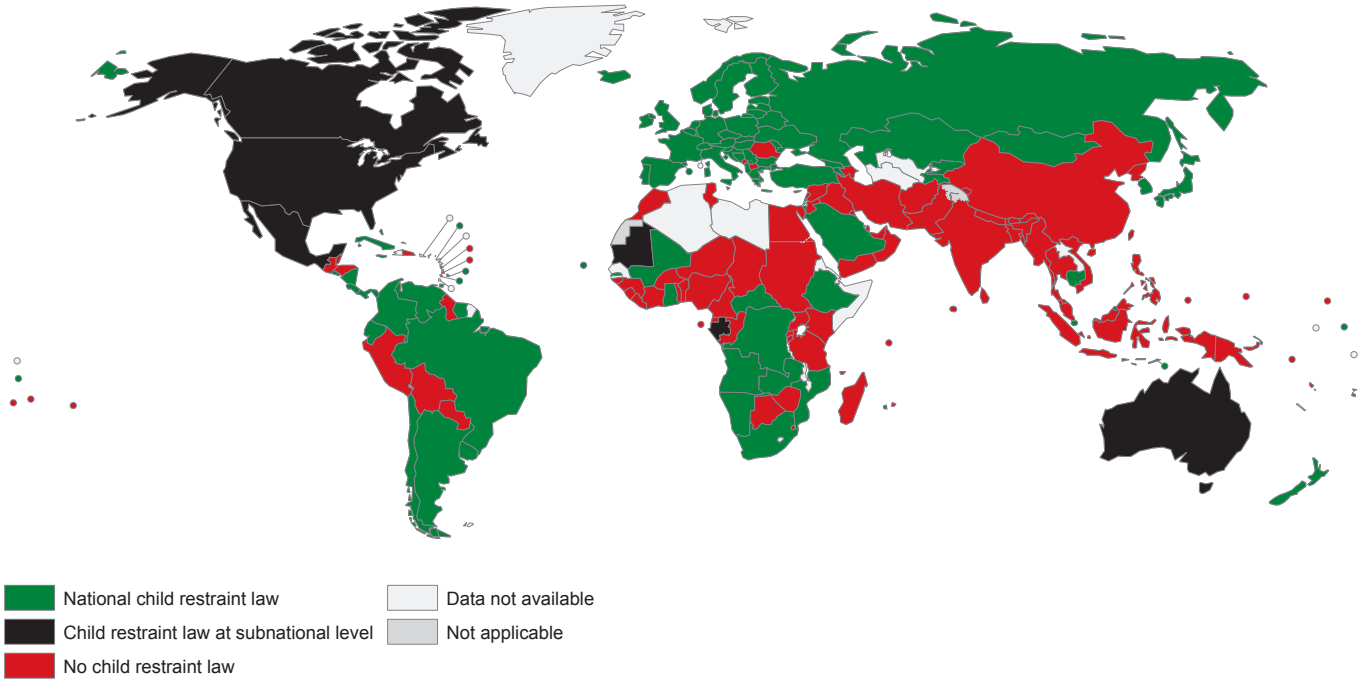
Figure 19
Proportion of countries with child restraint laws and good enforcement, by country income status



[a] <8 on a scale of 0 to 10, or no answer as reported by countries, see Explanatory note 2, page 46.

More than half of all countries have implemented a child restraint law, but these represent just 32% of the world's population.

Figure 20
Child restraint law, by country/area



The majority of high-income countries (88%) have child-restraint laws in place, while such laws are far less common in low- and middle-income countries (30% and 43%, respectively).

restraint laws as "good" (8 or above on a scale of 0 to 10). Even in high-income countries, enforcement of child restraint laws is lacking, with just 12 countries (24%) rating enforcement of their laws as good (see Figure 20).

Encouraging child restraint use

Increasing the use of child restraints calls for adoption and enforcement of specific legislation mandating restraints appropriate for different age groups, as well as efforts to raise public awareness about risks associated with non-use of restraints. However, given that cost and accessibility can limit child restraint use, governments need to explore ways to feasibly encourage uptake. These are particularly important in low- and middle-income countries, and may include mechanisms such as loan schemes, or the subsidized distribution of restraints in maternity wards.

Governments need to take steps towards:

- adopting and enforcing specific legislation relating to restraints appropriate for different age groups;
- raising public awareness about the risks associated with non-use of restraints;
- exploring mechanisms to encourage uptake of child restraints, given issues of cost and accessibility particularly in low- and middle-income countries;
- encouraging marketing of child restraints by vehicle manufacturers and retailers;
- collecting data on the extent of use of different types of child restraints.

LEAD AGENCIES ARE VITAL TO DEVELOPING A NATIONAL ROAD SAFETY STRATEGY

Involving multiple sectors in national road safety efforts is critical

Countries need a lead agency for road safety, which should have the authority to make decisions, manage resources and coordinate efforts of all participating governmental sectors, including those of health, transport, education and law enforcement. Lead agencies may take the form of a designated stand-alone bureau, or a committee or cabinet representing several different government agencies *(4)*. One hundred and sixty-two countries (89%) have a lead agency for road safety, of which 122 are funded. Most of these lead agencies (81%) fulfill coordination functions, while 80% fulfill legislative functions and 71% are involved in establishing data systems to monitor road safety and disseminate national statistics.

National road safety strategies should include targets to minimize injuries, deaths and key risk factors

The development of a national road safety strategy with precise targets and funding for implementation is a key element of sustained road traffic injury prevention efforts. Each country should have a road safety strategy that is multisectoral – involving agencies concerned with transport, health, law enforcement, education and other relevant sectors – and also multidisciplinary, involving both government and nongovernment stakeholders. Currently, 139 countries have a single or multiple national strategies on road safety. Governments also need to ensure sufficient resources to effectively develop, implement and monitor activities included in their national strategies: of 139 countries with national strategies, 119 are partially or fully funded.

Setting targets to improve and assess road safety performance has become increasingly important in a number of high-income countries *(39)*. Targets that are realistic, attainable and time-bound can motivate stakeholders and hold road safety leaders accountable for achieving defined results *(40)*. While 112 countries (62%) include fatality targets in their national strategies, only 62 countries (34%) include targets on non-fatal injuries – in part due to the difficulty in defining and counting non-fatal injuries (see Section 1, page 7). Governments should also include targets on intermediate outcomes in their strategies (e.g. increases in helmet wearing, reductions in drink–driving) *(40, 41)*: only a third of countries have data on all five key risk factors. Setting interim targets can be very helpful in obtaining and sustaining community and political support for longer-term road safety measures as well as in identifying emerging issues (see Box 7), but requires that countries have and can continue to collect data on the interim measures.

BOX 7. MOBILE PHONE USE WHILE DRIVING

Distracted driving is a serious and growing threat to road safety. There are different types of driver distraction, but use of mobile phones while driving is a primary concern. Evidence suggests that mobile phone use while driving is increasing rapidly, along with the exponential growth in mobile phone use more generally.

Drivers using a mobile phone are approximately four times more likely to be involved in a crash than those not using a phone. This risk is similar for both hand-held and hands-free phones; text messaging appears to have an even more severe impact on the risk of a crash *(42, 43)*.

Most countries have laws on mobile phone use while driving

To date, there is little information on the effectiveness of interventions to reduce mobile phone use while driving *(44)*. As a result, some countries follow approaches similar to those proven successful in addressing other key road safety risk factors, including bans on mobile phone use, sustained enforcement, and public awareness campaigns. Most countries restrict mobile phone use while driving: 142 countries (covering 93% of the world's population) have laws prohibiting use of hand-held phones, while 34 countries also prohibit use of hands-free phones; 42 countries specifically prohibit text messaging.

Prevalence of mobile phone use while driving is largely unknown

The proportion of drivers using mobile phones has increased over the past 5–10 years, in some countries up to 11%, with hands-free mobile phone usage likely even higher. However, in many countries the extent of this problem remains unknown, as data on mobile phone use is not routinely collected when a crash occurs. Fifty-three countries (29%) routinely collect data on mobile phone use while driving, while another 12 have conducted specific studies to assess the extent of this problem. More work is needed to improve the systematic collection of data on mobile phone use in crashes to assess the extent and distribution of the problem.

SECTION 3

Transport policies neglect pedestrians and cyclists

Governments need to make walking and cycling safe

Rapid economic development in many low- and middle-income countries has led to increased motorization. Since 2007, there has been a 15% worldwide increase in the number of motorized vehicles. Globally, there are now more than 1.6 billion registered vehicles – 47% of which are in high-income countries, 52% in middle-income countries and 1% in low-income countries (see page 5). Middle-income countries are motorizing most rapidly and now have more than half of the world's registered vehicles, compared with 39% just three years ago. With increases in motorization, governments must balance their desire for increasing mobility with ensuring the safety of road users inside – as well as outside – motorized vehicles.

The increasing number of motorized vehicles makes roads more dangerous for those road users who use alternative modes of transport – notably those who walk, cycle and use motorcycles. In planning road construction projects, there has been insufficient attention given to preventing the negative effects of motorization from falling most heavily on these road users most at risk. For example, new multi-lane roads are often built to cut through communities without provision of safe routes and crossings for pedestrians, slowing traffic speeds, or dedicated lanes for cyclists *(45)*.

In a number of countries, there is a growing policy interest in encouraging a better balance between private motorized transport and non-motorized transport. While such policies may be national, they are usually implemented at the subnational or municipal level. For example, some countries have national transport policies that aim to reduce traffic volume in urban areas by promoting walking and cycling, which mitigates congestion and thus improves mobility (see Box 8).

Policies to encourage walking and cycling need additional criteria to ensure the safety of these road users. Encouraging children to walk to school without providing pavements or safe places to cross the road, or reducing the speed of traffic, could in fact lead to increased injuries. Promoting city cycling to reduce congestion cannot be encouraged if cyclists repeatedly find that their lanes cut across oncoming traffic. Measures to separate walkers and cyclists from other road users in conjunction with speed management interventions are particularly important if such policies are to be successful.

There has been some progress in implementing national or subnational policies to promote walking and cycling, with 68 countries having such policies (compared to 57 in 2008). However, only 79 countries have policies to protect vulnerable road users by physically separating them from high-speed road users.[1] As a result, many countries attempting to encourage walking and cycling as viable alternatives to motorized transport do not have infrastructure policies in place to ensure that walking and cycling are safe, and could potentially increase risks for road traffic injuries (see Figure 21).

Infrastructure measures separating road users are also important to protect motorcyclists and are thus highly relevant to many low- and middle-income countries with high proportions of deaths among these road users. For example, a third of road traffic deaths in the Western Pacific Region occur among motorcycle users, yet only 36% of this region's Member States have policies in place to protect motorcyclists by separating them from high-speed traffic.

Countries that can effectively reduce private motorized vehicle use, increase the appeal of walking and cycling and make associated infrastructure improvements to protect pedestrians and cyclists can reduce the risk of road traffic injuries. Additional co-benefits can also result from such policies, including reduced air pollution and greenhouse gas emissions, reductions in traffic congestion, and beneficial health outcomes associated with increased physical activity from walking and cycling.

1 Such measures include pedestrian lanes that have a protective barrier beside them, and lanes for cyclists, but may also include separate lanes that keep motorcycles away from high-speed traffic. As such they can impact all three types of vulnerable road user.

In the context of rapid global motorization, governments must work to increase safety and mobility for all road users, especially those most at risk.

BOX 8. NEW YORK CITY: PEDESTRIAN SAFETY

New York City has made huge strides in reducing traffic fatalities, with its streets among the safest in the world. In 2009, 256 people lost their lives in road traffic collisions – a record low. Despite this impressive progress, pedestrians still account for 52% of all traffic fatalities. In August 2010, the New York City Department of Transportation published results of a pedestrian safety study which included data from over 7000 severe and fatal pedestrian injury collisions over eight years. One or more of the following factors were found to contribute to pedestrian-involved collisions:

- Driver inattention (36%)
- Drivers failing to yield to a pedestrian (27%)
- Pedestrians crossing against the signal (20%)
- Speed (21%)
- Intoxicated drivers (8%)

To address this issue, the Mayor and Commissioner of Transportation called for a more aggressive safety approach which includes an ambitious target to reduce annual traffic fatalities by 50% by 2030. This would save approximately 1600 lives over two decades.

The action plan focuses on a combination of highly targeted engineering, enforcement and public information and education measures. For example, the plan would install pedestrian countdown signals at 15 000 intersections citywide, implement 75 additional 20 mph (32 km/h) school speed zones and implement Neighborhood Slow Zones in several city communities where the speed limit will be reduced to 20 mph (32 km/h). Public information campaigns and enforcement to target speeding along major traffic corridors and failure-to-yield prone intersections are also included in the plan.

Source: New York City Department of Transportation (2010). Retrieved February 2012, from *The New York City Pedestrian Safety Study and Action Plan:* see http://www.nyc.gov/html/dot/downloads/pdf/nyc_ped_safety_study_action_plan.pdf

Safer roads reduce crash likelihood and severity

Road infrastructure projects are generally associated with increasing the mobility of motorized vehicles. However, ensuring implementation of a number of safety measures when road infrastructure projects are designed – and facilitating their implementation during construction with earmarked funding – can produce important safety gains for all road users. This is particularly true when road design, construction and maintenance are underpinned by a Safe System approach, i.e. where allowances are made that can help compensate for human error, and roads and roadsides are built in such a way that their physical characteristics minimize potential harmful consequences to all *(40)*. This could include incorporating speed management measures in road infrastructure projects, such as traffic calming intended to limit the impact of a crash.

Road engineering and design can also influence the risk of crash involvement and the severity of crashes that do occur. The design of new road construction projects should be checked to ensure that implementation will meet safety standards and to see if further design changes could prevent crashes. Already, 140 countries (77%) carry out some type of road safety audit on new road infrastructure projects. Existing road infrastructure should also be assessed for safety at regular intervals, with a focus on roads with the highest crash risk. An essential element of the road safety audit process is that it should be carried out separately by an independent authority (i.e. separate from the road designer or construction company), so that there is no conflict of interest. Most countries (78%) carry out inspections on existing infrastructure projects (either on all or parts of their networks), but only half of these have assessments carried out by agencies independent from the bodies involved in the construction.

More needs to be done by governments to make their road infrastructures safer. Only 63 countries meet all three criteria specified here – that is, they carry out road safety inspections on all new road infrastructure projects as well as on existing road infrastructure projects, and they ensure that assessments are conducted by independent assessors.

Best practice road safety audits include an assessment of safety for all road users, including pedestrians, cyclists and motorcyclists. Crash risks for all vulnerable road users (pedestrians, cyclists and motorcyclists) should be reflected in road safety audit and assessment results. For example, the International Road Assessment Programme (iRAP) safety assessments use their road inspection data to provide star ratings for roads, with five-star roads indicating the highest performance and lowest risk for injury.[1] Star ratings are provided for vehicle occupants, motorcyclists, pedestrians

1 http://www.irap.net/about-irap-2/star-ratings

and cyclists, while countries' roads are assessed for the percentage that meet certain star ratings for each type of road user. Data from low- and middle-income countries included in these assessments show that about half the roads assessed in these countries are rated in the highest risk categories (i.e. one or two stars), largely attributable to the fact that 84% of the roads assessed where pedestrians are present have no footpaths.

Public transport can make mobility safer and reduce congestion

Safe public transport systems are increasingly viewed as important to improving mobility safety, particularly in urban areas with increasing traffic congestion. In many high-income cities, there has been strong political emphasis on decreasing individual car use through investments in public transport systems (see Box 9). Investing in safe public transport is also seen as a mechanism to encourage increased physical activity and thus promote health. However, a critical issue associated with promoting such measures is the need to ensure that these modes of transport are safe.

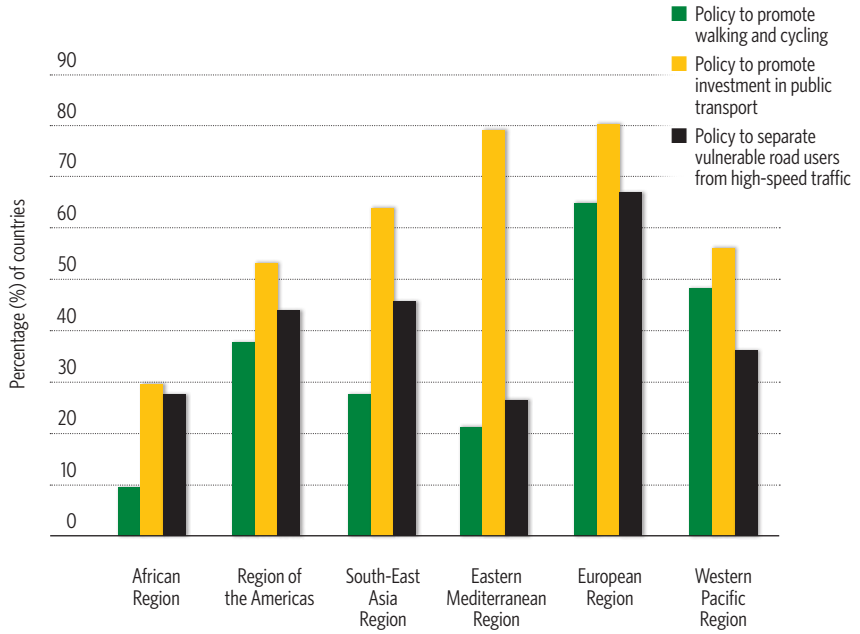
Over 100 countries have national or subnational policies to invest in public transport (see Figure 21), although the safety of public transport systems was not evaluated. Public transport is considerably safer than private car travel in most high-income countries, but in many low- and middle-income countries with rapidly developing economies, growth in unregulated and unsafe public transport has led to increases in road traffic injuries among public transport users. Governments must ensure that public transport systems are safe, accessible and affordable. In this way reductions in congestion and improvements in mobility can be achieved concurrently with improvements in safety. Such a comprehensive approach is illustrated in a case study on Ahmedabad, India (see Box 9).

Action is needed to make vehicles safer for non-car road users

Vehicle safety standards are one means of protecting those outside the vehicle. However, until recently, most emphasis in vehicle safety has been on protecting those within the vehicles (see Box 10). Since the late 1970s, crash engineers have known that, in addition to reducing vehicle speeds, changing the shape and stiffness of vehicle fronts would significantly reduce the severity of injuries sustained by pedestrians, cyclists and motorcyclists when hit by a vehicle. Now there is a global standard for pedestrian safety, as well as innovative technologies such as bonnet airbags and crash avoidance systems (e.g. autonomous emergency braking) that offer the prospect of improved safety for vulnerable road users.

Figure 21

Proportion of countries with policies to encourage non-motorized modes of transport, by WHO region



BOX 9. AHMEDABAD: BUSES REDUCE USE OF PRIVATE MOTORIZED VEHICLES AND ASSURE SAFER, CLEANER JOURNEYS

In 2001, 28% of India's people lived in cities, but this is expected to rise to 40% by 2040. The immense scale of this urban demographic shift means that Indian cities will expand 200–400% in land area over the next two decades *(46)*, with a concurrent increase in road traffic fatalities and traffic-related air pollution.

Approximately 175 road traffic fatalities occur each year on the city's roads. But Ahmedabad is projected to grow from 5.4 million people in 2001 to 13.2 million in 2041. If the city expands into a low-density sprawl and private motor vehicles remain the main means of transport, road traffic fatalities are predicted to escalate to approximately 5000 per year, while pollution levels are expected to rise alongside this. However, if high-quality public transport is implemented and becomes a key mode of transport, a denser city may result, with additional benefits in terms of road safety and cleaner air levels. Considerably fewer road traffic fatalities would be expected in this "sustainable transport" scenario. This, in turn, is expected to lead to more walking and cycling, as shops and recreational facilities are located closer together. As a result, the need for motorized trips and the risk of road traffic crashes will be reduced.

Ahmedabad's Bus Rapid Transit (BRT) system was opened in 2009, and currently covers 61 kilometres of network, carrying 140 000 passengers a day. A 16 km extension finalized in December 2012, and construction of a further 24 km, are expected to push the number of passengers to 400 000 a day. Since BRT's opening, transport modes have shifted away from private vehicles to the BRT system, while the project has also achieved its objective of providing a safe mode of transport, with more than a 50% decrease in road traffic fatalities in the BRT corridor *(46)*.

BOX 10. IMPROVING VEHICLE SAFETY STANDARDS

Making vehicles safer is an important component of efforts to reduce road traffic injuries, and over the past few decades there has been good progress in doing this. Measures to improve vehicle crashworthiness such as seat-belts, crumple zones and air bags have dramatically increased levels of occupant protection. The seat-belt alone is estimated to have saved millions of lives since its invention. Now technologies are being applied that can help prevent crashes in the first place. The anti-skid system electronic stability control, for example, is now increasingly required as a mandatory safety feature for new passenger cars and light duty vehicles. Measures intended to reduce the risk and severity of pedestrian impact are also becoming important in vehicle design as a way of protecting vulnerable road users.

At the international level, a range of minimum standards for vehicle construction are available through the UN Forum for Harmonization of Vehicle Regulations. Among the most important are standards for seat-belts and seat-belt anchorages, front and side impact resistance, electronic stability control and pedestrian protection. Governments must now work with vehicle manufacturers to ensure that increasing proportions of their vehicle fleets meet these standards to ensure a uniform and acceptable level of safety across the globe.

Furthermore, independent assessments of the safety performance of different models of cars – and dissemination of this information to consumers – have encouraged car manufacturers to produce cars that are much safer than those required by law. In many high-income countries, new car assessment programmes (NCAPs) have created a "market for safety" that has greatly improved vehicle safety levels. However, improving the safety level of fleets in low- and middle-income countries, many of which are experiencing dramatic economic expansion, remains a major challenge. Governments should insist that vehicles sold in their country are subjected to independent consumer crash testing through an appropriate new car assessment programme.

Source: UN Forum for Harmonization of Vehicle Standards (UNECE WP29)
ECE regulations 14, 16, 94 and 95 and Global Technical Regulations 8 and 9.

BOX 11. REGIONAL/GLOBAL PROGRAMMES TO MOVE MANUFACTURERS TOWARDS SAFER VEHICLES: LATIN NCAP

Since 2010, the Latin New Car Assessment Programme (NCAP) has tested many of the best-selling cars in South America. The results show that the region's most popular models are 20 years behind the safety advances of Europe and North America and would fail to pass the UN's minimum crash test standards. The front impact tests carried out at 64 km/h reveal that poor structural integrity and the absence of airbags continues to put the lives of Latin American motorists at risk.

Latin NCAP has tested models both with and without airbags, and comparisons show that cars fitted with airbags offer significantly reduced risk of serious injury and death. In Latin America, where UN regulatory standards are currently not enforced, airbags have been offered only as an optional feature rather than as standard safety requirement, although they will be mandatory in both Argentina and Brazil from 2014.

Fitting airbags, although very important, is not enough. Latin NCAP's results also revealed structural weaknesses in many cars tested. Body shell integrity is critical to protect passengers from being injured even if vehicles are fitted with airbags. Car manufacturers have developed "crumple zone" systems that protect car occupants in a survival space as other parts of the vehicle absorb the energy loads unleashed in a crash. The Latin NCAP tests reveal a number of models with body shells that fail to remain stable, which would be less likely in vehicles that meet the UN frontal impact test standard.

The latest Latin NCAP results released in November 2012 showed encouraging progress, with an increase in models achieving "four star" ratings, some manufacturers making airbags standard ahead of regulatory requirements, and improved performance in child restraint systems. These positive developments demonstrate that NCAPs can be an effective catalyst for improved levels of vehicle safety.

Source: www.latinncap.com

Conclusions and recommendations

This report shows that road traffic injuries remain a critical public health concern, as approximately 1.24 million deaths occurred on the world's roads in 2010. However, it also illustrates the progress many countries have made to reduce road traffic deaths. This has occurred where political will has been translated into concerted and coordinated multisectoral actions that are based on evidence. But more action is needed, particularly in the following areas:

- **The pace of legislative change is too slow**
  Countries need to increase adoption of comprehensive legislation relating to key risk factors for road traffic injuries. There are minimum elements needed in national laws related to the key risk factors (speed, drink–driving, motorcycle helmets, seat-belts and child restraints), and these should be rolled out in all countries. In addition, experience from high-performing countries has demonstrated that a continual process of legislative review to further strengthen laws can lead to additional benefits. Between 2008 and 2011, 35 countries adopted new laws to address key risk factors, showing that concrete progress can be made. However, only 15% of all countries currently have comprehensive laws in all five areas: the pace of legislative change needs to rapidly accelerate if the target of the United Nations General Assembly resolution is to be met (i.e. 50% of countries to have comprehensive legislation on key risk factors by 2020).

- **Enforcement of strong road safety laws is essential for success**
  Sufficient resources need to be provided to support enforcement of road safety laws to realize their full benefit: currently enforcement of laws relating to key risk factors is considered poor in most countries. The use of strong social marketing campaigns can play an important role in increasing

public understanding of and support for legislative measures.

- **Reducing road traffic deaths requires more consideration of the needs of pedestrians, cyclists, and motorcyclists**
  Reducing the total number of global road traffic deaths requires that increased attention be paid to improving the safety of pedestrians, cyclists and motorcyclists. Half of all road traffic deaths occur among these road users, and yet less than one third of all countries have put in place measures to promote forms of non-motorized transport that will be safe for those using them. Governments must actively address the safety and mobility needs of these more vulnerable road users, and consider how non-motorized forms of transport can be safely integrated into more sustainable and safer transport systems.

In addition, there are a number of other areas that governments need to address to ensure the implementation of the *Global plan of Action* for the Decade of Action for Road Safety. These include making road infrastructure safer, intensifying work to improve the proportion of vehicle fleets that meet international crash testing standards, and improving post-crash care. The recommendations outlined in the *Global plan of Action* could serve as a basis for discussion and agreement on officially endorsed targets and indicators on these areas, which will assist with both implementation and future monitoring. The report has also highlighted the need for continued efforts to be made toward improving the quality of data on road traffic deaths, injuries, and on interim indicators. Coordination of these multiple efforts by a well-resourced lead agency is recommended, such that activities are detailed in a multisectoral national strategy that includes specific targets to allow accurate monitoring and evaluation of outcomes and outputs.

The decision to proclaim a Decade of Action for Road Safety was adopted unanimously at the UN General Assembly in 2010. While much progress has been made in improving road safety in a number of countries, considerable work will be needed for the goals and objectives of the Decade of Action to be realized. There is a strong evidence base on what interventions work – government action is now the key to ensure their implementation.

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EXPLANATORY NOTES

❶ Methodology, data collection and validation

❷ Country profile explanations

❸ Estimating global road traffic deaths

EXPLANATORY NOTE ❶

METHODOLOGY, DATA COLLECTION AND VALIDATION

Methodology

The methodology used to generate the data and information in this report is consistent with that used in the first *Global status report on road safety 2009 (1)*. It involved collecting data from a number of different sectors and stakeholders in each country according to the following process.

National Data Coordinators (NDCs) were trained in the project methodology. They were required to identify up to eight other road safety experts within their country from different sectors and to facilitate a consensus meeting of these respondents. While each expert responded to the questionnaire in their individual capacity, the consensus meeting facilitated by NDCs allowed for discussion of all responses, and the group used this discussion to agree one final set of information that best represented their country's situation at the time (up to 2011, using the most recent data available). This was then submitted to the World Health Organization (WHO), see Figure E1.

Figure E1
Methodology

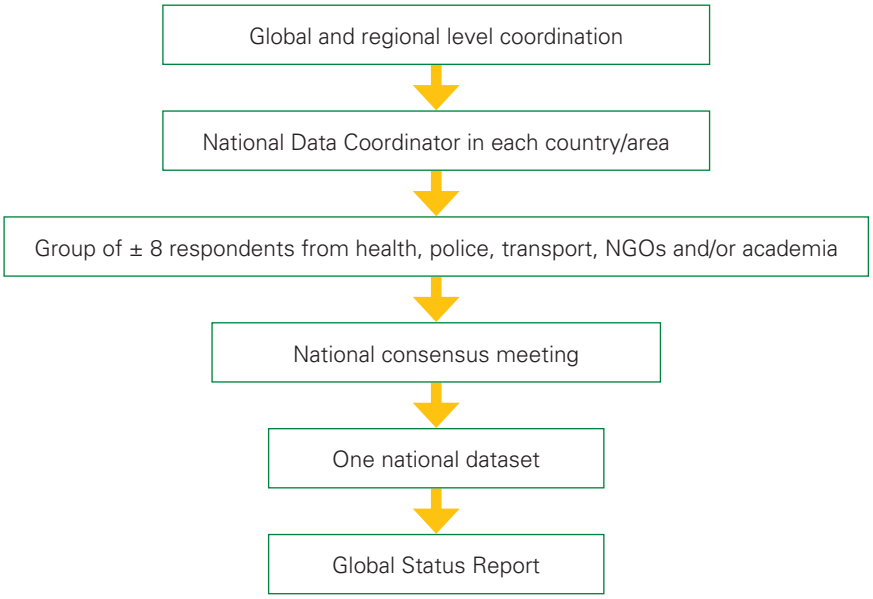

Table E1 shows that in total, 182 countries participated in the survey. While most countries followed the standard methodology described on page 42, in 13 countries (Andorra, Australia, Brunei, Côte d'Ivoire, Denmark, DPR Korea, France, Germany, Japan, Martial Islands, Niue, Sierra Leone, and Switzerland) the questionnaire was completed by the National Data Coordinator (NDC) but no consensus meeting was held.

Table E1
Participation in the survey, by WHO region and income group[a]

WHO region	Total number of countries[b]	Participating countries[b]	% of population	Non-participating countries[b]
African Region	46	44 (1 HIC, 18 MIC, 25 LIC)	95.1	Algeria, Eritrea
Region of the Americas	36	32 (6 HIC, 26 MIC, 0 LIC)	98.5	Antigua & Barbuda, Grenada, Haiti, Puerto Rico
South-East Asia Region	11	11 (0 HIC, 7 MIC, 4 LIC)	100.0	
Eastern Mediterranean Region[c,d]	22	19 (6 HIC, 12 MIC, 1 LIC)	97.2	Djibouti, Libya, Somalia
European Region	53	51 (30 HIC, 19 MIC, 2 LIC)	99.4	Monaco, Turkmenistan
Western Pacific Region[e]	27	25 (6 HIC, 18 MIC, 1 LIC)	98.7	Nauru, Tuvalu
GLOBAL	195	182 (49 HIC, 100 MIC, 33 LIC)	98.6	13

HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries
a See Table A2 in Statistical Annex for information on WHO regions and income level classifications.
b Includes United Nations Member States, Associate Member States, as well as non-member areas.
c Includes one non-member area, the West Bank and Gaza Strip.
d Includes Sudan: while South Sudan became an independent state in July 2011 and a WHO Member State in September 2011, the reported data shown here relate to pre-July 2011. Thus the term "Sudan" as used here only refers to the state as it existed prior to July 2011.
e Includes one Associated Member State, Tokelau.

Data collection and validation

The questionnaire used for this report was based on the 2009 questionnaire, allowing data and information to be compared over time. However, some questions were modified to improve the quality of responses, while new questions were added to include indicators on a number of new issues. Some new issues were included to allow a more comprehensive evaluation of targets linked to the objectives and specific activities included in the *Global Plan for the Decade of Action for Road Safety (2011–2020)*. The questionnaire used differed from the 2009 version in the following ways:

- It allowed for more information to be collected on the role of lead agencies, and on targets included in national road safety strategies.
- It included a number of new indicators in the section on vehicle safety.
- It included a new section on the use of mobile phones while driving, given the increasing recognition of this as an important risk factor.
- It had an extended post-crash section.
- It gathered information on the breakdown of data on road traffic fatalities by age group.

The questionnaire was pilot tested in three countries – Israel, the Philippines and Viet Nam – and can be downloaded with an accompanying instruction booklet at http://who.int/violence_injury_prevention/road_safety_status/2013/methodology/en/index.html

The questionnaire, protocol and accompanying guidelines and training materials were all available in the six WHO languages (Arabic, Chinese, English, French, Russian and Spanish). Where needed, NDCs coordinated the translation of these documents into local languages and then translated back into English for the data entry stage.

Data collection began in May 2011 and was completed by December 2011. Validation involved checking data for logical inconsistencies, and these were checked with National Data Coordinators.

Following the validation process, final data sets were sent to respective governments for review and sign-off.

Interpreting legislative data

This report collected information on a number of variables relating to legislation on the five key risk factors (speed, drink–driving, helmets, seat-belts and child restraints). For each of these risk factors, certain criteria were considered to be essential components of comprehensive legislation. It should be noted that other criteria may be equally important, but for practical reasons such information could not be collected as part of this survey. Thus the definition of "comprehensive" legislation used in this report included:

Speed = A national speed limit law with urban speed limits of ≤50 km/h and the ability of local authorities to reduce speed limits where appropriate.

Drink–driving = A national drink–driving law based on Blood Alcohol Concentration (BAC, and where the BAC limit for the general population is ≤0.05 g/dl).

Motorcycle helmets = A national motorcycle helmet law that covers all riders, on all roads and all engine types, and requires an international or national helmet standard.

Seat-belts = A national seat-belt law that applies to all private car occupants (front and rear seats).

Child restraints = A national child restraint law.

Countries where legislation is set at a subnational level were considered to have "comprehensive" legislation if all states or provinces met the criteria described above.

Where the data suggested that legislative changes had taken place between 2008 and 2011, these were double checked by asking NDCs to confirm such changes. Where possible the actual legislative texts were obtained to ascertain whether there was a true change in the law. In some cases, this led to corrections being made to the earlier (2008) data points. As a result of these corrections, figures of countries having comprehensive legislation in 2008 were corrected to allow for accurate comparisons with the 2011 data.

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EXPLANATORY NOTE ❷

COUNTRY PROFILE EXPLANATIONS

The country profiles shown on pages 53 to 236 to y present a selection of core information about road safety, as reported by each of the 182 participating countries/areas. The country profiles are presented in alphabetical order. Additional national data can also be found in the Tables of the Statistical Annex (Tables A2–A10).

Data reported for population were extracted from the United Nations Population Division database *(1)*, while gross national income (GNI) per capita for the year 2010 came from World Bank estimates *(2)*. Where no data were available for 2010, published data for the latest year were used. The World Bank Atlas method was used to categorize GNI into bands thus:

- low-income = US$ 1005 or less
- middle-income = US$ 1006 to US$ 12 275
- high-income = US$ 12 276 or more.

Flags were obtained from the World Flag Database (http://www.flags.net). Flags as of 31 December 2010 were used (to correspond with the year of data collection).

The sections below reflect the way information is structured in each of the Country Profiles. They include details on how data on certain variables are presented and should be interpreted. Variables were coded as "—" if the information was unavailable or non-applicable, or if respondents had ticked a "Don't know" response.

Institutional framework

Information on the existence of a national road safety strategy is indicated as "Yes" or "No": countries where national strategy development is underway but has not yet been approved or endorsed by government are indicated as "No".

Where countries indicated that they have a fatality reduction target, information on this target is included. Specific fatality targets are indicated either as absolute numbers of deaths, or as a rate per 100 000 population.

Safer roads and mobility

- Information on road safety audits of new road infrastructure projects is reported as "Yes" or "No".
- Information on road safety audits on existing road infrastructure projects is reported as "Yes", "Parts of road network", or "No".

Safer vehicles

- Information about the total number of vehicles in the country includes only registered vehicles, and various categories of such vehicles. In a few countries the number of vehicles in subcategories did not add up to the total number provided. In some countries, respondents noted that a substantial proportion of the vehicle fleet may not be registered.

Data

- Only reported numbers of road traffic deaths are included in the Country Profiles. Footnotes indicate what the source of data is and what definition was used.
- Due to footnote space constraints, the data source has been summarized as Police, Transport, Health or Vital registration records, or Combined sources.
- Data from different countries are not necessarily comparable, as different definitions and timeframes have been used (these are noted in the footnotes). For more comparable data please see Table A2 in the Statistical Annex.

- The proportion of deaths where the sex was unknown has not been reported in the profiles. Proportions may not add up to 100% due to rounding or because only partial information was received.
- The standard colour coding of the pie charts used to represent road user deaths in the categories requested in the questionnaire is shown below. Additional categories are represented by non-standard colours as indicated in the specific Country Profiles.

  - Drivers 4-wheeled cars and light vehicles
  - Passengers 4-wheeled cars and light vehicles
  - Riders motorized 2- or 3-wheelers
  - Drivers/passengers heavy trucks
  - Drivers/passengers buses
  - Cyclists
  - Pedestrians
  - Other/unspecified

- Some countries classified road traffic fatalities according to the vehicle or road user "at fault" rather than according to who died. In such cases these categories are presented in the pie charts.
- Graphs on road traffic fatality trends are shown either as road traffic death rates per 100 000 population (solid line) or as an absolute number of road traffic deaths (dotted line), depending on which data were supplied by the country. While many countries track decades' worth of trend data, only a 10-year period is depicted here.
- For countries providing less than 4 years' road traffic fatality trend data, this information is presented in a tabular format instead of a graph.

Safer road users

- Road classifications (in particular the definition of an urban road, a rural road and a highway) varied greatly from country to country. Respondents were asked to report on the speed limits of different kinds of road according to the definitions used in the country concerned.
- Speed limits reported here (and in the statistical tables) are for private passenger cars only and have been converted to kilometre per hour. Countries that reported a range for speed limits relating to particular road types are indicated as such.
- Respondents were asked, as individuals, to rate the effectiveness of enforcement of various elements of national road safety legislation based on their professional opinion or perception. The group of respondents then reached consensus on an enforcement score. These agreed-upon responses on a scale of 0 to 10, where 0 is "not effective" and 10 is "highly effective" are presented here. It should be noted that these scores are subjective and should be seen only as an indication of how enforcement is perceived in the country. Many respondents expressed difficulty in assessing law enforcement at a national level since it often varies from region to region within a country and the intensity of the enforcement may vary at different times.
- Blood alcohol concentration (BAC) limits refer to the maximum amount of alcohol legally acceptable in the blood of a driver on the road – i.e. the blood alcohol level above which a driver may be punished by law. This figure is provided for the general population, young/novice drivers, and for professional/commercial drivers in grams per decilitre (g/dl).
- This survey gathered information on drink–driving laws regardless of the legal status of alcohol in the country. Where alcohol consumption was legally prohibited in a country, this is indicated by a footnote. BAC limits are reported as "—" for countries that have a drink–driving law but do not define drink–driving by BAC, and by a footnote.
- Some countries reported that while they do not conduct random breath testing or regular police checkpoints, there may be breath testing of those drivers who are suspected of driving while impaired. Such countries have a footnote indicating that further investigation of these cases may be conducted.
- For information presented on motorcycle helmet-wearing rates, note that "drivers" is taken to mean those driving the motorcycles, while "riders" is understood to include both drivers and passengers. The most disaggregated data are presented here, i.e. separate figures are provided for drivers and passengers where this information was provided. Note that the information provided for drivers and passengers does not necessarily represent the same year, nor come from the same source, as indicated in the corresponding footnotes.
- For information on seat-belt wearing rates, the most disaggregated information is presented here, i.e. separate figures are provided for front seat and rear seat occupants where this information was made available. Where respondents provided explanatory information on these data, for example, a source or information on geographical coverage, this information is summarized in the

footnotes. Note that the information provided for front seat and rear seat occupants does not necessarily represent the same year, nor come from the same source, as indicated in the corresponding footnotes.

- Only the presence of a national child restraint law is noted and what the enforcement level of this law is estimated to be.
- Information about laws on mobile phone use while driving is included for the first time. Only information on whether the law bans hand-held and/or hands-free is included.

Post-crash care

- The section on post-crash care indicates whether or not a vital registration system was functional in the country. The variable does not indicate coverage or completeness of this system.
- The emergency-room based injury surveillance system variable only indicates whether there was a system in place and not whether it was national or sentinel in nature.
- Emergency access telephone numbers are given only if ONE national number was provided. If countries reported multiple national numbers then "multiple numbers" is noted in the corresponding field but the actual numbers are not provided.
- The proportion of those transported by ambulance was based on expert opinion.
- The proportion of those disabled as a result of a road traffic crash is only included if a robust source of information was available, however, this was not necessarily national.
- The variables on emergency medicine training refer to a formal, recognized training for doctors and a formal post-graduate training for nurses. Other non-formalized trainings may exist, but are not captured in the information presented here.

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EXPLANATORY NOTE ❸

ESTIMATING GLOBAL ROAD TRAFFIC DEATHS

Various types of road traffic death data are presented in this report:

- reported data
- adjusted data
- comparable estimates.

Reported data

Data reported by countries is presented in the Country Profiles only and includes the source of the data as well as the time definition used.

Adjusted data

Various time definitions are used by countries ranging from "died on the scene" to "unlimited". To mitigate the effects of this and to harmonize data from various sources, the data were adjusted to 30 days *(1)* and presented in Table A2 in the Statistical Annex.

Comparable estimates

Estimates (and their corresponding 95% Confidence Intervals) were generated to compensate for underreporting in some countries, and to estimate road traffic deaths for all WHO Member States for the year 2010.

For the *Global status report on road safety 2009*, WHO used a regression model based on reported road traffic deaths for countries classified as having good vital registration (VR) systems (a marker of good statistical systems), plus a set of covariates to predict road traffic deaths for year 2007 for the 178 participating countries *(2)*. These data were published in 2009 and the exact methodology is outlined in the Report (see http://www.who.int/entity/violence_injury_prevention/road_safety_status/data/explanatory_notes.pdf).

For the *Global status report on road safety 2013*, the previous estimation methods were improved in the following three ways:

❶ only death registration data reported to WHO by Member States that met a certain quality criteria were used;

❷ reported road traffic deaths provided by Member States from their official road traffic databases were included in the model;

❸ the regression model used to estimate road traffic deaths was modified (see Group 4 explanation on page 49).

The regression model used death registration data for the period 1950–2010 that were 80% or more complete for a given year, or where the average completeness for the last decade was greater or equal to 80%. Death registration information is submitted to WHO regularly by Ministries of Health from around the world, and most is coded using the International Classification of Diseases (ICD) 9th or 10th revisions *(3, 4)*.

The regression model produced estimates of total road traffic deaths according to the accepted ICD definition, which counts all deaths that follow from a road traffic crash, regardless of the time period in which they occur (unlike many official police/transport road traffic surveillance databases, where road traffic death data is based on a definition of 30-days following a road traffic crash). Where total deaths reported by the survey were greater than the deaths estimated from the regression or from death registration data, these were used.

The exact methods used for the four groups of countries are described below.

Group 1: Countries with death registration data

This group includes 87 countries with death registration data meeting one of the following completeness criteria: completeness for the year estimated at 80% or more, or average completeness for the decade including the country-year of 80% or more.

Total road traffic deaths were calculated as follows from the death registration data and population data reported to WHO. Injury deaths classified as "undetermined intent" were redistributed pro-rata across all unintentional and intentional injury categories within age-sex groups. These data were then used to compute age-sex-specific death rates for road traffic deaths. Where completeness was assessed at less than 100%, death rates were adjusted for incompleteness by multiplying by (100/completeness %). These death rates were applied to the UN estimates of population by 5-year age group and sex *(5)* to estimate total road traffic deaths for each country-year.

These countries fell into four categories:

1. For countries with death registration data for the year 2010 that exceeded the number of road traffic deaths reported in the survey, death registration data were used. There were 33 countries in this category.

2. For countries where the latest death registration data submitted to WHO were earlier than 2010, but not earlier than 2005, deaths for 2010 were estimated based on a projection of the most recent death registration data using the trends obtained through the survey. There were 40 countries in this category.

3. For countries where the reported road traffic deaths for 2010 obtained through the survey exceeded the estimate based on death registration data, reported road traffic deaths (adjusted to the 1-year definition) were used. There were 12 countries in this category.

4. For countries with reported road traffic death data for 2009 or earlier, and with death registration data for 2010 where the projected reported deaths for that year exceeded the 2010 death registration estimate, projected reported deaths were used. There were two countries in this category.

Group 2: Countries with other sources of information on causes of death

For India, Iran, Thailand and Viet Nam, data on total deaths by cause were available for a single year or an earlier recent single year or group of years. These data sources are documented in Annex B of the *Global Burden of Disease: 2004 update* report *(6)*. For these countries, the regression method described for Group 4 was used to project forward from the most recent year for which an estimate of total road traffic deaths was available.

Group 3: Countries with populations less than 150 000

For 13 small countries with populations of less than 150 000 people the deaths reported in the survey were used directly, without adjustment.

Group 4: Countries without eligible death registration data

For 78 countries that did not fall into Groups 1, 2 or 3, a regression model was used to estimate total road traffic deaths. As in the first report, a negative binomial regression model was used – appropriate for modelling non-negative integer count data (number of road traffic deaths) *(7, 8)*. A likelihood ratio test was used to assess that the negative binomial model provided a better fit to the data than a Poisson model (where the variance of the data is constrained to equal the mean).

$$\ln N = C + \beta_1 X_1 + \beta_2 X_2 + ... + \beta_n X_n + \ln Pop + \varepsilon$$

where N is the total road traffic deaths (for a country-year), C is a constant term, X_1 are a set of explanatory covariates, Pop is the population for the country-year, and ε is the negative binomial error term. Population was used as exposure, making it possible to interpret the coefficients (β_1) for the independent variables as effects on rates rather than a count. In a previous study, this type of model was used to represent "accident proneness" *(9)*. Other authors have also found a negative binomial regression model to be the appropriate for count data such as road traffic fatalities *(10)*.

The parameters β_1, $\beta_2 \cdots \beta_n$ (in the equation above) were estimated by fitting the negative binomial regression model to estimated total road traffic deaths from death registration data for all country-years in the range 1950-2010 meeting the completeness criteria (Group 1).

Three models (Models A, B and C) were chosen that had good in-sample and out-of-sample fit, and for which all the covariates were statistically significant and for which overall estimation is the average of the prediction of these three best models (see Table E2). For these countries a 95% confidence interval was given by using the negative binomial regression in the statistical package STATA.

Table E2
Covariates used in the model

Independent variables	Description	Source of information	Included in models
ln (GDP)	WHO estimates of Gross Domestic Product (GDP) per capita (international dollars or purchasing power parity dollars, 2005 base)	WHO database	Models A, B, C
ln (vehicles per capita)	Total vehicles per 1000 persons	GSRRS surveys and WHO database	Models A, B, C
Road density	Total roads (km) per 1000 hectares	International Futures database *(11)*	Models A, B, C
National speed limits on rural roads	The maximum national speed limits on rural roads (km/h) from WHO questionnaire	GSRRS survey	Models A, B, C
National speed limits on urban roads	The maximum national speed limits on urban roads (km/h) from WHO questionnaire	GSRRS survey	Models A, B, C
Health system access	Health system access variable (principal component score based on a set of coverage indicators for each country)	Institute for Health Metrics and Evaluation dataset *(12)*	Models A, B, C
Alcohol – apparent consumption	Litres of alcohol (recorded plus unrecorded) per adult aged 15+	WHO database	Models A, B, C
Population working	Proportion of population aged 15–16 years	World Population Prospects 2010 revision (UNDESA)	Models A, B, C
Percentage motorbikes	Percentage of total vehicles that are motorbikes	GSRRS survey	Model B
Corruption index	Control of corruption index (units range from about –2.5 to +2.5 with higher values corresponding to better control of corruption	World Bank *(13)*, International Futures database *(11)*	Model B
National policies for walking / cycling	Existence of national policies that encourage walking and/or cycling	GSRRS survey	Model C
Population	Total population (used as offset in negative binomial regression)	World Population Prospects 2010 revision *(5)*	Models A, B, C

Following the computation of estimates of road traffic deaths for 2010, a country consultation process was undertaken. Each country was provided with an opportunity to comment on both the methodology which had been employed to compute the estimate, as well as the actual estimate received. As a result of this process, seven countries (Canada, Chile, China *(14)*, Costa Rica, India *(15)*, Iran and the USA) provided WHO with more up to date data which was used to improve estimates.

Table E3 provides an overview of the method used for each of the 182 countries that participated in the survey.

Table E3

Overview of methods used to obtain comparable country estimates

Group 1	Group 2	Group 3	Group 4
Countries with good death registration data	**Countries with other sources of cause of death information**	**Countries with populations less than 150 000**	**Countries without eligible death registration data**
Argentina, Australia, Austria, Azerbaijan, Bahamas, Bahrain, Barbados, Belarus, Belgium, Belize, Brazil, Brunei Darussalam, Bulgaria, Canada, Chile, China, Colombia, Costa Rica, Croatia, Cuba, Cyprus, Czech Republic, Denmark, Ecuador, Egypt, El Salvador, Estonia, Fiji, Finland, France, Georgia, Germany, Greece, Guatemala, Guyana, Hungary, Iceland, Ireland, Israel, Italy, Jamaica, Japan, Kazakhstan, Kuwait, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Maldives, Malta, Mauritius, Mexico, Montenegro, Netherlands, New Zealand, Norway, Oman, Panama, Paraguay, Philippines, Poland, Portugal, Qatar, Republic of Korea, Republic of Moldova, Romania, Russian Federation, Saint Lucia, Serbia, Singapore, Slovakia, Slovenia, South Africa, Spain, Suriname, Sweden, Switzerland, The FYR of Macedonia, Trinidad and Tobago, Ukraine, United Kingdom, United States of America, Uruguay, Uzbekistan, Venezuela, West Bank and Gaza Strip, Zimbabwe	India, Iran, Thailand, Viet Nam	Andorra, Cook Islands, Dominica, Kiribati, Marshall Islands, Micronesia, Niue, Palau, Saint Kitts and Nevis, Saint Vincent and the Grenadines, San Marino, Seychelles, Tonga	Afghanistan, Albania, Angola, Armenia, Bangladesh, Benin, Bhutan, Bolivia, Bosnia and Herzegovina, Botswana, Burkina Faso, Burundi, Cambodia, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, DPR Korea, DR Congo, Dominican Republic, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Honduras, Indonesia, Iraq, Jordan, Kenya, Lao PDR, Lebanon, Lesotho, Liberia, Madagascar, Malawi, Malaysia, Mali, Mauritania, Mongolia, Morocco, Mozambique, Myanmar, Namibia, Nepal, Nicaragua, Niger, Nigeria, Pakistan, Papua New Guinea, Peru, Rwanda, Samoa, Sao Tome and Principe, Saudi Arabia, Senegal, Sierra Leone, Solomon Islands, Sri Lanka, Sudan, Swaziland, Syrian Arab Republic, Tajikistan, Timor-Leste, Togo, Tunisia, Turkey, Uganda, United Arab Emirates, United Republic of Tanzania, Vanuatu, Yemen, Zambia

For specific methods used for each country, see web appendix, at http://who.int/violence_injury_prevention/road_safety_status/2013/methodology/en/index.html

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COUNTRY PROFILES

AFGHANISTAN

Population: 31 411 742
Income group: Low
Gross national income per capita: US$ 410

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	731 428
Cars and 4-wheeled light vehicles	471 804
Motorized 2- and 3-wheelers	84 507
Heavy trucks	120 082
Buses	54 644
Other	391
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 396[b], 65%M, 11%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	No[c]
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

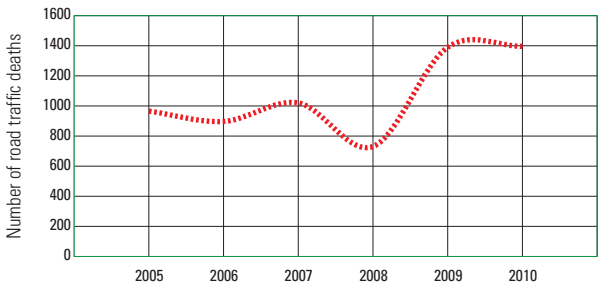
[c] Alcohol consumption legally prohibited.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Database of Road Traffic Accidents from General Traffic Police Department.

Data collected by multisectoral consensus meeting and cleared by Ministry of Public Health.

Further data on each country can be found in the statistical annex.

ALBANIA

Population: 3 204 284
Income group: Middle
Gross national income per capita: US$ 3 970

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Committee of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (number of deaths)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	419 893
Cars and 4-wheeled light vehicles	340 719
Motorized 2- and 3-wheelers	24 022
Heavy trucks	40 312
Buses	7 032
Other	7 808
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	352[b], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

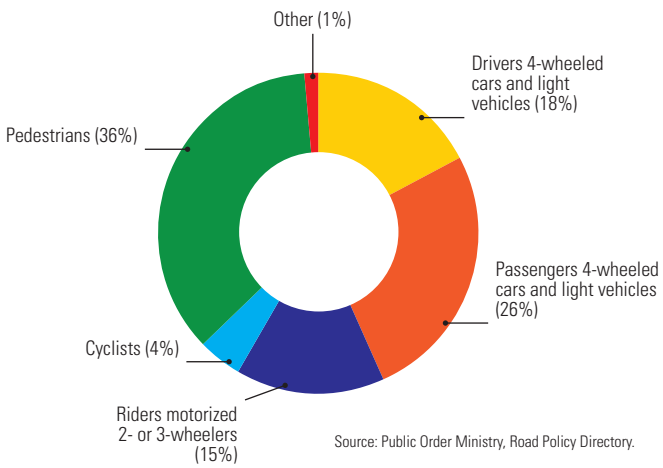
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	21%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	65% All riders[d] 40% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	62% Front seats[d] 2% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Road Policy Directory.
[d] 2010, Civil Society of Road Safety Monitoring.

POST-CRASH CARE

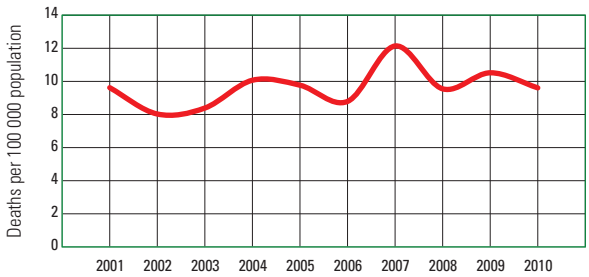
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	127
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: Public Order Ministry, Road Policy Directory.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Public Order Ministry, Road Policy Directory.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

ANDORRA

Population: 84 865
Income group: High
Gross national income per capita: US$ 41 750

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Transport and Road Operations
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	—
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	70 914
Cars and 4-wheeled light vehicles	56 661
Motorized 2- and 3-wheelers	13 091
Heavy trucks	954
Buses	208
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	3[b], 100%M, 0%F
Estimated GDP lost due to road traffic crashes	—

[b] 2010, Police records. Defined as died at scene of crash.

SAFER ROAD USERS

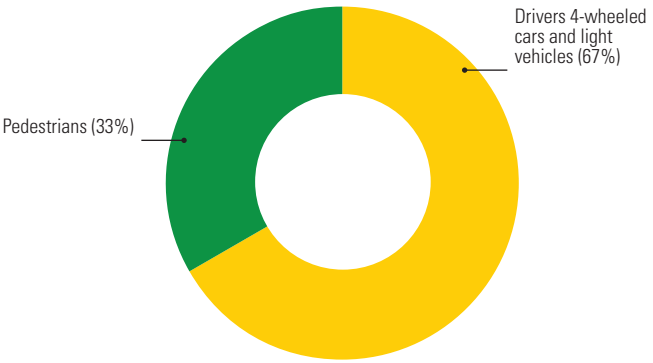
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers[c] 98% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	60% Front seats[c] 10% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Police Department.

POST-CRASH CARE

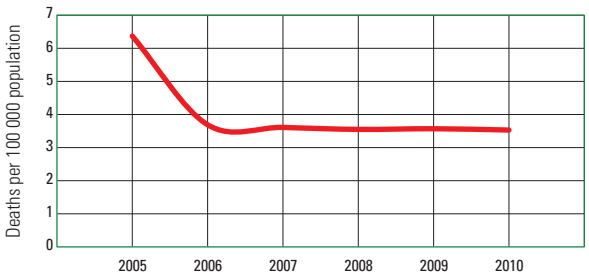
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: Police Department.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Department.

Further data on each country can be found in the statistical annex.

Data collected by National Data Coordinator and cleared by Ministry of Health and Social Affairs.

ANGOLA

Population: 19 081 912
Income group: Middle
Gross national income per capita: US$ 3 960

INSTITUTIONAL FRAMEWORK

Lead agency	The Police Headquarter through the National Department for Road Traffic (DNVT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	212 467
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes[a]

[a] Legislation different depending on age of second hand car.

DATA

Reported road traffic fatalities (2010)	3 112[b]
Estimated GDP lost due to road traffic crashes	9%[c]

[b] Police records. Defined as died at scene of crash.
[c] 2010, DNVT PN MININT (Ministry of Home Affairs).

SAFER ROAD USERS

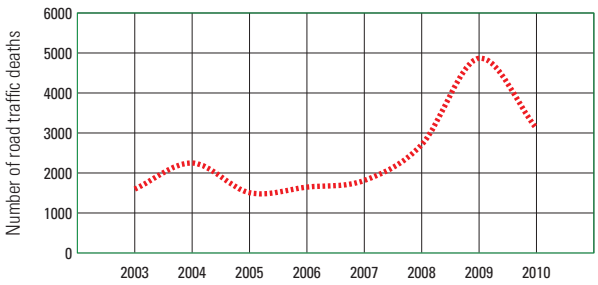
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.06 g/dl
BAC limit – young or novice drivers	0.06 g/dl
BAC limit – professional/commercial drivers	0.06 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	116
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, DNVT PN MININT (Ministry of Home Affairs).

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

ARGENTINA

Population: 40 412 376
Income group: Middle
Gross national income per capita: US$ 8 620

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Agency (ANSV)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2008–2012)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	14 163 125
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	5 094[a], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

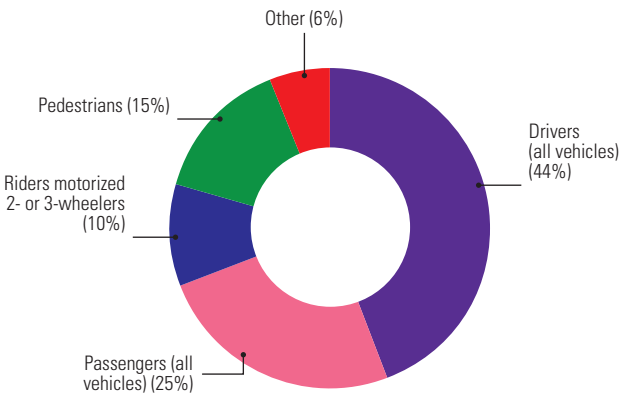
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40–60 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	33%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	46% Drivers[c] 24% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	29% Front seats[c] 11% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[b] 2009, National Road Safety Agency.
[c] 2011, National Survey Study of helmet, seat-belt use and distracting factors.

POST-CRASH CARE

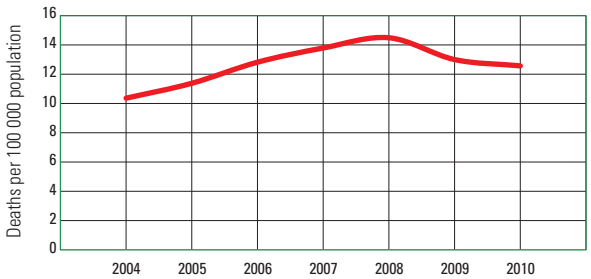
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	107
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Directorate of Road Traffic Observaroty, ANSV.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2004/2008, RENAT (National Registry of Traffic Record)
2008/2010, National Directorate of Road Traffic Observaroty, ANSV.

Data collected by multisectoral consensus meeting and cleared by National Road Safety Agency.

Further data on each country can be found in the statistical annex.

ARMENIA

Population: 3 092 072
Income group: Middle
Gross national income per capita: US$ 3 200

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council of RA
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2014)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	300 091
Cars and 4-wheeled light vehicles	247 723
Motorized 2- and 3-wheelers	28
Heavy trucks	40 924
Buses	11 396
Other	20
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	294[b], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	1%[c]

[b] Police records. Defined as death caused by a road traffic crash (unlimited time period).
[c] 2006, Road Safety Management Capacity and Investment Needs (September 2006) ECSSD, World Bank.

SAFER ROAD USERS

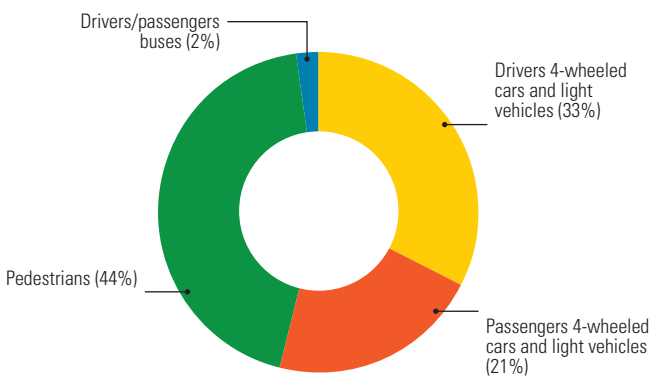
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.04 g/dl
BAC limit – young or novice drivers	0.04 g/dl
BAC limit – professional/commercial drivers	0.04 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	6%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, Road Accident Registration Cards of Road Police of RA.

POST-CRASH CARE

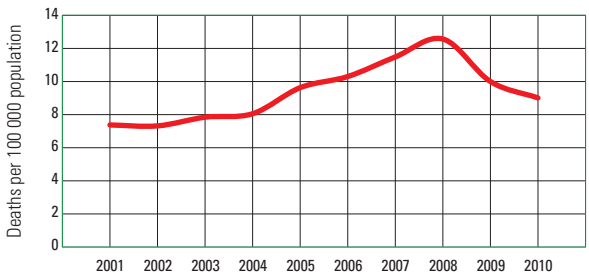
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Police of RA.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Police of RA.

Data collected by multisectoral consensus meeting. Data not cleared.

Further data on each country can be found in the statistical annex.

AUSTRALIA

Population: 22 268 384
Income group: High
Gross national income per capita: US$ 46 200

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	At least 30% annually (number of deaths)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	16 061 098
Cars and 4-wheeled light vehicles	14 729 873
Motorized 2- and 3-wheelers	660 107
Heavy trucks	397 871
Buses	86 367
Other	186 880
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Subnational
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h[c]
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Subnational
BAC limit – general population	0.05 g/dl[d]
BAC limit – young or novice drivers	0 g/dl[e]
BAC limit – professional/commercial drivers	0 g/dl[e]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	30%[f]
National motorcycle helmet law	Subnational
Applies to drivers and passengers	Yes[g]
Helmet standard mandated	Yes[g]
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	99% Drivers[h]
National seat-belt law	Subnational
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	97% Front seats[i] 92% Rear seats[i]
National child restraint law	Subnational
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] All states and territories have a default speed limit of 50 km/h in built-up areas. All except Western Australia and the Northern Territory have a default speed limit of 100 km/h on other roads. These default speed limits apply unless signs specify a different limit.
[d] All states and territories have a consistent BAC limit of 0.05 g/dl for the general population.
[e] All states and territories have zero BAC requirements for young, novice and professional drivers.
[f] 2002–2006, Department of Infrastructure and Transport.
[g] Motorcycle helmets are required in all jurisdictions, for drivers and adult and child passengers, on all roads and road related areas and with all engine types. Motorcycle helmets must comply with Australian Standard 1698.
[h] 1997, Haworth, N, et al. Case-Control Study of Motorcycle Crashes, CR174.
[i] 2009, Petroulias, T. Community Attitudes to Road Safety: 2009 Survey report.

DATA

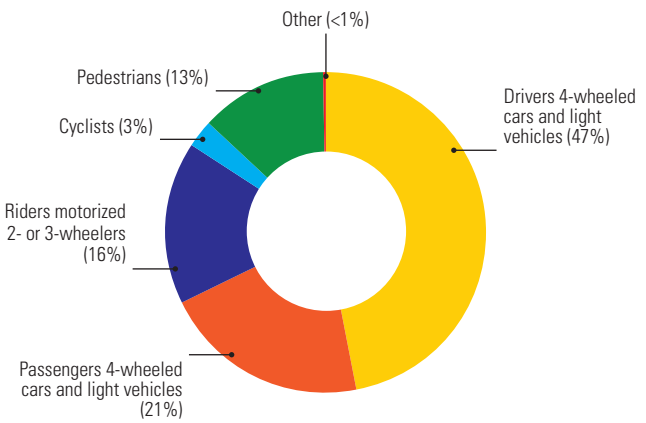
Reported road traffic fatalities (2010)	1 363[a], 72% M, 28% F
Estimated GDP lost due to road traffic crashes	1.7%[b]

[a] Police records. Died within 30 days of crash.
[b] 2009, Dept of Infrastructure and Transport and Regional Economics (BITRE).

POST-CRASH CARE

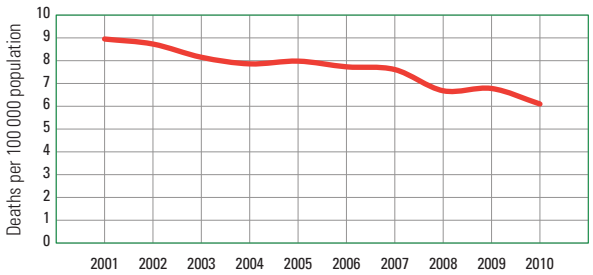
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	000
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Department of Infrastructure and Transport, Australian Road Deaths Database.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department of Infrastructure and Transport and Regional Economics (BITRE).

Further data on each country can be found in the statistical annex.

Data collected by National Data Coordinator and cleared by Department of Infrastructure and Transport.

AUSTRIA

Population: 8 393 644
Income group: High
Gross national income per capita: US$ 46 920

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry for Transport, Innovation & Technology
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	6 091 881
Cars and 4-wheeled light vehicles	4 457 000
Motorized 2- and 3-wheelers	711 977
Heavy trucks	828 792
Buses	9 648
Other	84 464
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	552[a], 74%M, 26%F
Estimated GDP lost due to road traffic crashes	3.9%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2006, Statistik Austria, Accident Costs (Forschungsarbeiten Verkehrswesen, Bd. 177).

SAFER ROAD USERS

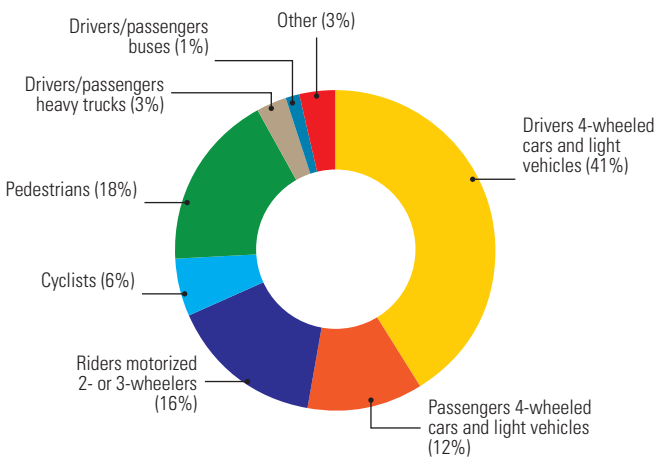
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	6%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	95% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	86% Front seats[e] 65% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Statistik Austria.
[d] 2007, Austrian Road Safety Board.
[e] 2008–2010, Kuratorium für Verkehrssicherheit.

POST-CRASH CARE

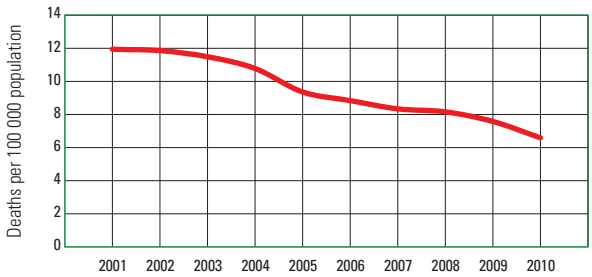
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	3.2%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistik Austria.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistik Austria.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

AZERBAIJAN

Population: 9 187 783
Income group: Middle
Gross national income per capita: US$ 5 380

INSTITUTIONAL FRAMEWORK

Lead agency	State Road Police
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	982 553
Cars and 4-wheeled light vehicles	815 683
Motorized 2- and 3-wheelers	1 643
Heavy trucks	118 460
Buses	29 569
Other	17 198
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	925[b], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

SAFER ROAD USERS

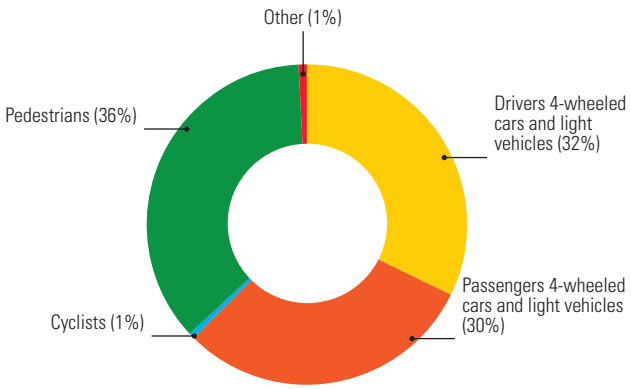
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	31%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, State Road Police.

POST-CRASH CARE

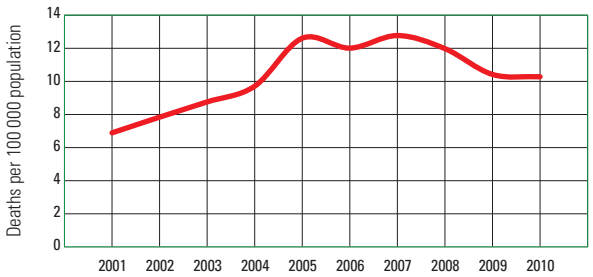
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	103
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	2.5%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, State Statistical Committee and State Road Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: State Statistical Committee.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

BAHAMAS

Population: 342 877
Income group: High
Gross national income per capita: US$ 21 970

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2012)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2008)	131 365
Cars and 4-wheeled light vehicles	125 472
Motorized 2- and 3-wheelers	821
Heavy trucks	4 285
Buses	787
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	— [a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	44[b], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

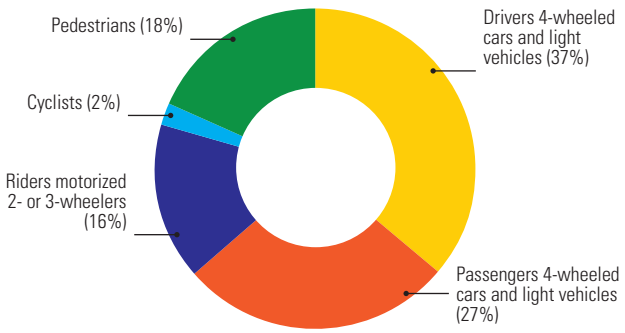
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

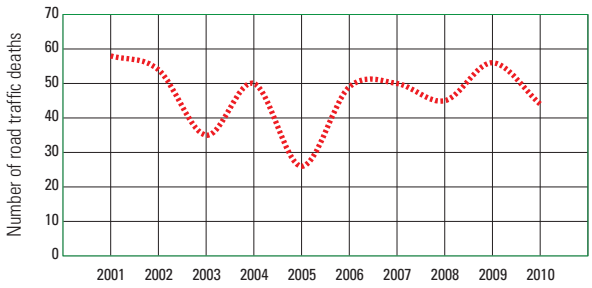
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Bahamas Police Force Traffic Division.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Royal Bahamas Police Force Traffic Division.

Data collected by multisectoral consensus meeting and cleared by Road Traffic Department.

Further data on each country can be found in the statistical annex.

BAHRAIN

Population: 1 261 835
Income group: High
Gross national income per capita: US$ 15 920

INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate of Traffic, Ministry of Interior
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2016)
Fatality reduction target	30%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	462 015
Cars and 4-wheeled light vehicles	432 792
Motorized 2- and 3-wheelers	7 749
Heavy trucks	11 050
Buses	10 424
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	75[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records and Health facility records. Defined as death caused by a road traffic crash (unlimited time period following crash).

SAFER ROAD USERS

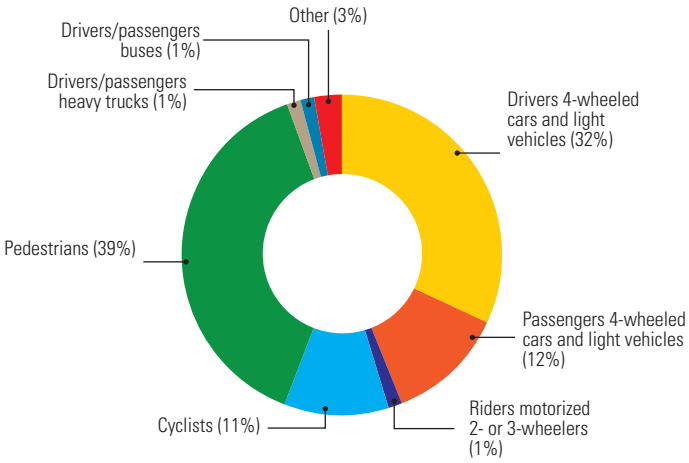
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60–80 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	2%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	23% Drivers[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Not based on BAC.
[d] 2010, GDT (General Directorate of Traffic).
[e] 2010, Roads Planning & Design Directorate – Ministry of Works.

POST-CRASH CARE

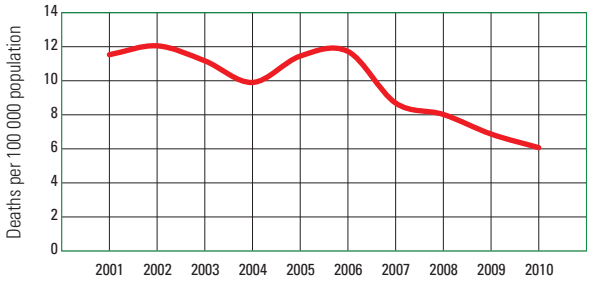
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source:2010, General Directorate of Traffic, MOI.

TRENDS IN ROAD TRAFFIC DEATHS



Source: General Directorate of Traffic.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BANGLADESH

Population: 148 692 128
Income group: Low
Gross national income per capita: US$ 700

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2023)
Fatality reduction target	10% per year and 50% by 2023

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	1 624 862
Cars and 4-wheeled light vehicles	529 215
Motorized 2- and 3-wheelers	975 682
Heavy trucks	81 561
Buses	38 101
Other	303
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	2 958[a], 85%M, 15%F
Estimated GDP lost due to road traffic crashes	1.6%[b]

[a] Police records. Defined as death caused by a road traffic crash (unlimited time period).
[b] 2003, Transport Research Lab UK.

SAFER ROAD USERS

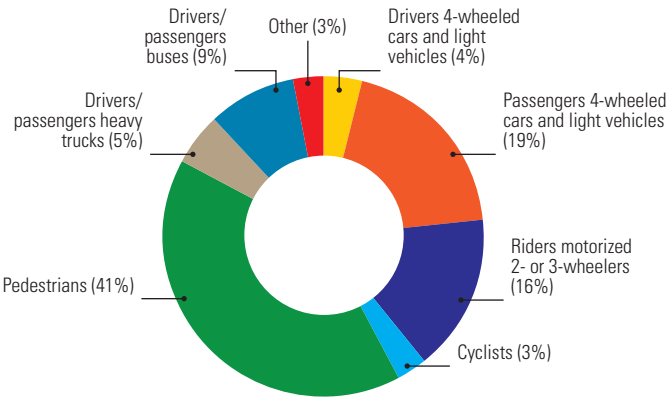
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.

POST-CRASH CARE

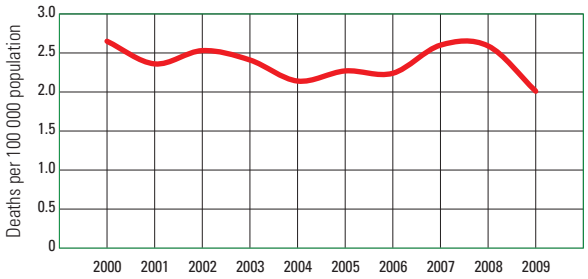
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	No
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	13%
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, Police First Information Report (FIR).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police First Information Report (FIR).

Data collected by multi-sectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BARBADOS

Population: 273 331
Income group: High
Gross national income per capita: US$ 12 660

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Management Committee, Ministry of Transport & Works
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	133 835
Cars and 4-wheeled light vehicles	108 057
Motorized 2- and 3-wheelers	2 335
Heavy trucks	5 014
Buses	444
Other	17 985
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	20[b], 85%M, 15%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—[d]
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

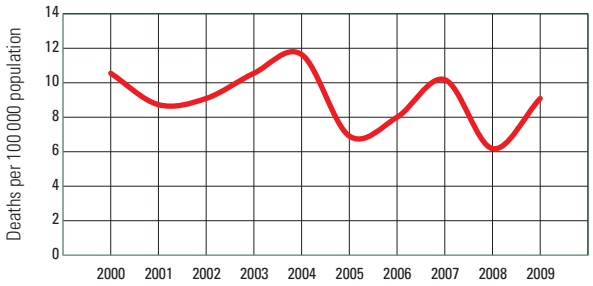
[c] Drink- driving not defined by BAC limit.
[d] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Royal Barbados Police Force.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BELARUS

Population: 9 595 421
Income group: Middle
Gross national income per capita: US$ 5 990

INSTITUTIONAL FRAMEWORK

Lead agency	Standing Committee by Council of Ministers of Republic of Belarus, Ensuring Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2015)
Fatality reduction target	30%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	3 829 244
Cars and 4-wheeled light vehicles	3 042 665
Motorized 2- and 3-wheelers	345 316
Heavy trucks	396 606
Buses	44 624
Other	33
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	1 190[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[a] 2010, Ministry of Transports. Defined as died within 30 days of crash.

SAFER ROAD USERS

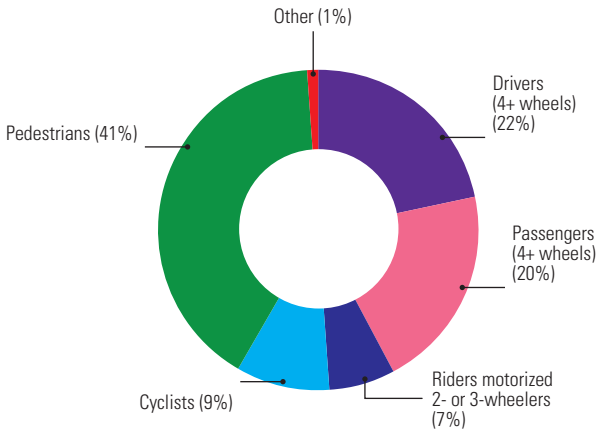
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.029 g/dl
BAC limit – young or novice drivers	0.029 g/dl
BAC limit – professional/commercial drivers	0.029 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	17%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2011, National Commitee of Statistics of Republic of Belarus (2010 data).

POST-CRASH CARE

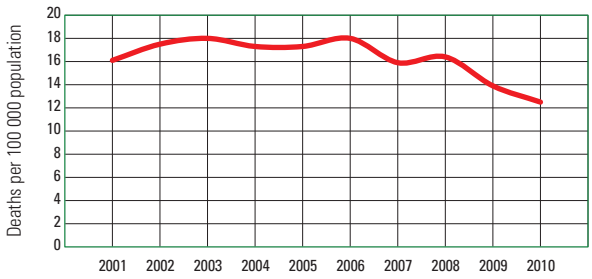
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	103
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	0.4%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Home Office.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Home Office.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BELGIUM

Population: 10 712 066
Income group: High
Gross national income per capita: US$ 45 780

INSTITUTIONAL FRAMEWORK

Lead agency	The Interministerial Committee for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	7 050 618
Cars and 4-wheeled light vehicles	5 876 392
Motorized 2- and 3-wheelers	393 071
Heavy trucks	603 222
Buses	16 180
Other	161 753
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	25%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	86% Front seats[c] 50% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2009, Directorate General Statistics and Economic Information (DGSEI), applies to all drivers and pedestrians.
[c] 2010, Belgian Institute for Road Safety (data from 2009).

DATA

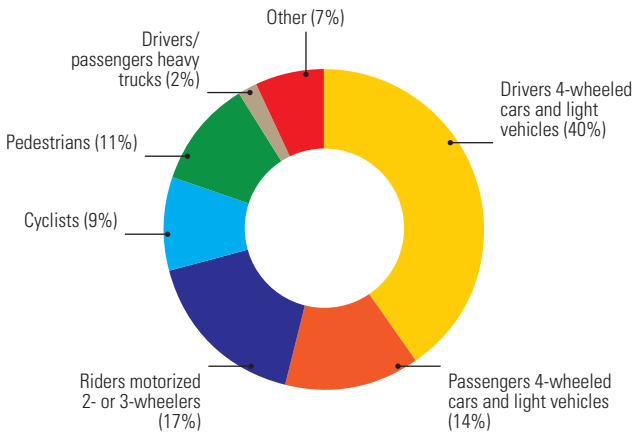
Reported road traffic fatalities (2010)	840[a], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Estimate. Defined as died within 30 days of crash.

POST-CRASH CARE

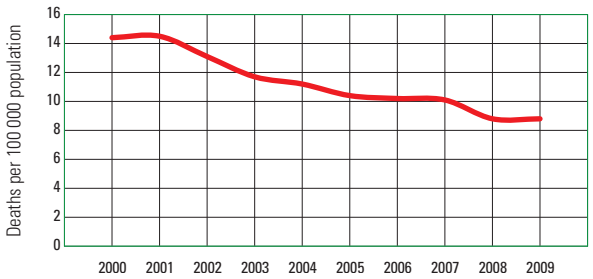
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	100
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, Directorate General Statistics and Economic Information (DGSEI).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Directorate General Statistics and Economic Information (DGSEI).

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Federal Public Service for Health, Food Chain Safety and Environment.

BELIZE

Population: 311 627
Income group: Middle
Gross national income per capita: US$ 3 640

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2012)
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	42[b], 86%M, 14%F
Estimated GDP lost due to road traffic crashes	0.9%[c]

[b] Combined sources (Ministry of Health and others). Defined as died within a year of crash.
[c] Pérez-Núñez R, et al. Economic impact of fatal and nonfatal road traffic injuries in Belize in 2007. *Rev Panam Salud Publica*, 2010, 28(5):326–36.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	80% Drivers[d] 15% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	60% Front seats[d] 30% Rear seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

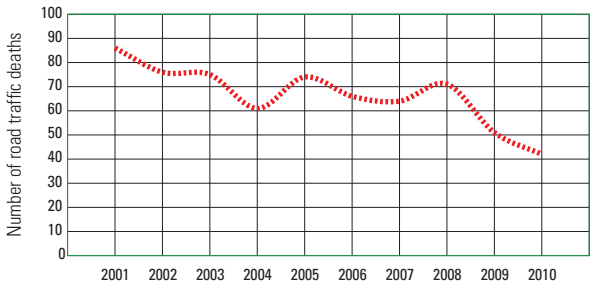
[d] 2011, Police/Department of Transport.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Epidemiology Unit.

Data collected by multisectoral consensus meeting and cleared by Department of Transport.

Further data on each country can be found in the statistical annex.

BENIN

Population: 8 849 892
Income group: Low
Gross national income per capita: US$ 780

INSTITUTIONAL FRAMEWORK

Lead agency	National Center for Road Safety
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	25 613
Cars and 4-wheeled light vehicles	19 759
Motorized 2- and 3-wheelers	1 155
Heavy trucks	2 261
Buses	944
Other	1 494
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	759[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl[c]
BAC limit – young or novice drivers	0.05 g/dl[c]
BAC limit – professional/commercial drivers	0.05 g/dl[c]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

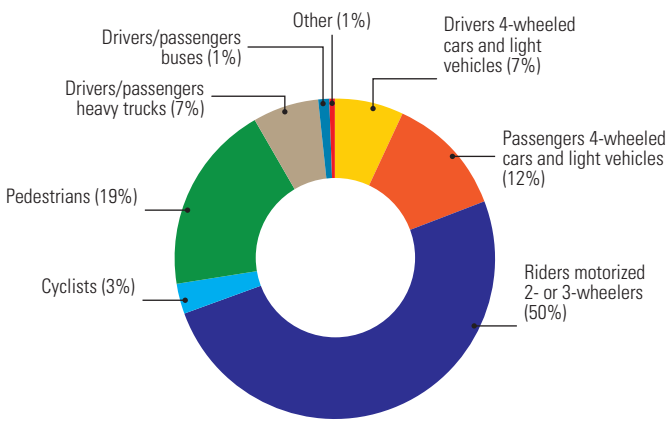
[c] Based on reported breath alcohol content limit of 0.025 g/dl.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[d]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

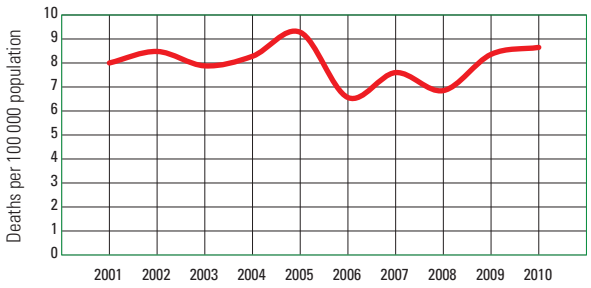
[d] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Center for Road Safety.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Center for Road Safety.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Ministry of Transport.

Further data on each country can be found in the statistical annex.

BHUTAN

Population: 725 940
Income group: Middle
Gross national income per capita: US$ 1 870

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety and Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	From 15 deaths/10 000 vehicles to 5/10 000 by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	57 618
Cars and 4-wheeled light vehicles	37 538
Motorized 2- and 3-wheelers	9 094
Heavy trucks	7 116
Buses	277
Other	3 593
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	79[b], 71%M, 29%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

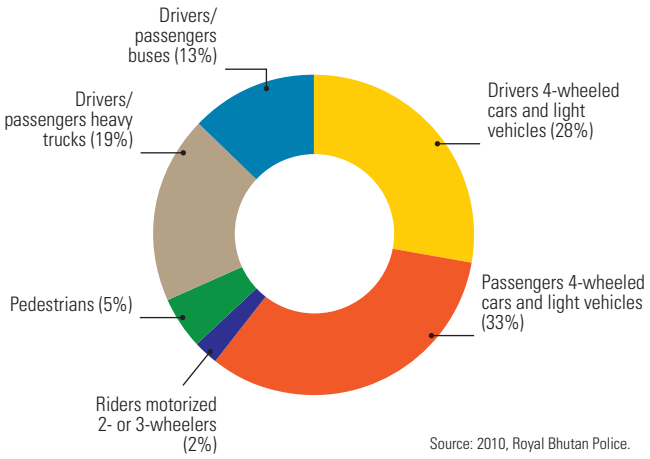
SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	30 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 ⑩
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

POST-CRASH CARE

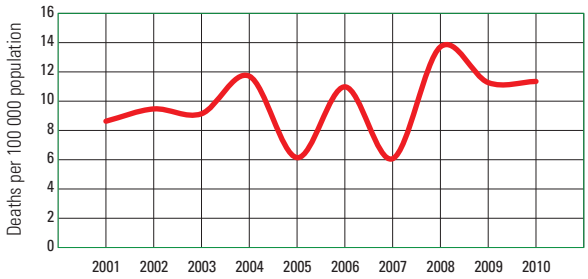
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Bhutan Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Bhutan Police.

Data collected by multi-sectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BOLIVIA (PLURINATIONAL STATE OF)

Population: 9 929 849
Income group: Middle
Gross national income per capita: US$ 1 810

INSTITUTIONAL FRAMEWORK

Lead agency	Inter-institutional Road Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	910 333
Cars and 4-wheeled light vehicles	708 351
Motorized 2- and 3-wheelers	57 835
Heavy trucks	115 171
Buses	28 976
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 294[b], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

SAFER ROAD USERS

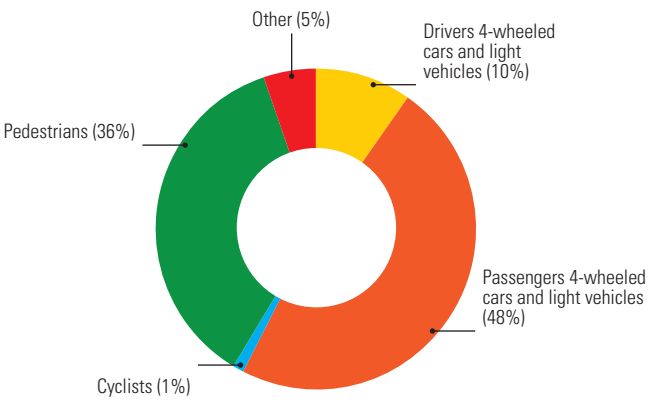
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	0.05 g/dl[c]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Applies to public transportation drivers only.

POST-CRASH CARE

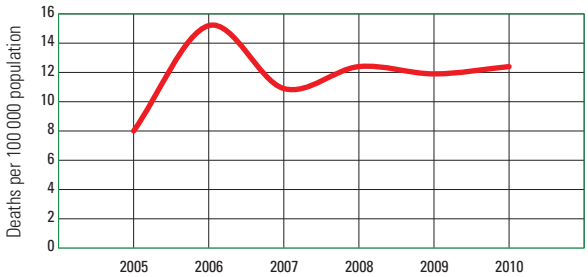
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, General Command of the Bolivian Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, General Commander of the Bolivian Police, mortality rate calculated by National Observatory of Public Safety.

Data collected by multisectoral consensus meeting and cleared by Ministry of the Interior.

Further data on each country can be found in the statistical annex.

BOSNIA AND HERZEGOVINA

Population: 3 760 149
Income group: Middle
Gross national income per capita: US$ 4 740

INSTITUTIONAL FRAMEWORK

Lead agency	Agency for Road Safety of the Republic of Srpska[a]
Funded in national budget	Yes[a]
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes[b]
Fatality reduction target	65% (< 75 deaths per year) for RS, 30% (number of deaths) for FB&H

[a] Only in the Republic of Srpska.
[b] Republic of Srpska (RS) 2008-2028, Federation of Bosnia and Herzegovina (FB&H) 2008-2013.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	815 232
Cars and 4-wheeled light vehicles	698 465
Motorized 2- and 3-wheelers	10 969
Heavy trucks	65 785
Buses	3 995
Other	36 018
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[c]
Front and rear seat-belts required all imported cars	Yes

[c] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	336[d]
Estimated GDP lost due to road traffic crashes	—

[d] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

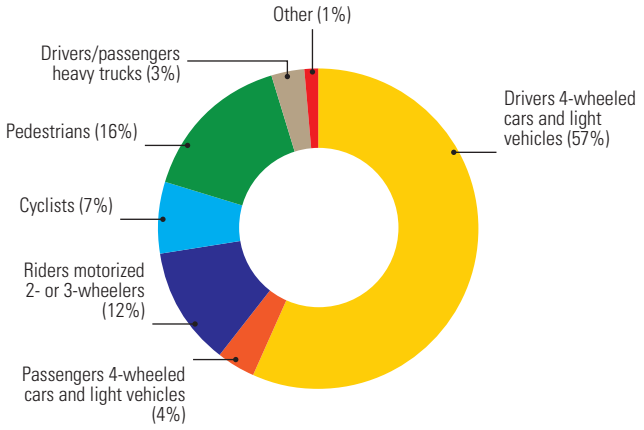
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3.6% (FB&H)[e], 5.2% (RS)[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	20% Front seats[g] 5% Rear seats[g]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[e] 2010, Federal Ministry of Interior (FB&H).
[f] 2010, Ministry of Interior Affairs of the Republic of Srpska.
[g] 2011, Research for preparation of the Strategy-SweRoad.

POST-CRASH CARE

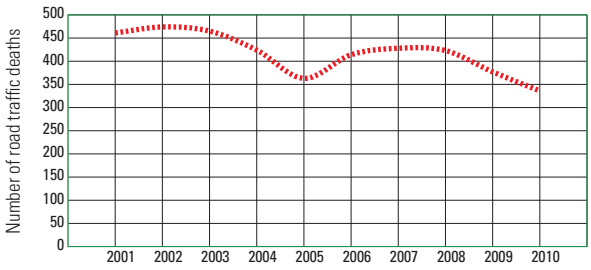
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior of the RS and Federal Ministry of Interior (FB&H).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior of the RS and Public Health Institute of the FB&H.

Data collected by multisectoral consensus meeting and cleared by Ministry of Civil Affairs.

Further data on each country can be found in the statistical annex.

BOTSWANA

Population: 2 006 945
Income group: Middle
Gross national income per capita: US$ 6 750

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes
Fatality reduction target	50% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	394 548
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	397[b], 72%M, 28%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

SAFER ROAD USERS

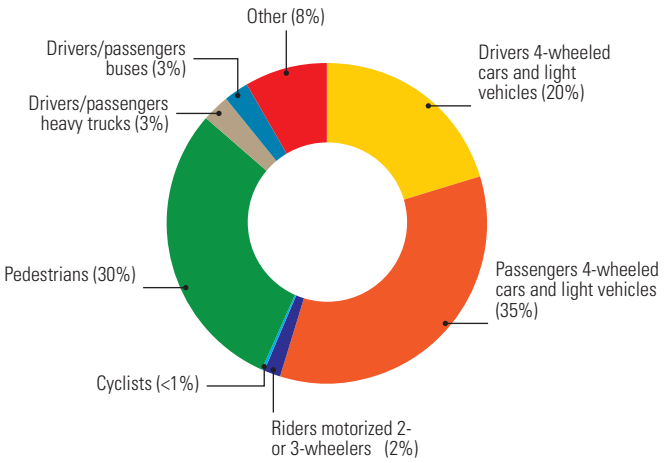
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	5%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	100% Drivers[c] 100% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Botswana Police Service.

POST-CRASH CARE

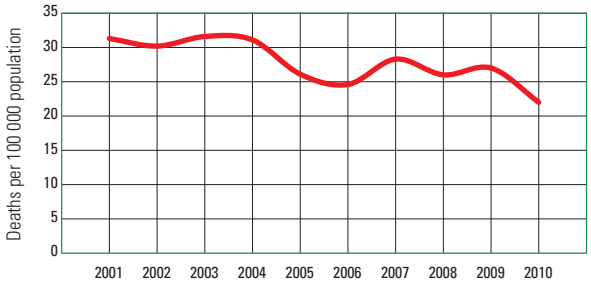
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	997
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	—

DEATHS BY ROAD USER CATEGORY



Source: 2010, Botswana Police Service Accident Statistics Unit.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Botswana Police Service Accident Statistics Unit.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Departement of Transport and Safety, Ministry of Transport and Communication.

BRAZIL

Population: 194 946 488
Income group: Middle
Gross national income per capita: US$ 9 540

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Department (DENATRAN)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2004–2014)
Fatality reduction target	Reduce to 11 per 100 000 inhabitants by 2014

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	64 817 974
Cars and 4-wheeled light vehicles	43 632 236
Motorized 2- and 3-wheelers	16 508 854
Heavy trucks	3 954 202
Buses	722 682
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	37 594[a], 82%M, 18%F
Estimated GDP lost due to road traffic crashes	1.2%[b]

[a] Vital registration data. Defined as death caused by road traffic drash (unlimited time period).
[b] 2005, Institute of Economic and Applied Research (IPEA).

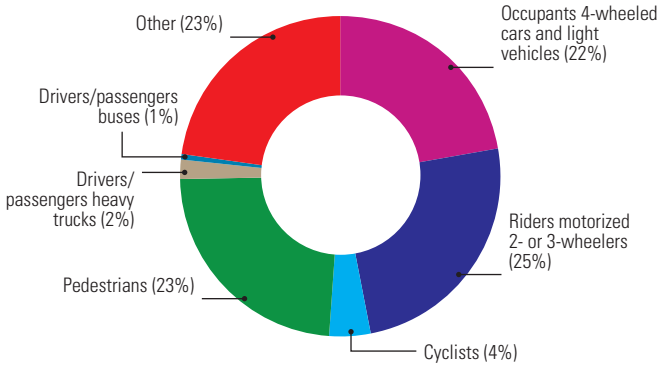
SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	30–80 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

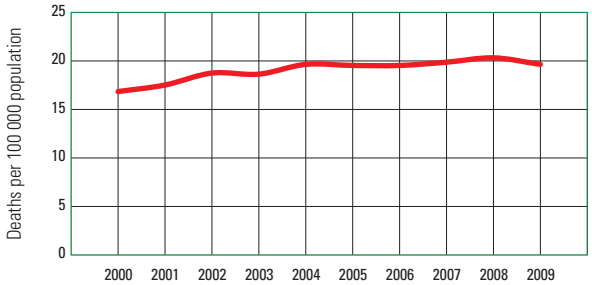
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Health, Mortality Information System (SIM).

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Ministry of Health, Mortality Information System (SIM).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BRUNEI DARUSSALAM

Population: 398 920
Income group: High
Gross national income per capita: US$ 31 800

INSTITUTIONAL FRAMEWORK

Lead agency	Brunei National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	349 279
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2011)	46[b], 70%M, 30%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of the crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	9%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	72% Drivers[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Alcohol consumption legally prohibited.
[d] 2011, Road Safety Unit/Royal Brunei Police Force.
[e] 2010, Land Transportation Department.

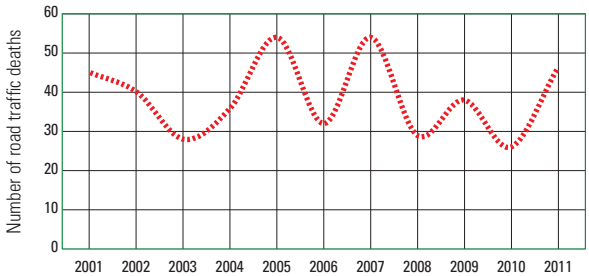
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	991
Seriously injured transported by ambulance	≤10%[f]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

[f] Brunei Muara only.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Brunei Police Force.

Data collected by multisectoral consensus meeting and cleared by Ministry of Communication.

Further data on each country can be found in the statistical annex.

BULGARIA

Population: 7 494 332
Income group: Middle
Gross national income per capita: US$ 6 320

INSTITUTIONAL FRAMEWORK

Lead agency	State-Public Consultative Commission on the Problems of Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	No
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (<388 deaths by 2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	3 284 837
Cars and 4-wheeled light vehicles	2 602 400
Motorized 2- and 3-wheelers	125 371
Heavy trucks	335 788
Buses	23 857
Other	197 421
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	775[b], 74%M, 25%F
Estimated GDP lost due to road traffic crashes	2%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2010, State-Public Consultative Commission on the Problems of Road Safety.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	4%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	80% Drivers[e] 30% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	85% Front seats[e] 30% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

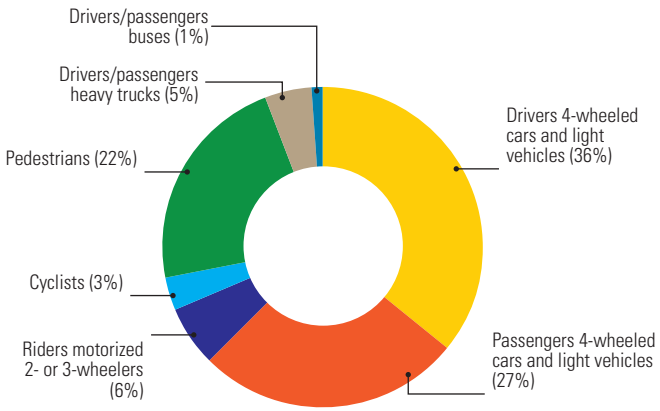
[d] 2010, Traffic police department.
[e] 2010, Monitoring of Traffic police.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112[f]
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	0.1%[g]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

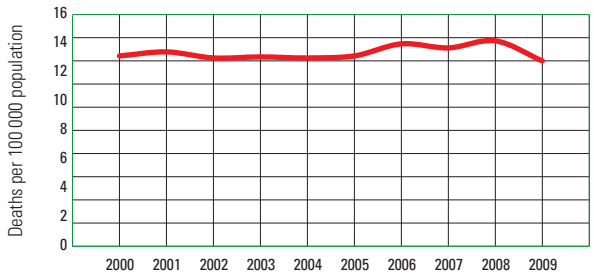
[f] 112 is for all kinds of emergencies; 150 for emergency medical care only.
[g] Ministry of Health, Department of Emergency Medical Care.

DEATHS BY ROAD USER CATEGORY



Source: 2010, State-Public Consultative Commission on the Problems of Road Safety.

TRENDS IN ROAD TRAFFIC DEATHS



Source: State-Public Consultative Commission on the Problems of Road Safety.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

BURKINA FASO

Population: 16 468 714
Income group: Low
Gross national income per capita: US$ 550

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety (ONASER)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	25% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	884 750
Cars and 4-wheeled light vehicles	170 221
Motorized 2- and 3-wheelers	689 808
Heavy trucks	17 227
Buses	7 494
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	744[b]
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died at scene of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Helmet wearing rate	9% All riders[e]
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

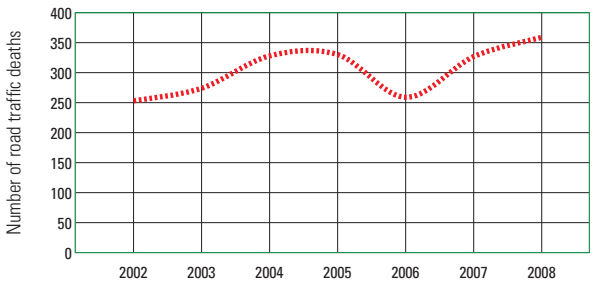
[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.
[e] 2008, Report of the contextual study of helmet use for developing a national strategy on the use of helmets in Burkina Faso.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	18
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, National Institute of Statistics and Demographics.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport, Posts and Digital Economy.

Further data on each country can be found in the statistical annex.

BURUNDI

Population: 8 382 849
Income group: Low
Gross national income per capita: US$ 230

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport, Public Labor and Equipment
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	30 045 civilian vehicles
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	275[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	—[c]
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[e]
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

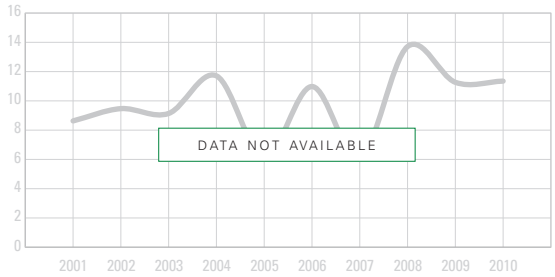
[c] National speed limits set for certain vehicle types only.
[d] Not based on BAC.
[e] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	117
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Public Health and AIDS Control.

Further data on each country can be found in the statistical annex.

CAMBODIA

Population: 14 138 255
Income group: Low
Gross national income per capita: US$ 750

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (number of deaths) 50% (deaths per 10 000 vehicles)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 652 534[a]
Cars and 4-wheeled light vehicles	244 267
Motorized 2- and 3-wheelers	1 372 525
Heavy trucks	32 775
Buses	3 240
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	Yes

[a] Vehicle breakdown categories do not add up to the total.
[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 816[c], 80%M, 19%F
Estimated GDP lost due to road traffic crashes	3.5%[d]

[c] Combined sources. Defined as died within 30 days of crash.
[d] 2010, Road Crash & Victim Information System (RCVIS).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	16%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	65% Drivers[f] 9% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

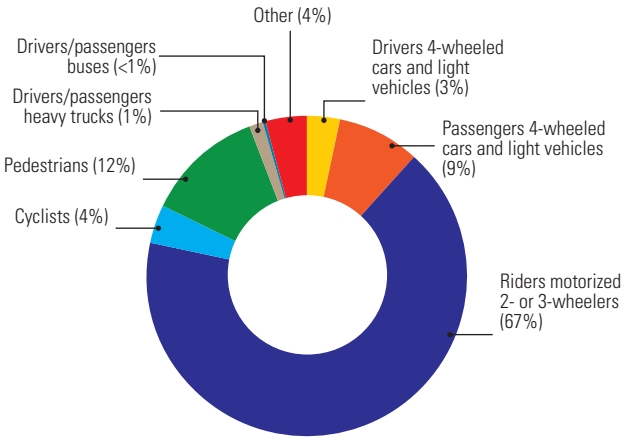
[e] 2010, Road Crash & Victim Information System (RCVIS).
[f] 2010, Ministry of Health.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	1.2%[g]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

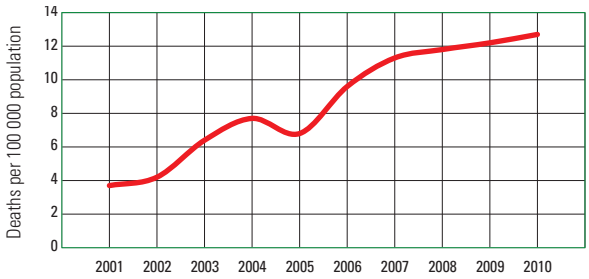
[g] Injury Surveillance System, Ministry of Health.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Crash & Victim Information System (RCVIS).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Crash & Victim Information System (RCVIS).

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

CAMEROON

Population: 19 598 889
Income group: Middle
Gross national income per capita: US$ 1 200

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	443 018
Cars and 4-wheeled light vehicles	199 741
Motorized 2- and 3-wheelers	224 992
Heavy trucks	10 144
Buses	4 487
Other	3 654
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 258[b]
Estimated GDP lost due to road traffic crashes	<0.1%[c]

[b] Police records. Defined as died within 7 days of crash.
[c] 2008, Ministry of Transport, National Strategy Report.

SAFER ROAD USERS

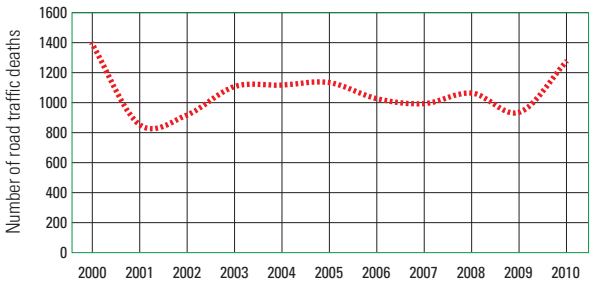
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Transit Bureau.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport.

Further data on each country can be found in the statistical annex.

CANADA

Population: 34 016 594
Income group: High
Gross national income per capita: US$ 43 250

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety and Motor Vehicle Regulation Directorate, Transport Canada[a]
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

[a] With the support and collaboration of the Canadian Council of Motor Transport Administrators and its members.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2009)	21 387 132
Cars and 4-wheeled light vehicles	19 876 990
Motorized 2- and 3-wheelers	594 866
Heavy trucks	829 695
Buses	85 579
Other	2
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	2 227[b], 69%M, 31%F
Estimated GDP lost due to road traffic crashes	5%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] Vodden K., et al. Analysis and Estimation of the Social Cost of Motor Vehicle Collisions in Ontario (2004). Ministry of Transport, 2007.

SAFER ROAD USERS

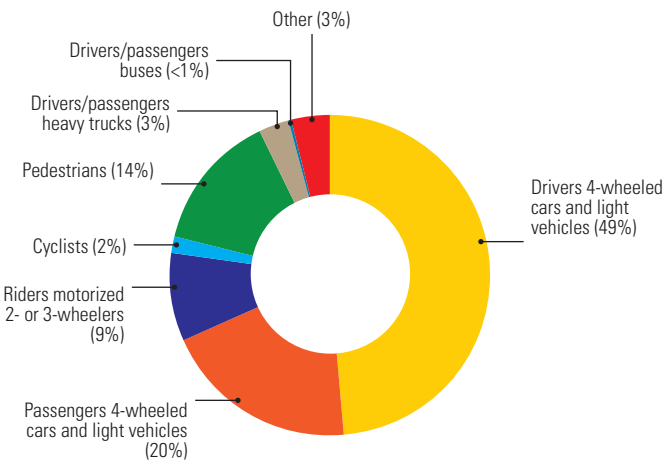
Penalty/demerit point system in place	Yes
National speed limits	Subnational
Local authorities can set lower limits	Yes
Maximum limit urban roads	—
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05–0.08 g/dl[d]
BAC limit – young or novice drivers	0 g/dl[d]
BAC limit – professional/commercial drivers	0.05–0.08 g/dl[d]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	33%[e]
National motorcycle helmet law	Subnational
Applies to drivers and passengers	Yes[f]
Helmet standard mandated	Yes[f]
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	99% Drivers[g] 99% Passengers[g]
National seat-belt law	Subnational
Applies to front and rear seat occupants	Yes[h]
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96% Front seats[i] 89% Rear seats[i]
National child restraint law	Subnational[j]
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] BAC limits set at provincial level.
[e] 2009, Coroners' data compiled by Traffic Injury Research.
[f] All provinces and territories require motorcycle helmets for all riders and compliance with a national helmet standard.
[g] 2009, Transport Canada's national traffic collision data file.
[h] All provinces and territories require the use of seat-belts by all vehicle occupants.
[i] 2011, Transport Canda, Rural and Urban Roads Surveys.
[j] All provinces and territories require the use of child restraints.

POST-CRASH CARE

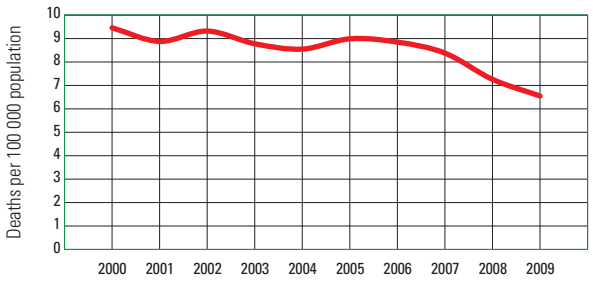
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, Police-reported records of traffic collisions.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Transport Canada.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Public Health Agency of Canada.

CAPE VERDE

Population: 495 999
Income group: Middle
Gross national income per capita: US$ 3 280

INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate of Road Transport
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	64 282
Cars and 4-wheeled light vehicles	39 057
Motorized 2- and 3-wheelers	5 654
Heavy trucks	8 842
Buses	176
Other	10 553
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	63[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

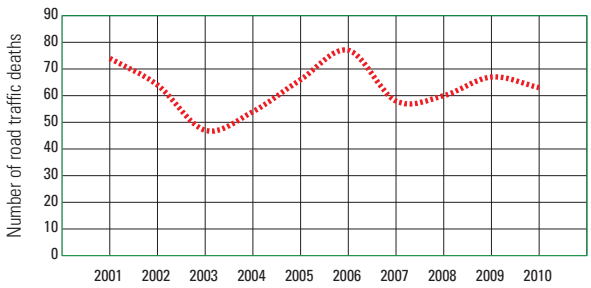
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[c]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

[c] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Internal Affairs.

Further data on each country can be found in the statistical annex.

CENTRAL AFRICAN REPUBLIC

Population: 4 401 051
Income group: Low
Gross national income per capita: US$ 470

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Traffic and Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	25% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	4 781
Cars and 4-wheeled light vehicles	3 736
Motorized 2- and 3-wheelers	291
Heavy trucks	450
Buses	304
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	145[b] 32%M, 77%F
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as died within 30 days of crash. Only in Bangui.

SAFER ROAD USERS

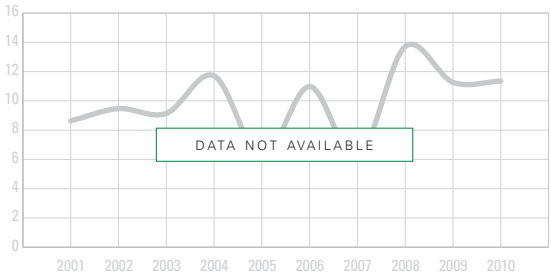
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	118
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Development and Transport.

Further data on each country can be found in the statistical annex.

CHAD

Population: 11 227 208
Income group: Low
Gross national income per capita: US$ 710

INSTITUTIONAL FRAMEWORK

Lead agency	—[a]
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	No
Fatality reduction target	No

[a] Within Ministry of Transport and Civil Aviation.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	243 644
Cars and 4-wheeled light vehicles	54 804
Motorized 2- and 3-wheelers	164 817
Heavy trucks	16 964
Buses	7 059
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	Yes

[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	>3 000[c]
Estimated GDP lost due to road traffic crashes	—

[c] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[e]
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

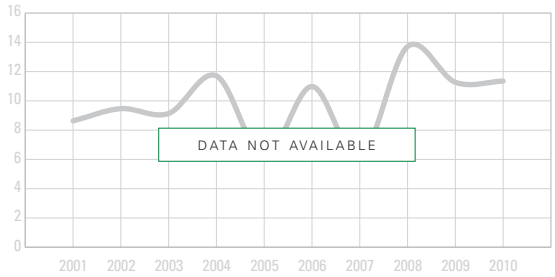
[d] Not based on BAC.
[e] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Public Health.

Further data on each country can be found in the statistical annex.

CHILE

Population: 17 113 688
Income group: Middle
Gross national income per capita: US$ 10 750

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Safety Commission (CONASET)
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	3 375 523
Cars and 4-wheeled light vehicles	2 974 416
Motorized 2- and 3-wheelers	102 314
Heavy trucks	155 732
Buses	46 573
Other	96 488
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 595[b], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	0.2%[c]

[b] Police records. Defined as died within 24 hours of crash.
[c] 2010, Analysis and Definition of a Social Impact Assessment Methodology for Road Safety Projects in Intercity Routes. CIMA Ingenieria EIRL. Sept. 2007; Updated and corrected by MIDEPLAN-SECTRA 2011.

SAFER ROAD USERS

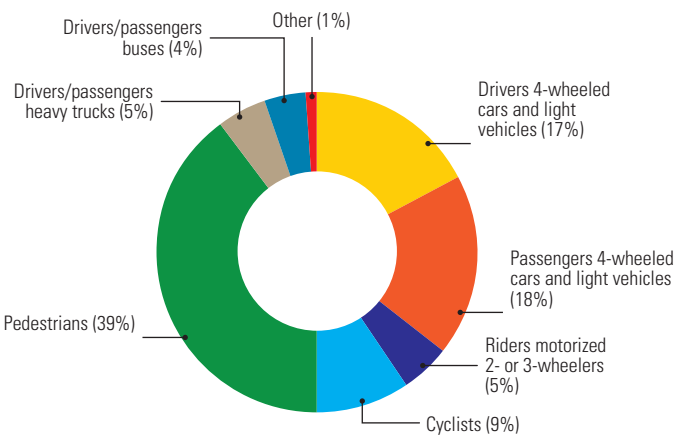
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	18%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% Drivers[e] 99% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	51% Front seats[e] 10% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, Chilean Police.
[e] 2011, Behavior study in Antofagasta, Valpariso, Rancagua, Curico, Los Angeles, Temuco y Puerto Montt.

POST-CRASH CARE

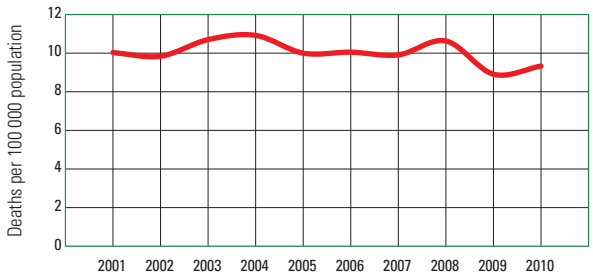
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Integrated Statistics System of the Carabineers of Chile (SIEC 2).

TRENDS IN ROAD TRAFFIC DEATHS

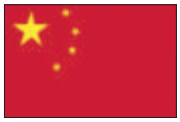


Source: 2010, Integrated Statistics System of the Chilean Police (SIEC 2).

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transportation.

CHINA



Population: 1 348 932 032
Income group: Middle
Gross national income per capita: US$ 4 240

INSTITUTIONAL FRAMEWORK

Lead agency	Work Safety Committee, State Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2015)
Fatality reduction target	32% (deaths per 10 000 vehicles)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	207 061 286
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	65 225[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 7 days of crash. Does not follow ICD10 Classification.

SAFER ROAD USERS

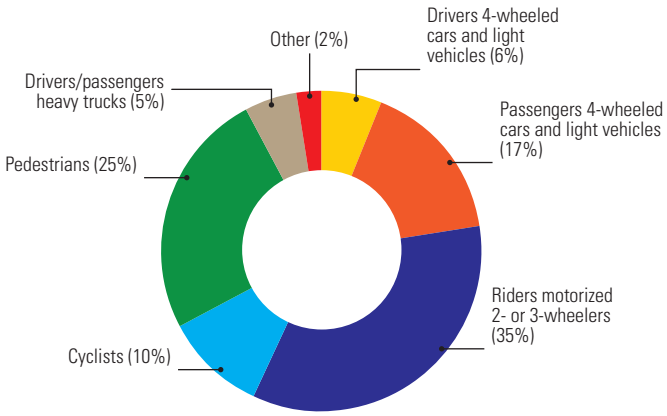
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	30–50km/hr
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
% road traffic deaths involving alcohol	3%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, The People's Republic of China Road Traffic Accident Annual Statistic Report (2010), Traffic Management Bureau of the Ministry of Public Security.

POST-CRASH CARE

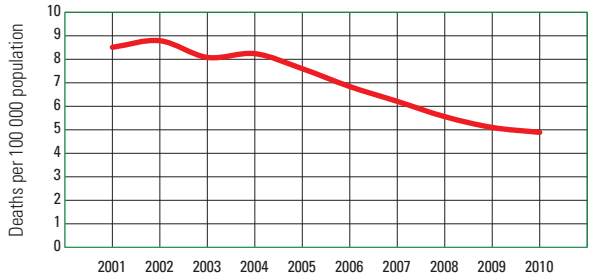
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	120
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, The People's Republic of China Road Traffic Accident Annual Statistic Report (2010), Traffic Management Bureau of the Ministry of Public Security

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, The People's Republic of China Road Traffic Accident Annual Statistic Report (2010), Traffic Management Bureau of the Ministry of Public Security.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

COLOMBIA

Population: 46 294 842
Income group: Middle
Gross national income per capita: US$ 5 520

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transportation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	7 229 373
Cars and 4-wheeled light vehicles	3 267 702
Motorized 2- and 3-wheelers	3 558 650
Heavy trucks	247 341
Buses	155 680
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	5 502[a], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	1.2%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2011, Strengthening of Road Safety in Urban Transport: The Case of Bogota. 2010. Inter-American Development Bank (IDB) and Universidad de los Andes.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.039 g/dl
BAC limit – young or novice drivers	0.039 g/dl
BAC limit – professional/commercial drivers	0.039 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	18%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	99% Drivers[d] 40% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	57% Drivers[d] 59% Front seats[d]
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

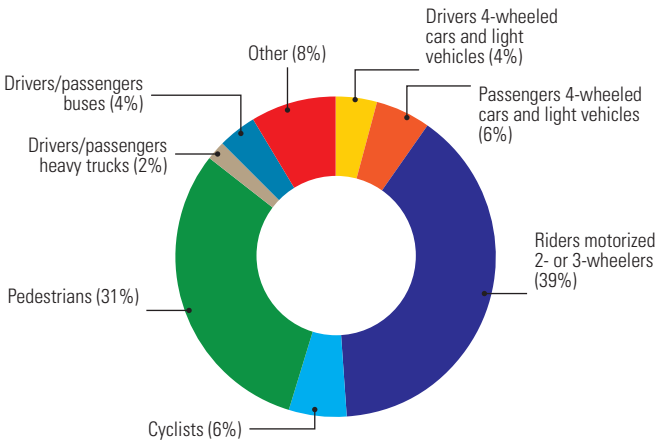
[c] National Institute of Legal Medicine and Forensic Sciences.
[d] 2011, Road Prevention Fund.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	3%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

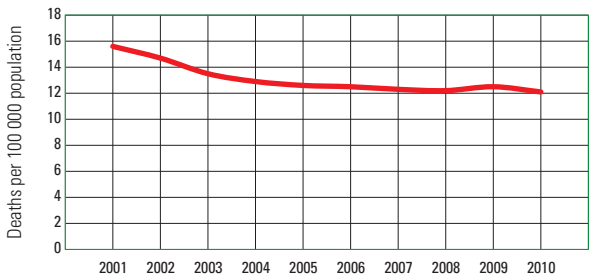
[e] Disability National Survey.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Institute of Legal Medicine and Forensic Sciences.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Institute of Legal Medicine and Forensic Sciences.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Transportation.

COMOROS

Population: 734 750
Income group: Low
Gross national income per capita: US$ 750

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate for Road Safety, Circulation and Regulation
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	29 970
Cars and 4-wheeled light vehicles	23 942
Motorized 2- and 3-wheelers	5 146
Heavy trucks	772
Buses	110
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	11[b], 73%M, 27%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

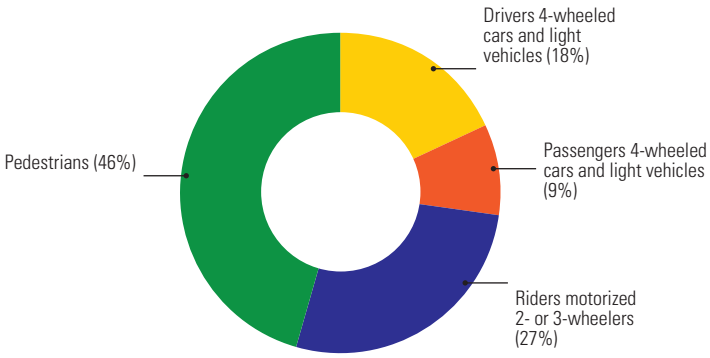
Penalty/demerit point system in place	No
National speed limits	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	30 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[e]
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Alcohol consumption legally prohibited.
[d] Not based on BAC.
[e] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

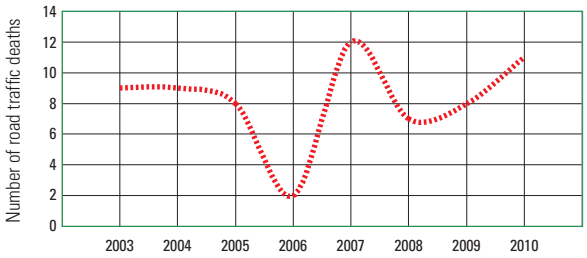
Vital registration system	No
Emergency Room based injury surveillance system	—
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2011, National Traffic Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Traffic Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health, Solidarity, Social Cohesion and the Promotion of Gender Equality.

Further data on each country can be found in the statistical annex.

CONGO

Population: 4 042 899
Income group: Middle
Gross national income per capita: US$ 2 240

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate General for Land Transports
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2015)
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	—
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	25 202
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	269[b]
Estimated GDP lost due to road traffic crashes	2%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2010, Summary report of road traffic injuries, Department of Land Transport.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Subnational
Local authorities can set lower limits	Yes
Maximum limit urban roads	40–60 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	—
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	3% Drivers[d] 0% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	2% Front seats[d] 0% Rear seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

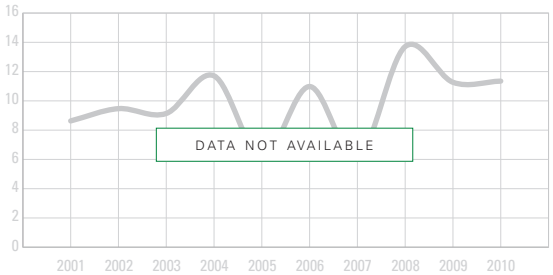
[d] 2010, Directorate General for Land Transport.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting.

COOK ISLANDS

Population: 20 277
Income group: Middle
Gross national income per capita: —

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (1 July 2009–30 June 2010)
Fatality reduction target	Not more than 2 per year

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	—
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	9 439
Cars and 4-wheeled light vehicles	4 470
Motorized 2- and 3-wheelers	4 849
Heavy trucks	—
Buses	25
Other	95
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	2[b], 100%M, 0%F
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	100%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2010, Ministry of Health.

POST-CRASH CARE

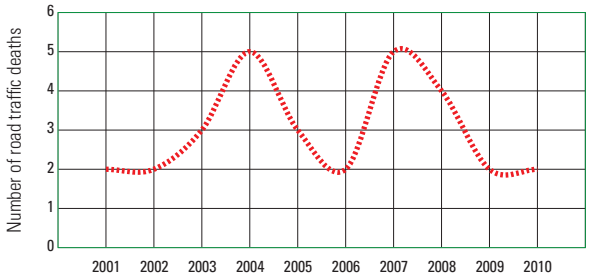
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2010	Riders motorized 2- or 3-wheelers	2

Source: Ministry of Health.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Health.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

COSTA RICA

Population: 4 658 887
Income group: Middle
Gross national income per capita: US$ 6 860

INSTITUTIONAL FRAMEWORK

Lead agency	Council on Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2011)
Fatality reduction target	19%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of networks
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	923 591
Cars and 4-wheeled light vehicles	605 943
Motorized 2- and 3-wheelers	141 470
Heavy trucks	162 179
Buses	13 999
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2009)	721[b], 87%M, 13%F
Estimated GDP lost due to road traffic crashes	—

[b] Vital registration data. Defined as died within a year of crash.

SAFER ROAD USERS

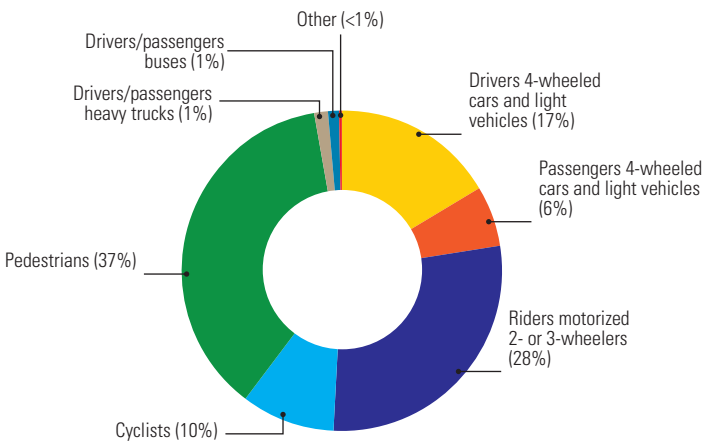
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	99.5% Drivers[c] 99% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	79% Front seats[d] 48% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2009, Helmet Study.
[d] 2004, Seat-belt Survey.

POST-CRASH CARE

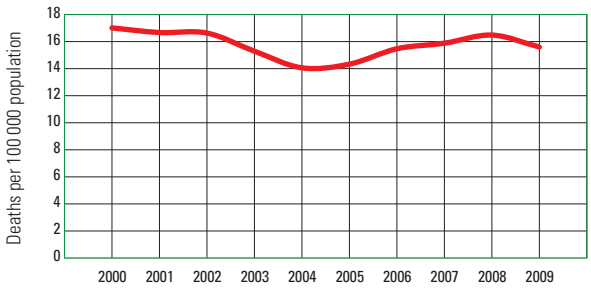
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, Judicial Branch.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Judicial Branch, National Institute for Statistics and Census.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Public Work and Transportation.

CÔTE D'IVOIRE

Population: 19 737 800
Income group: Middle
Gross national income per capita: US$ 1 170

INSTITUTIONAL FRAMEWORK

Lead agency	Office of Road Safety (OSER)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2012–2020)
Fatality reduction target	50% (pedestrian fatalities)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2007)	474 873
Cars and 4-wheeled light vehicles	356 155
Motorized 2- and 3-wheelers	37 989
Heavy trucks	56 985
Buses	18 995
Other	4 749
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2009)	699[b], 70%M, 10%F
Estimated GDP lost due to road traffic crashes	1%[c]

[b] Combined sources. Defined as died within 30 days of crash.
[c] Office of Road Safety (OSER).

SAFER ROAD USERS

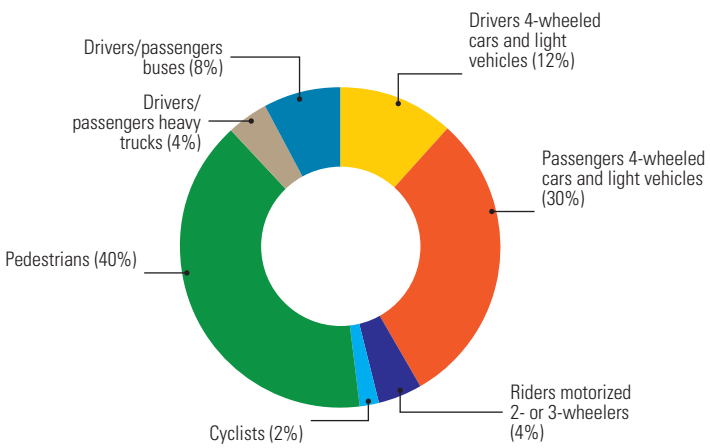
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	30% Front seats[d] 10% Rear seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[d] 2009, Office of Road Safety (OSER).

POST-CRASH CARE

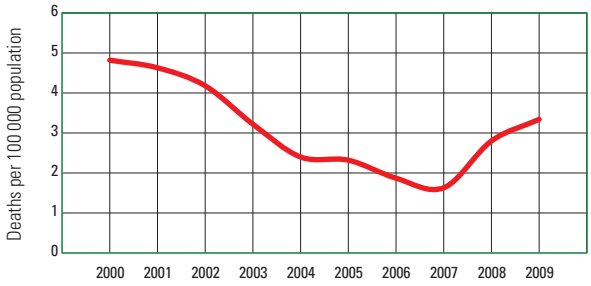
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, Office of Road Safety (OSER).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Office of Road Safety (OSER).

Data collected by National Data Coordinator.

Further data on each country can be found in the statistical annex.

CROATIA

Population: 4 403 330
Income group: High
Gross national income per capita: US$ 13 890

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	1 969 587
Cars and 4-wheeled light vehicles	1 511 045
Motorized 2- and 3-wheelers	176 773
Heavy trucks	162 135[a]
Buses	4 877
Other	114757
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	Yes

[a] Includes utility vehicles.
[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	426[c], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[c] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	30%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	50% Drivers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	83% Front seats[e] 52% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

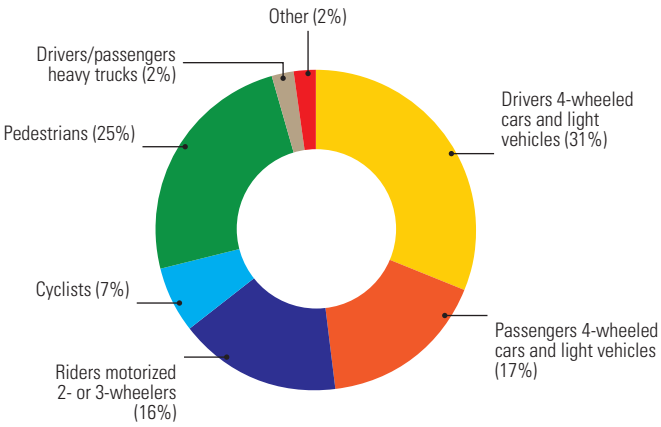
[d] 2010, Ministry of Interior.
[e] 2009, A study carried out as part of the National Road Safety Program 2006–2010: Impact of various factors on the safety of road traffic – phone survey on a sample of 3 000 persons.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	0.5%[f]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

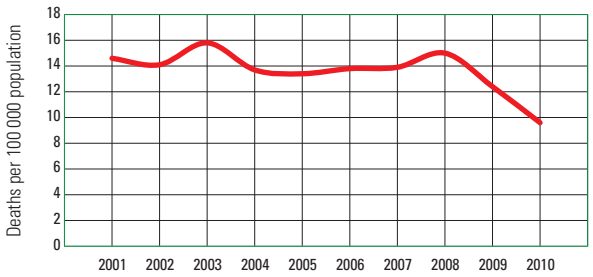
[f] National Disabilities Registry

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Social Welfare.

CUBA

Population: 11 257 979
Income group: Middle
Gross national income per capita: US$ 5 460

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Commission
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2015)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	607 675
Cars and 4-wheeled light vehicles	308 338
Motorized 2- and 3-wheelers	207 958
Heavy trucks	68 091
Buses	23 288
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	833[b], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died within a year of crash.

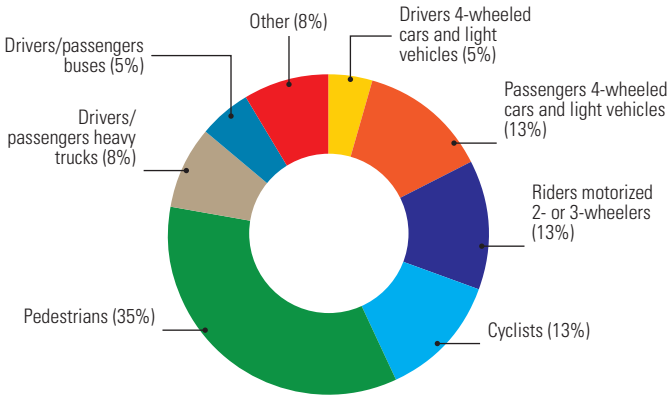
SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

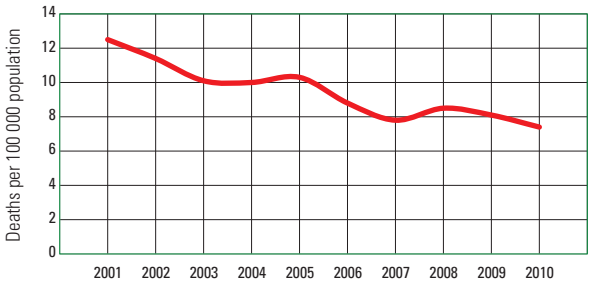
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	104
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Annual Health Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual Health Statistics.

Data collected by multisectoral consensus meeting and cleared by the Council of Ministers.

Further data on each country can be found in the statistical annex.

CYPRUS

Population: 1 103 647
Income group: High
Gross national income per capita: US$ 29 450

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	774 492[a]
Cars and 4-wheeled light vehicles	668 749
Motorized 2- and 3-wheelers	58 776
Heavy trucks	19 522
Buses	4 119
Other	23 326
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	Yes

[a] Trailers are not included.
[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	60[c], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	1%[d]

[c] Police records. Defined as died within 30 days of crash.
[d] 2008, HEATCO (Developing Harmonised European Approaches for Transport Costing and Project Assessment), http://heatco.ier.uni-stuttgart.de/

SAFER ROAD USERS

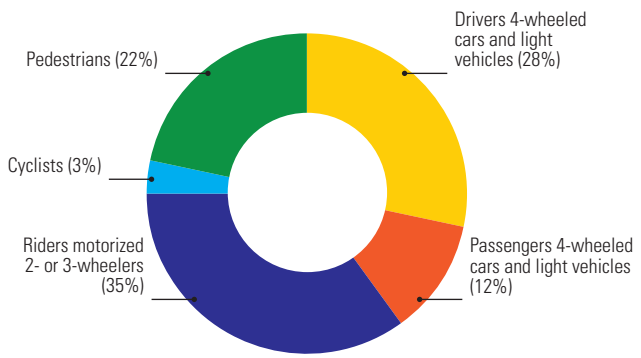
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	43%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	75% Drivers[e] 68% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	86% Front[e] 13% Rear[e]
National child restraint law	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[e] 2010, Traffic Department, Cyprus Police.

POST-CRASH CARE

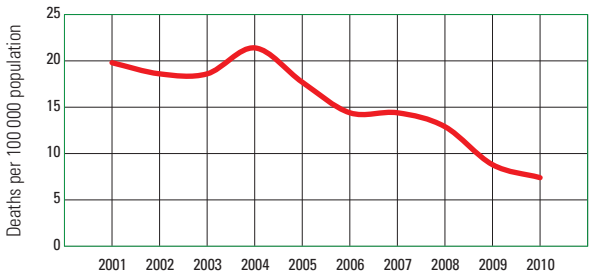
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	199
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Cyprus Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, CARE (EU Road accidents database).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

CZECH REPUBLIC

Population: 10 492 960
Income group: High
Gross national income per capita: US$ 18 490

INSTITUTIONAL FRAMEWORK

Lead agency	Czech Governmental Council for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2002–2012)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	7 262 647
Cars and 4-wheeled light vehicles	5 023 261
Motorized 2- and 3-wheelers	930 198
Heavy trucks	61 231
Buses	19 754
Other	1 228 203
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	802[a], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

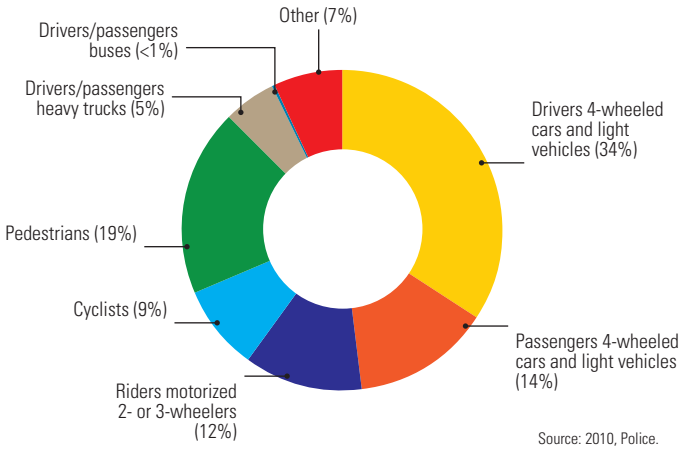
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	14%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	90% Drivers[b] 80% Passengers[b]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	90% Front seats[b] 60% Rear seats[b]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2010, Police.

POST-CRASH CARE

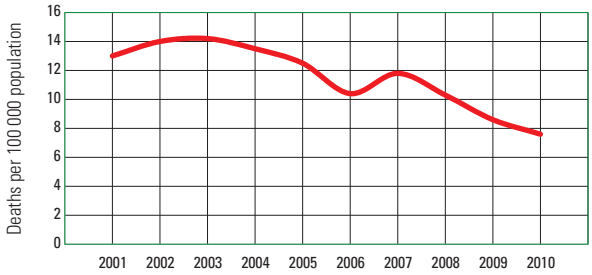
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

Population: 24 346 229
Income group: Low
Gross national income per capita: —

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Land Management, Cabinet
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	Yes (2002–2012)
Fatality reduction target	2% annually

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities	—
Estimated GDP lost due to road traffic crashes	—

SAFER ROAD USERS

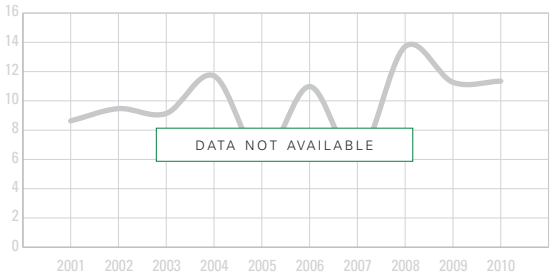
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	70 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	—
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

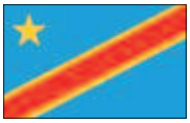
TRENDS IN ROAD TRAFFIC DEATHS



Further data on each country can be found in the statistical annex.

Data collected by National Data Coordinator, Department of Prevention and Treatment, Ministry of Public Health and cleared by Ministry of Public Health.

DEMOCRATIC REPUBLIC OF THE CONGO



Population: 65 965 796
Income group: Low
Gross national income per capita: US$ 180

INSTITUTIONAL FRAMEWORK

Lead agency	National Program for Road Safety (CNPR)
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	350 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	309[b], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 7 days of crash. Kinshasa only.

SAFER ROAD USERS

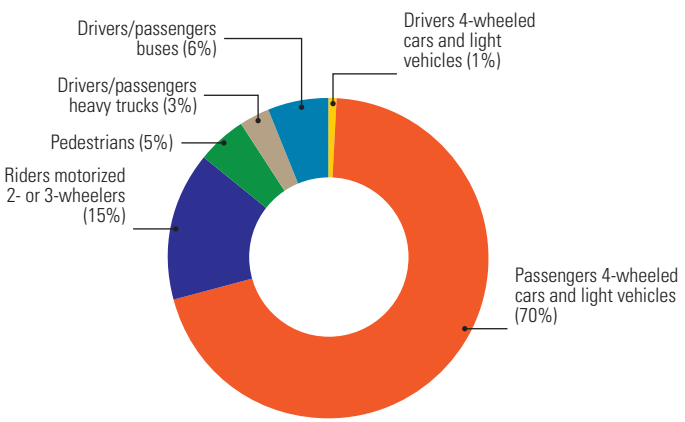
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.01 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[c]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	No

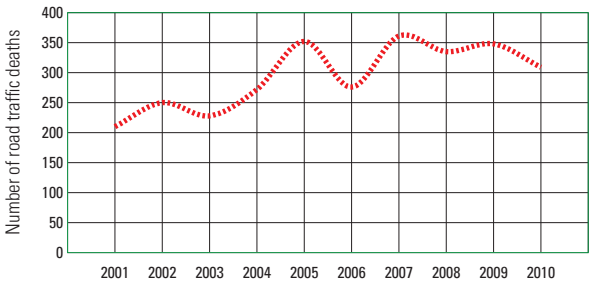
[c] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police de Circulation Routiere (PCR).

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Program for Road Safety (CNPR).

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

DENMARK

Population: 5 550 142
Income group: High
Gross national income per capita: US$ 59 410

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2007-2012)
Fatality reduction target	40% (<200 deaths by end 2012)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes[a]
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

[a] Due to EU regulations on TERN road network. Also major projects on state roads do require review due to internal regulations. For other roads there are no requirements.

SAFER VEHICLES

Total registered vehicles (2010)	3 108 962
Cars and 4-wheeled light vehicles	2 749 236
Motorized 2- and 3-wheelers	203 608
Heavy trucks	43 711
Buses	14 496
Other	97 911
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	No

[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	255[c], 67%M, 33%F
Estimated GDP lost due to road traffic crashes	—

[c] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

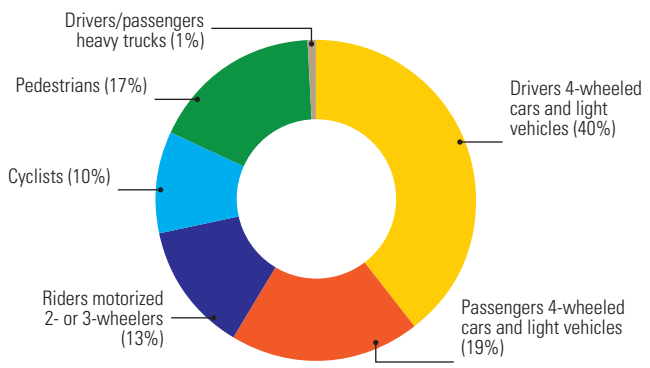
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	20%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	96-99% All riders[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Seat-belt wearing rate	92% Drivers[f] 93% Rear[g]
National child restraint law	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, The Danish Road Directorate, Road Traffic Accident System.
[e] 2010, 99% motorcycles, 96% mopeds. Danish Road Safety Council.
[f] 2010, Danish Road Safety Council.
[g] 2010, Danish Road Safety Council (adults only).

POST-CRASH CARE

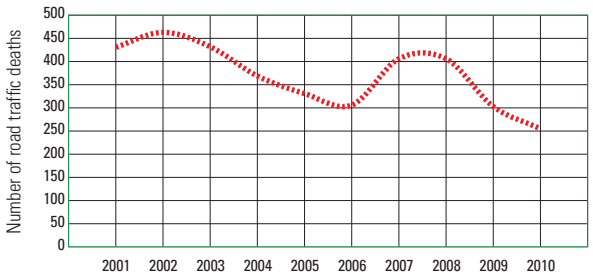
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, The Danish Road Directorate, Road Traffic Accident System.

TRENDS IN ROAD TRAFFIC DEATHS



Source: The Danish Road Directorate, Road Traffic Accident System and Statistics Denmark.

Further data on each country can be found in the statistical annex.

Data collected by National Data Coordinator. Data not cleared.

DOMINICA

Population: 67 763
Income group: Middle
Gross national income per capita: US$ 6 900

INSTITUTIONAL FRAMEWORK

Lead agency	Transport Board
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	23 566
Cars and 4-wheeled light vehicles	17 252
Motorized 2- and 3-wheelers	1 636
Heavy trucks	192
Buses	2 486
Other	2 000
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	8[b], 88%M, 12%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

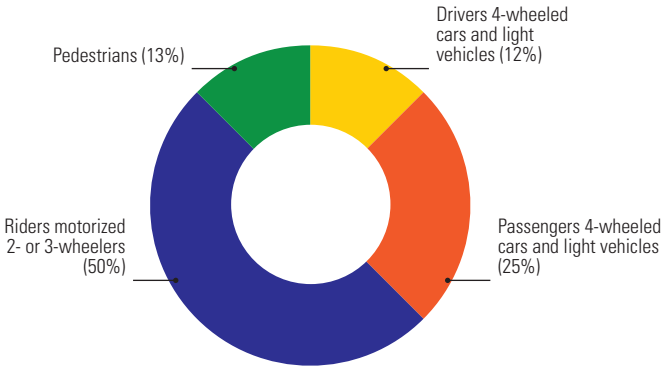
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	—
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

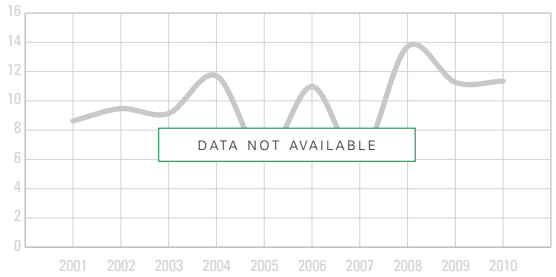
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Department.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectorial consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

DOMINICAN REPUBLIC

Population: 9 927 320
Income group: Middle
Gross national income per capita: US$ 5 020

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	2 734 740
Cars and 4-wheeled light vehicles	914 628
Motorized 2- and 3-wheelers	1 352 720
Heavy trucks	380 549
Buses	73 716
Other	13 127
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 902[b], 85%M, 14%F
Estimated GDP lost due to road traffic crashes	0.32%[c]

[b] Police records. Defined as died at scene of crash.
[c] 2009, Office for the reorganization of traffic, Data of the Dominican Capital.

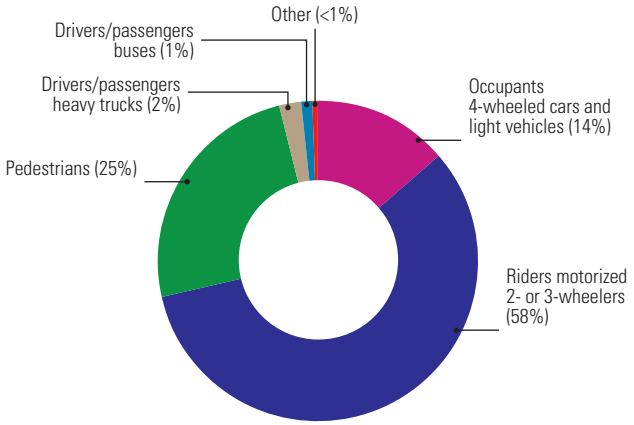
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	35 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police.

TRENDS IN ROAD TRAFFIC DEATHS

Year	Number of road traffic deaths
2005	1 366
2006	1 386
2007	1 414
2010	1 902

Source: *Global Status Report on Road Safety: Time for action.* Geneva, World Health Organization, 2009 (years 2005–2007); National Police (2010).

Data collected by multisectoral consensus meeting and cleared by the Ministry of Public Health and Social Assistance.

Further data on each country can be found in the statistical annex.

ECUADOR

Population: 14 464 739
Income group: Middle
Gross national income per capita: US$ 3 850

INSTITUTIONAL FRAMEWORK

Lead agency	National Control and Regulatory Agency of Land Transport, Transit and Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2013)
Fatality reduction target	15%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	1 039 364
Cars and 4-wheeled light vehicles	776 747
Motorized 2- and 3-wheelers	181 758
Heavy trucks	72 203
Buses	8 656
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	3 319[a], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

[a] Vital registration data. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	4%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	71% Drivers[b] 71% Passengers[b]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	63% Drivers[b] 58% Front seats[b]
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

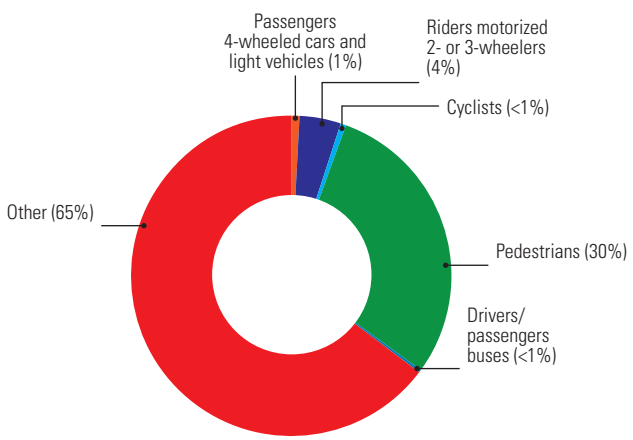
[b] 2010, National Transit Agency (ANT).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	5.7%[c]
Emergency medicine training for doctors	—
Emergency medicine training for nurses	—

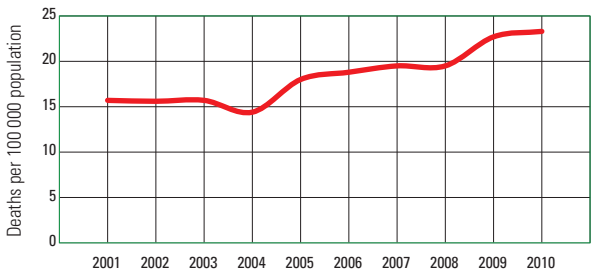
[c] National Council on Disability (CONADIS).

DEATHS BY ROAD USER CATEGORY



Source: 2010, Annual Vital Statistic : Births and Deaths. INEC.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual Vital Statistic: Births and Deaths. INEC. Normalization and Statistics.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Transportation and Public Works.

Further data on each country can be found in the statistical annex.

EGYPT

Population: 81 121 080
Income group: Middle
Gross national income per capita: US$ 2 420

INSTITUTIONAL FRAMEWORK

Lead agency	National Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	2–5% per year

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	5 853 728
Cars and 4-wheeled light vehicles	3 245 213
Motorized 2- and 3-wheelers	1 412 244
Heavy trucks	958 593
Buses	104 131
Other	133 547
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	7 398[a], 74%M, 26%F
Estimated GDP lost due to road traffic crashes	—

[a] Health facility records. Defined as died at scene of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes[b,c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

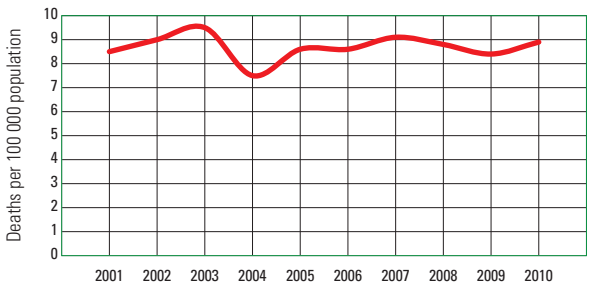
[b] Alcohol consumption legally prohibited.
[c] Not based on BAC.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	123
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Central Agency For Public Mobilization & Statistics (CAPMAS).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

EL SALVADOR

Population: 6 192 993
Income group: Middle
Gross national income per capita: US$ 3 370

INSTITUTIONAL FRAMEWORK

Lead agency	Deputy Ministry of Transportation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	715 345[a]
Cars and 4-wheeled light vehicles	567 453
Motorized 2- and 3-wheelers	69 289
Heavy trucks	70 671
Buses	7 932
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	No

[a] Up to July 2011 only.
[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 047[c], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

[c] Institute of Legal Medicine. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

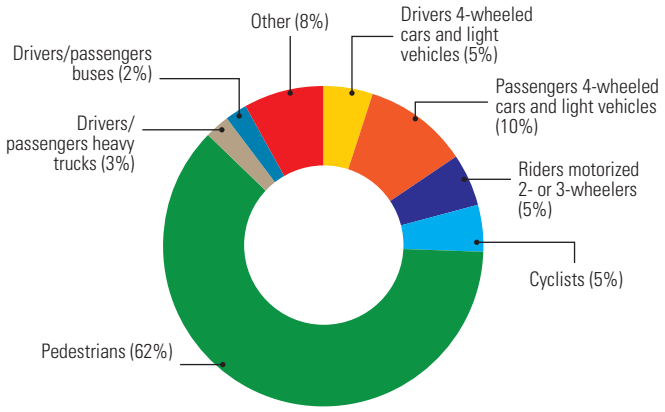
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911[d]
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

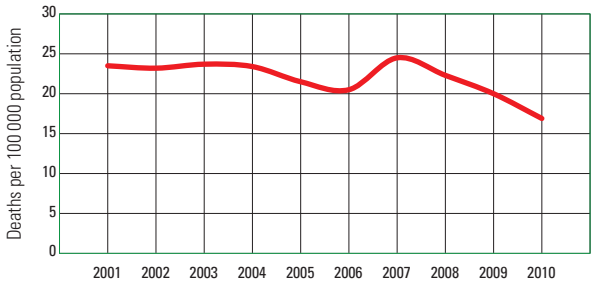
[d] Does not cover the entire country at the moment.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Institute of Legal Medicine.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Institute of Legal Medicine.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

EQUATORIAL GUINEA

Population: 700 401
Income group: High
Gross national income per capita: US$ 13 720

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate-General for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	10% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	8 503
Cars and 4-wheeled light vehicles	6 970
Motorized 2- and 3-wheelers	92
Heavy trucks	1 247
Buses	194
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	41[b]
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died at scene of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	20 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.015 g/dl
BAC limit – young or novice drivers	0.015 g/dl
BAC limit – professional/commercial drivers	0.015 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	60%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] 2011, Directorate-General for Road Safety.

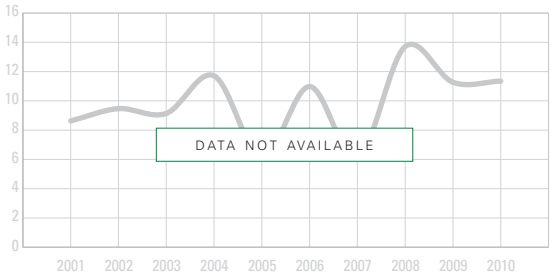
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	5%[d]
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

[d] Directorate-General for Road Safety, Malebo Hospital.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Interior and local Corporations.

ESTONIA

Population: 1 341 140
Income group: High
Gross national income per capita: US$ 14 180

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Safety Department in Estonian Road Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2003–2015)
Fatality reduction target	40%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	664 644
Cars and 4-wheeled light vehicles	558 175
Motorized 2- and 3-wheelers	20 212
Heavy trucks	82 137
Buses	4 120
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	78[b], 72%M, 28%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

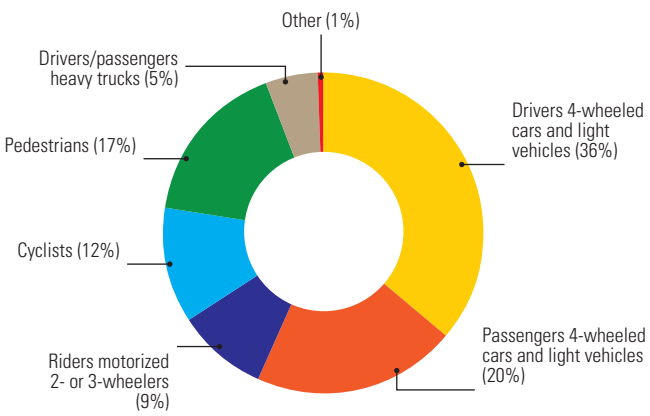
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	15%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	95% Front seats[d] 73% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Estonian Road Administration.
[d] 2010, AS Emor research survey.

POST-CRASH CARE

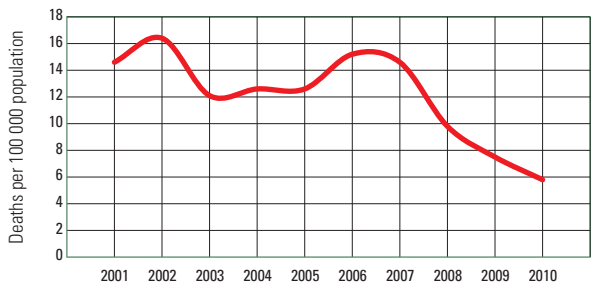
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Estonian Road Administration database.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Estonian Road Administration database.

Data collected by multisectoral consensus meeting and cleared by Ministry of Social Affairs.

Further data on each country can be found in the statistical annex.

ETHIOPIA

Population: 82 949 544
Income group: Low
Gross national income per capita: US$ 390

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Traffic Safety Council (NRTSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	377 943
Cars and 4-wheeled light vehicles	231 619
Motorized 2- and 3-wheelers	44 847
Heavy trucks	81 193
Buses	20 284
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	2 581[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	0.8–1.0%[b]

[a] Defined as died within a year of crash.
[b] Review of Road Safety Management Capacity of Ethiopia, June 2010 – Global Road Safety Facility.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	96% Drivers[d]
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Cases suspected of drink-driving are further investigated.
[d] 2010, sample count in Addis Ababa city.

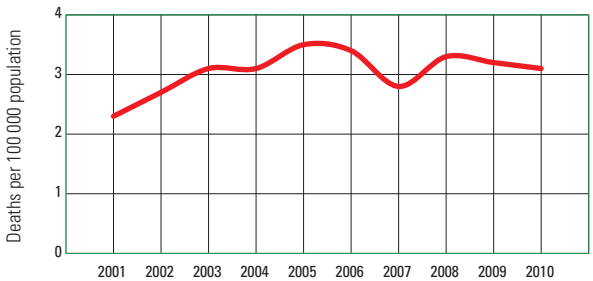
POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	6%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

[e] 2010, Black Lion Hospital and Minilik II Hospital.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Review of Road Safety Management Capacity of Ethiopia, June 2010 – GRSF.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport.

Further data on each country can be found in the statistical annex.

FIJI

Population: 860 623
Income group: Middle
Gross national income per capita: US$ 3 610

INSTITUTIONAL FRAMEWORK

Lead agency	Land Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	From 8 to 4 deaths per 10 000 vehicles

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	77 625
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	— [a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	52[b], 85%M, 15%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	6%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

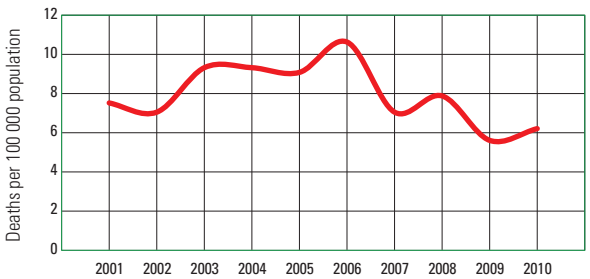
[c] 2010, Police Accident Traffic Research Unit.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Police Accident Traffic Research Unit.

Data collected by multisectoral consensus meeting and cleared by Land Transport Authority.

Further data on each country can be found in the statistical annex.

FINLAND

Population: 5 364 546
Income group: High
Gross national income per capita: US$ 47 460

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport and Communications
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2025)
Fatality reduction target	No more than 100 road fatalities per year

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	5 331 582[a]
Cars and 4-wheeled light vehicles	3 237 388
Motorized 2- and 3-wheelers	486 766
Heavy trucks	117 150
Buses	13 650
Other	1 476 628
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

[a] 904 350 trailers are classified as vehicles.

DATA

Reported road traffic fatalities (2010)	272[b], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	1.1–1.7%[c]

[b] Combined sources. Defined as died within 30 days of crash.
[c] 2010, Estimate from the National Traffic Safety Plan/GDP 2010

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	24%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	93% Front seats[e] 84% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

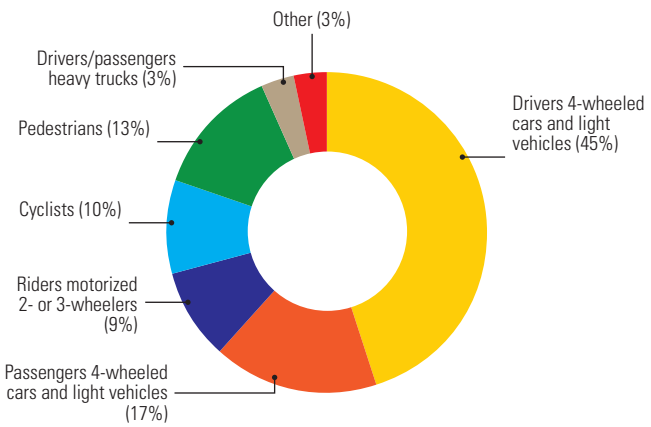
[d] 2010, Statistics Finland and Central Organization for Traffic Safety in Finland.
[e] 2010, Central Organization for Traffic Safety in Finland.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	4%[f]
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

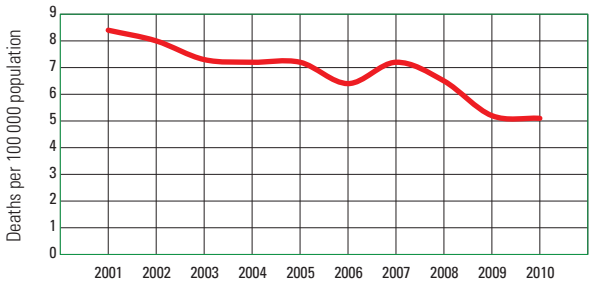
[f] Finnish Motor Insurers Centre.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistics Finland and Central Organization for Traffic Safety in Finland.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistics Finland and Central Organization for Traffic Safety in Finland.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Social Affairs and Health.

FRANCE

Population: 62 787 430
Income group: High
Gross national income per capita: US$ 42 190

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Road Safety Task Force
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (by the end of 2012)
Fatality reduction target	Less than 3000 deaths

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	34 276 000
Cars and 4-wheeled light vehicles	31 174 000
Motorized 2- and 3-wheelers	2 557 000
Heavy trucks	545 000
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	3 992[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	1.3%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2010, CARE project (European Commission).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.02–0.05 g/dl[c]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	31%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	88–96% All riders[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	96–99% All Occupants[f]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

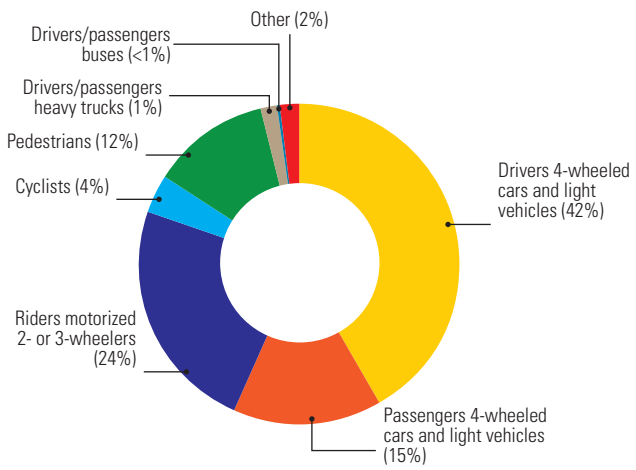
[c] 0.02g/dl for drivers of buses and coaches, 0.05g/dl for truck drivers.
[d] 2010, The National Interministerial Observatory for Road Safety (ONISR).
[e] 2010, ONISR. 96% on motorway, 88% on 2 x 2 lanes separated by a median, 95% on other roads. 94% in large cities.
[f] 2010, ONISR. 99% outside towns, 96% in towns, 98% for all networks.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	5%[g]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

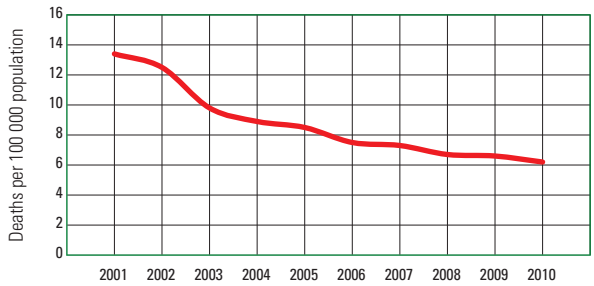
[g] 2010, calculations using ONISR data.

DEATHS BY ROAD USER CATEGORY



Source: 2010, ONISR.

TRENDS IN ROAD TRAFFIC DEATHS



Source: ONISR and CARE.

Data collected by National Data Coordinator and cleared by Ministry of Interior.

Further data on each country can be found in the statistical annex.

GABON

Population: 1 505 463
Income group: Middle
Gross national income per capita: US$ 7 680

INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate of Road Safety (DGSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	195 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	252[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

SAFER ROAD USERS

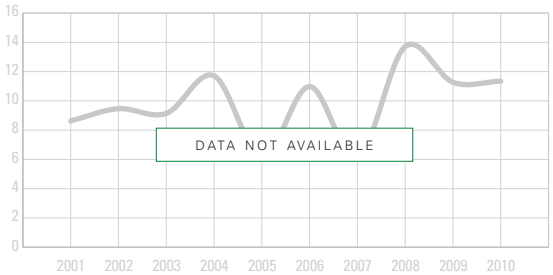
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Subnational
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

GAMBIA

Population: 1 728 394
Income group: Low
Gross national income per capita: US$ 610

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Works, Construction and Infrastructure
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	—

SAFER VEHICLES

Total registered vehicles (2009)	17 416
Cars and 4-wheeled light vehicles	12 026
Motorized 2- and 3-wheelers	2 524
Heavy trucks	911
Buses	1 028
Other	927
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	94[b], 76%M, 25%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	25 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

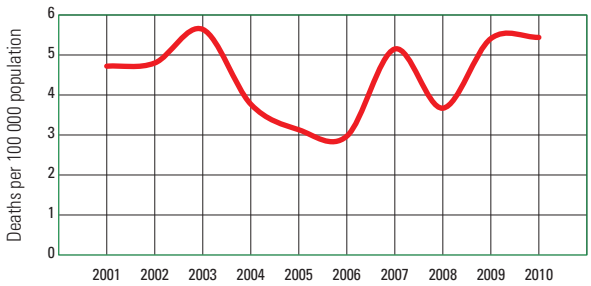
[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	—
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Gambia Police Force.

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

GEORGIA

Population: 4 352 244
Income group: Middle
Gross national income per capita: US$ 2 680

INSTITUTIONAL FRAMEWORK

Lead agency	Georgian Transport and Communication Policy Development Commission
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2013)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2011)	736 470
Cars and 4-wheeled light vehicles	610 537
Motorized 2- and 3-wheelers	2 585
Heavy trucks	106 119
Buses	17 229
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	685[b]
Estimated GDP lost due to road traffic crashes	—

[b] National Statistics Office of Georgia (GEOSTAT). Defined as died within 30 days of crash.

SAFER ROAD USERS

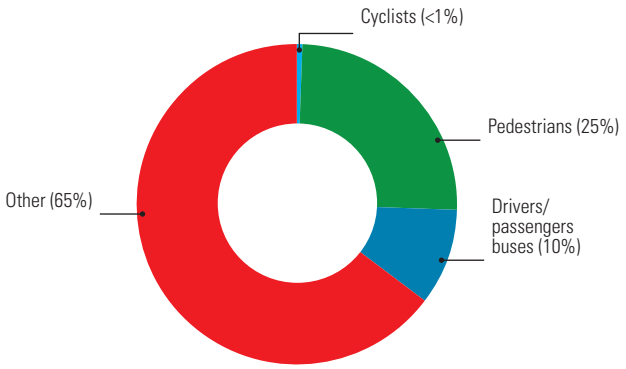
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	39%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	95% Drivers[d] 89% Front seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, National Statistics Office of Georgia-GEOSTAT.
[d] 2010, ACT Research.

POST-CRASH CARE

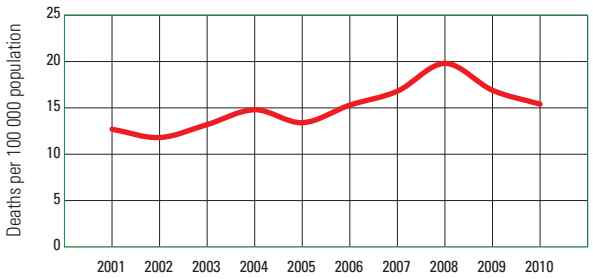
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Internal Affairs of Georgia.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistics Office of Georgia-GEOSTAT.

Data collected by multisectoral consensus meeting and cleared by Ministry of Labour, Health and Social Affairs.

Further data on each country can be found in the statistical annex.

GERMANY

Population: 82 302 468
Income group: High
Gross national income per capita: US$ 42 970

INSTITUTIONAL FRAMEWORK

Lead agency	Federal Ministry of Transport, Building and Urban Development
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	50 184 000[a]
Cars and 4-wheeled light vehicles	41 738 000
Motorized 2- and 3-wheelers	5 867 000
Heavy trucks	3 685 000
Buses	76 000
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes[b]

[a] Vehicle breakdown categories do not add up to the total.
[b] Legislation different depending on age of second hand car.

DATA

Reported road traffic fatalities (2010)	3 648[c], 73%M, 27%F
Estimated GDP lost due to road traffic crashes	1.3%[d]

[c] Police records. Defined as died within 30 days of crash.
[d] 2008, calculated from data provided by the Federal Statistical Office.

SAFER ROAD USERS

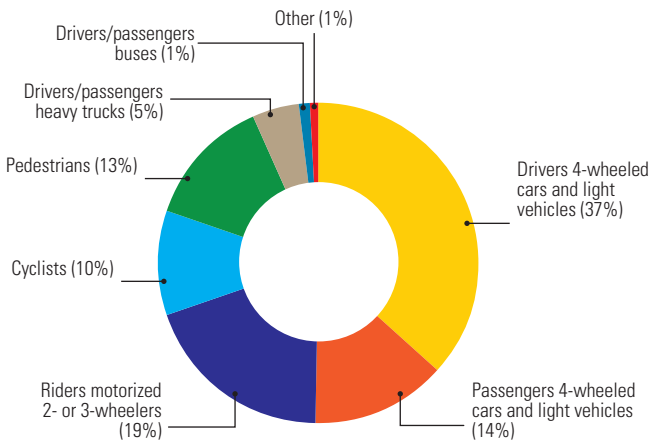
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl[e]
BAC limit – professional/commercial drivers	0 g/dl[f]
Random breath testing and/or police checkpoints	Yes
Enforcement	—
% road traffic deaths involving alcohol	11%[g]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	—
Helmet wearing rate	97% Drivers[h] 98% Passengers[h]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	98% Front seats[h] 97% Rear seats[h]
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[e] Enforced from 0.02 g/dl.
[f] Limit applied for transportation of passengers and dangerous goods.
[g] 2009, German Road Traffic Accidents Statistics.
[h] 2011, observational study by BASt.

POST-CRASH CARE

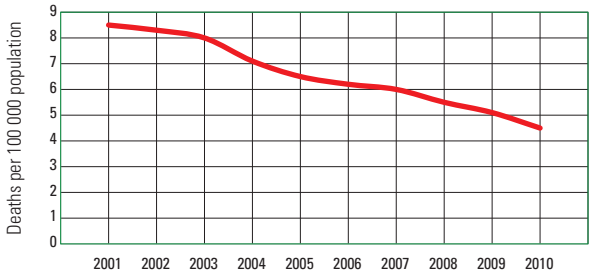
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Federal Statistical Office.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Federal Statistical Office.

Data collected by Federal Highway Research Institute (BASt).

Further data on each country can be found in the statistical annex.

GHANA

Population: 24 391 823
Income group: Middle
Gross national income per capita: US$ 1 250

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Commission
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 122 700
Cars and 4-wheeled light vehicles	662 029
Motorized 2- and 3-wheelers	218 892
Heavy trucks	91 763
Buses	141 114
Other	8 902
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 986[b], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	1.6%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2004, Journal of Building & Road Research, Vol 11; Dec 2008.

SAFER ROAD USERS

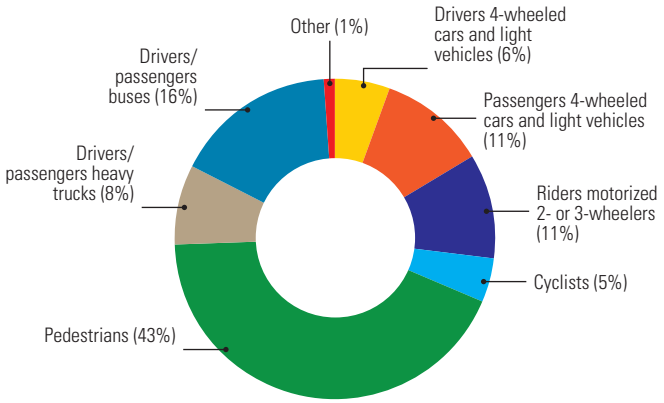
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	34% Drivers[d] 1.9% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	18% Drivers[e] 5% Front seats[e]
National child restraint law	Yes
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[d] 2010, Traffic Injury Prevention, Vol 11; 522–525.
[e] 2010, Journal of Prevention & Intervention in the Community.Vol 38:4; 280–289.

POST-CRASH CARE

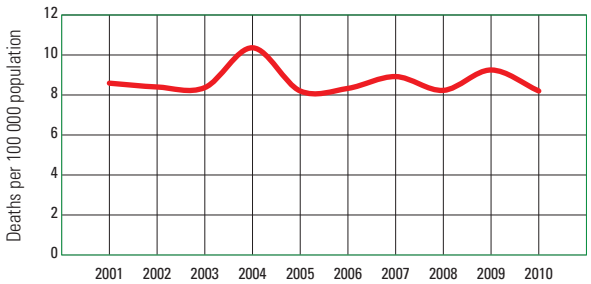
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	193
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: National Accident Statistics 2010 produced by CSIR-BRRI for the National Road Safety Commission (NRSC).

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Accident Statistics 2010 produced by CSIR-BRRI for the National Road Safety Commission (NRSC).

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

GREECE

Population: 11 359 346
Income group: High
Gross national income per capita: US$ 26 890

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Committee of Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes
Fatality reduction target	<880 by 2015, <640 by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	—
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2009)	7 910 565
Cars and 4-wheeled light vehicles	5 133 957
Motorized 2- and 3-wheelers	1 447 633
Heavy trucks	1 305 243
Buses	23 732
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2009)	1 451[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	0.5%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2009, Combined sources.

SAFER ROAD USERS

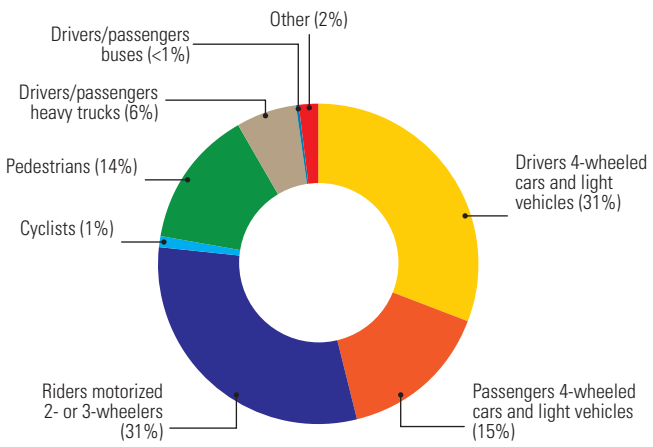
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	74% Drivers[d] 34% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	72% Front seats[d] 21% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2009, National Technical University of Athens.

POST-CRASH CARE

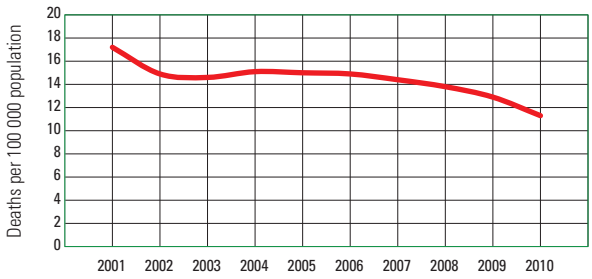
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, National Statistical Service.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistical Service.

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

GUATEMALA

Population: 14 388 929
Income group: Middle
Gross national income per capita: US$ 2 740

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of the Interior, Department of Transit of the National Civil Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	2 118 516
Cars and 4-wheeled light vehicles	1 261 639
Motorized 2- and 3-wheelers	602 067
Heavy trucks	124 460
Buses	96 294
Other	34 056
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	737[b], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

SAFER ROAD USERS

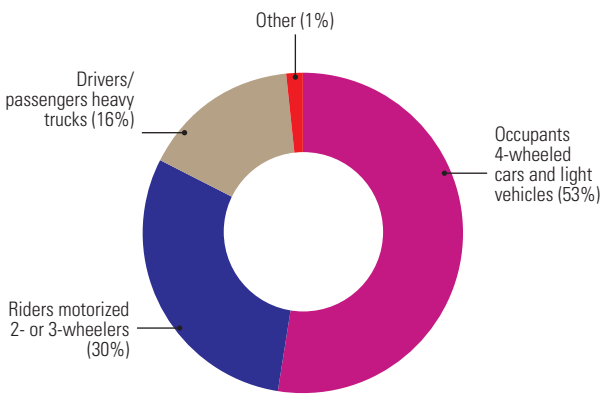
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	30–90 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	61%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	40% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	50% Drivers[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Institute of National Statistics.
[d] 2011, Department of Transit of the National Civil Police; 2010, Guatemala Valley University CDC/CAP.
[e] 2011, Department of Transit of the National Civil Police.

POST-CRASH CARE

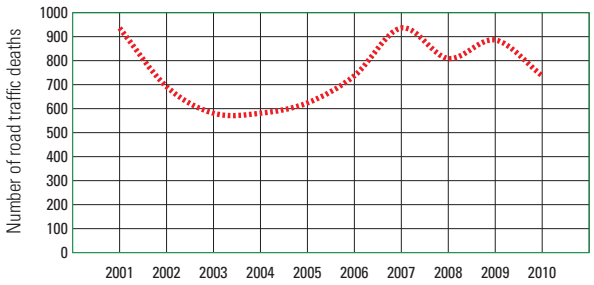
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	>75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Institute of National Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Institute of National Statistics.

Data collected by multisectoral consensus meeting and cleared by Ministry of Interior.

Further data on each country can be found in the statistical annex.

GUINEA

Population: 9 981 590
Income group: Low
Gross national income per capita: US$ 390

INSTITUTIONAL FRAMEWORK

Lead agency	National Program on Trauma Care
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2012–2017)
Fatality reduction target	15%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	33 943
Cars and 4-wheeled light vehicles	26 609
Motorized 2- and 3-wheelers	6 927
Heavy trucks	369
Buses	38
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	503[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	—

[b] Traffic police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Cases suspected of drink-driving are further investigated.

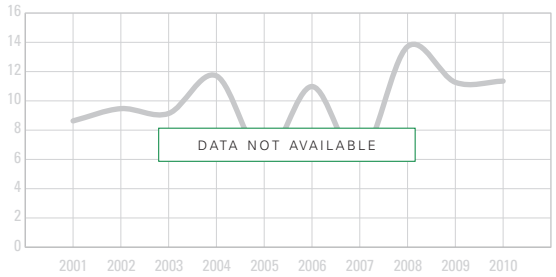
POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[d]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

[d] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

GUINEA-BISSAU

Population: 1 515 224
Income group: Low
Gross national income per capita: US$ 580

INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate for Traffic and Land Transport
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	54 153
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	8 205
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	117[b]
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources (Police records and Health facility records). Defined as died within 48 hours of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

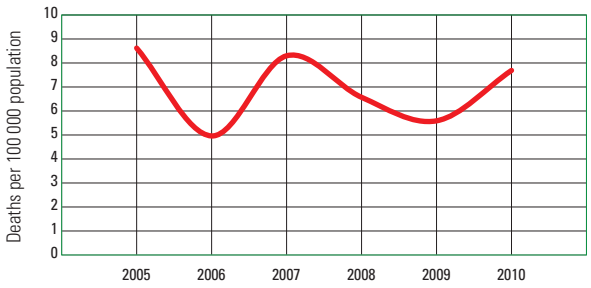
[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: http://www.stat-guinebissau.com/

Data collected by multisectoral consensus meeting and cleared by Ministry of Health, Ministry of Infrastructure, Ministry of Interior, Ministry of Transport and Communication.

Further data on each country can be found in the statistical annex.

GUYANA

Population: 754 493
Income group: Middle
Gross national income per capita: US$ 2 900

INSTITUTIONAL FRAMEWORK

Lead agency	Guyana National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	12 363
Cars and 4-wheeled light vehicles	7 678
Motorized 2- and 3-wheelers	2 356
Heavy trucks	1 156
Buses	531
Other	642
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	115[b], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

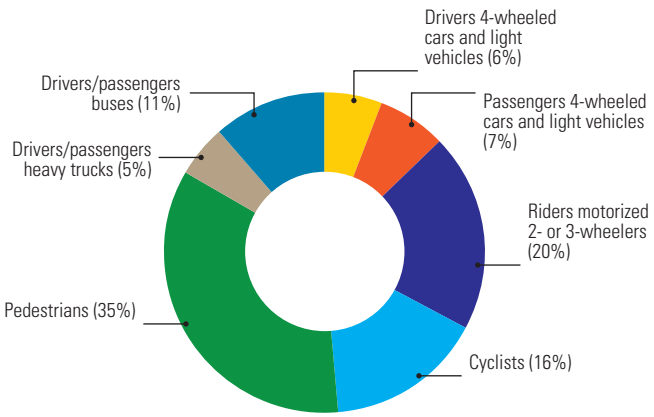
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

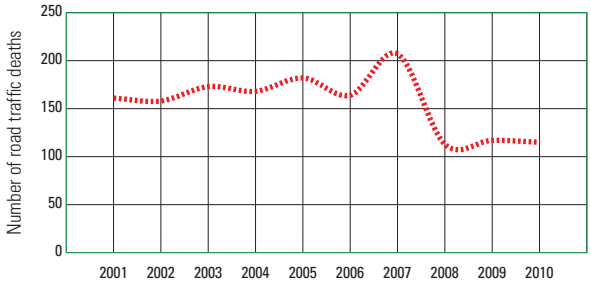
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	913
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	—

DEATHS BY ROAD USER CATEGORY



Source: 2010, Guyana Police Force Traffic Department.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Guyana Police Force Traffic Department.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Home Affairs.

Further data on each country can be found in the statistical annex.

HONDURAS

Population: 7 600 524
Income group: Middle
Gross national income per capita: US$ 1 870

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council (CNSV)
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	983 800
Cars and 4-wheeled light vehicles	696 825
Motorized 2- and 3-wheelers	183 119
Heavy trucks	73 933
Buses	29 923
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	937[b], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

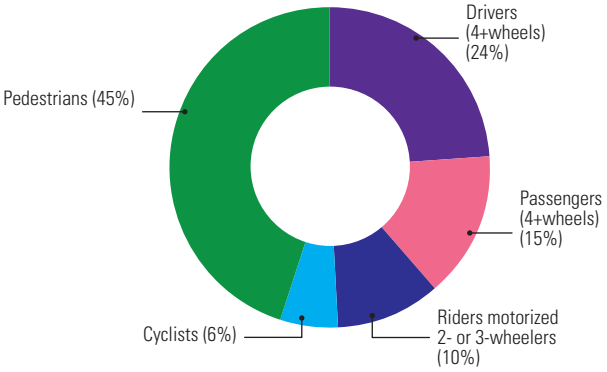
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.07 g/dl
BAC limit – young or novice drivers	0.07 g/dl
BAC limit – professional/commercial drivers	0.07 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	4%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Traffic Accident Information System of the National Transit Bureau.

POST-CRASH CARE

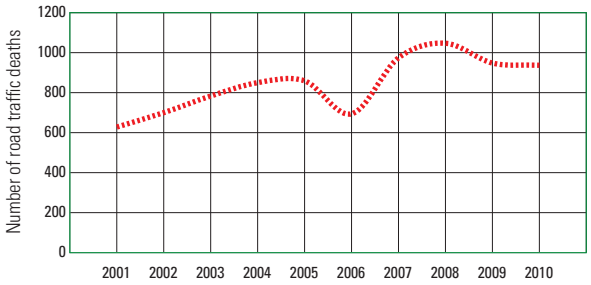
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	198
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Accident Information System of the National Transit Bureau.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Transit Bureau.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared the Secretariat of State for Security.

HUNGARY

Population: 9 983 645
Income group: High
Gross national income per capita: US$ 12 860

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network[a]
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

[a] Hungary will join the Trans-European Transport Network (TEN) in 2014.

SAFER VEHICLES

Total registered vehicles (2010)	3 608 834
Cars and 4-wheeled light vehicles	2 984 063
Motorized 2- and 3-wheelers	142 251
Heavy trucks	416 672
Buses	17 641
Other	48 207
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	740[b], 75%M, 24%F
Estimated GDP lost due to road traffic crashes	1.5%[c]

[b] Hungarian Central Statistical Bureau (HCSB). Defined as died within 30 days of crash.
[c] 2009, Institute for Transport Sciences non profit LTD.

SAFER ROAD USERS

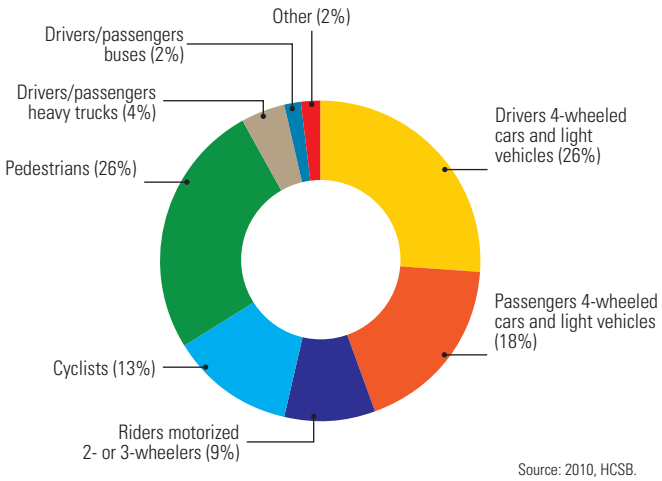
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	8.3%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	95% Drivers[e] 95% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	79% Front seats[f] 49% Rear seats[f]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, Hungarian Central Statistical Bureau.
[e] Police and Institute of Transport Science.
[f] 2009, TÜV NORD – Institute for Transport Science.

POST-CRASH CARE

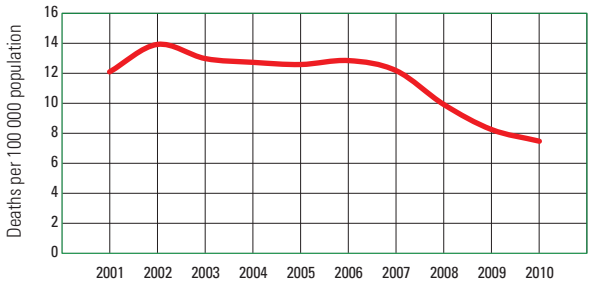
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, HCSB.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Hungarian Central Statistical Office.

Data collected by multisectoral consensus meeting and cleared by Ministry of National Reosurces, Deputy Secretary of State for Healthcare Coordination and International Affairs.

Further data on each country can be found in the statistical annex.

ICELAND

Population: 320 136
Income group: High
Gross national income per capita: US$ 33 890

INSTITUTIONAL FRAMEWORK

Lead agency	The Road Traffic Directorate
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2005–2016)
Fatality reduction target	5% per year

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	296 479
Cars and 4-wheeled light vehicles	237 089
Motorized 2- and 3-wheelers	11 112
Heavy trucks	10 179
Buses	1 916
Other	36 183
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	8[b], 50%M, 50%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

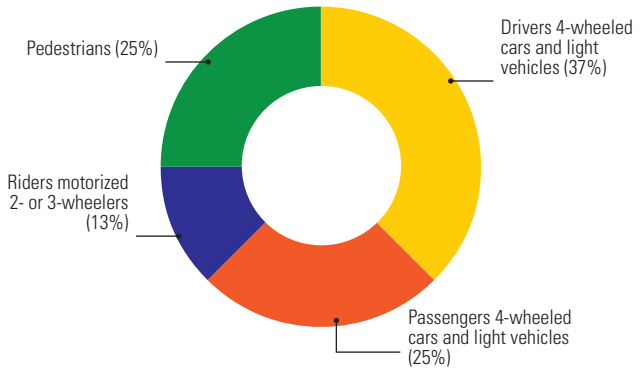
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	20%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	90% Front seats[d] 73% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, The Road Accident Analysis Group.
[d] 2010, National survey.

POST-CRASH CARE

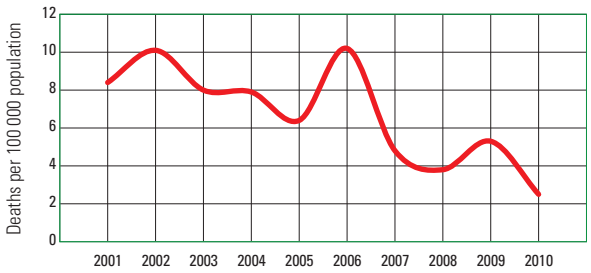
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, The Road Traffic Directorate.

TRENDS IN ROAD TRAFFIC DEATHS



Source: The Road Traffic Directorate.

Data collected by multisectoral consensus meeting and cleared by Ministry of Welfare.

Further data on each country can be found in the statistical annex.

INDIA

Population: 1 224 614 272
Income group: Middle
Gross national income per capita: US$ 1 260

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2009)	114 952 000
Cars and 4-wheeled light vehicles	15 313 000
Motorized 2- and 3-wheelers	82 402 000
Heavy trucks	6 041 000
Buses	1 486 000
Other	9 710 000
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	133 938[a], 85%M, 15%F
Estimated GDP lost due to road traffic crashes	3%[b]

[a] Police records. Defined as death caused by a road traffic crash (unlimited time period).
[b] 2009, 10th 5 year Plan, volume 2.

SAFER ROAD USERS

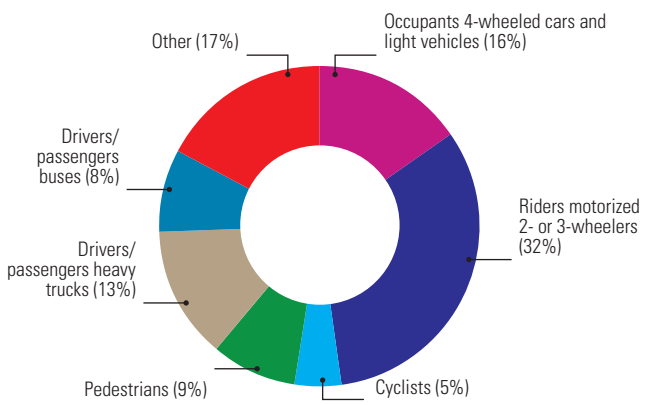
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	50% Drivers[c] ≤10% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	27% Drivers[c]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2010, Bangalore Road Safety and Injury Prevention Programme.

POST-CRASH CARE

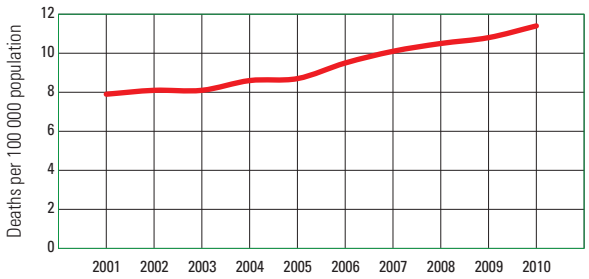
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	2%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Road Transport and Highways, Transport Research Wing.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Accidents in India, 2009, Ministry of Road Transport and Highways, Transport Research Wing, Government of India.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

INDONESIA

Population: 239 870 944
Income group: Middle
Gross national income per capita: US$ 2 500

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (deaths per 10 000 vehicles)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	72 692 951
Cars and 4-wheeled light vehicles	8 148 330
Motorized 2- and 3-wheelers	60 152 752
Heavy trucks	3 296 315
Buses	1 095 554
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	31 234[a], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	2.9 – 3.1%[b]

[a] Combined sources. Defined as died within 30 days of crash.
[b] 2010, National Plan on Road Safety.

SAFER ROAD USERS

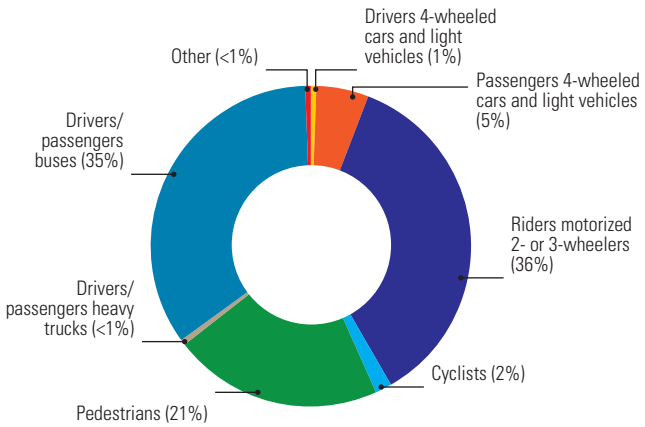
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	80% Drivers[d] 52% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Not based on BAC.
[d] 2007, study on Helmet Wearing conducted by University of Indonesia.

POST-CRASH CARE

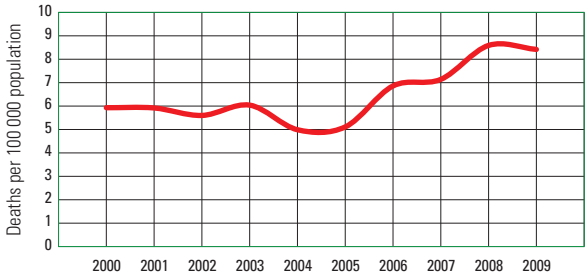
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Indonesia National Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Indonesia National Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

IRAN (ISLAMIC REPUBLIC OF)

Population: 73 973 628
Income group: Middle
Gross national income per capita: US$ 4 520

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Commission
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	10% per year

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	20 657 627
Cars and 4-wheeled light vehicles	11 918 576
Motorized 2- and 3-wheelers	8 120 747
Heavy trucks	474 777
Buses	143 527
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	23 249[a], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	—

[a] Vital registration data. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50–60 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[b,c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	30% Drivers[d] 10% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	90% Drivers[d] 80% Front seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

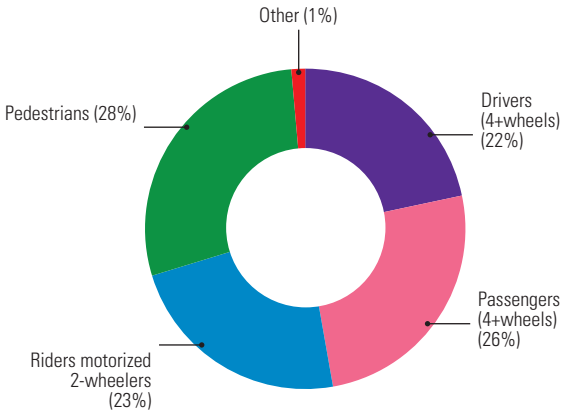
[b] Not based on BAC.
[c] Alcohol consumption legally prohibited.
[d] Traffic police reports, 2010 and 2011 (Iranian calendar).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	115
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	6%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

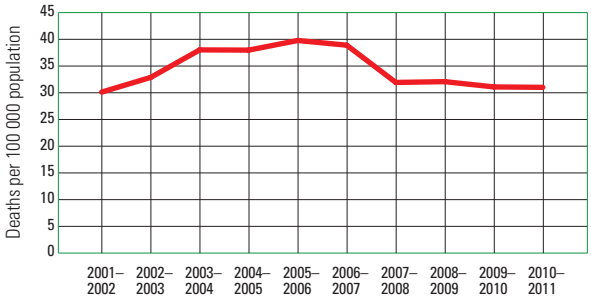
[e] Ministry of Health and Ministry of Education.

DEATHS BY ROAD USER CATEGORY



Source: Legal Medicine (Forensic Medicine).
The year is according to Iranian Calender from 21 March 2010 to 20 March 2011.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Legal Medicine (Forensic Medicine) and Iranian Statistic Center.
Years according to Iranian Calender (March–February).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Medical Education.

Further data on each country can be found in the statistical annex.

IRAQ

Population: 31 671 591
Income group: Middle
Gross national income per capita: US$ 2 380

INSTITUTIONAL FRAMEWORK

Lead agency	Supreme Council Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2013)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	3 391 057
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	5 708[b], 77% M, 23% F
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	—
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

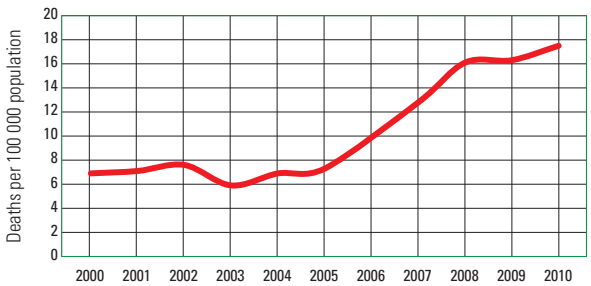
[c] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	2%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior, Traffic Police Directorate & Ministry of Planning and Development Cooperation, Central Organization for Statistics and Information Technology, and Ministry of Health Excludes Kurdistan region.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

IRELAND

Population: 4 469 900
Income group: High
Gross national income per capita: US$ 41 720

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Transport, Tourism and Sport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2007–2012)
Fatality reduction target	Not greater than 6 deaths per 100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	2 416 387
Cars and 4-wheeled light vehicles	2 254 059
Motorized 2- and 3-wheelers	40 895
Heavy trucks	29 512
Buses	15 654
Other	76 267
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	212[b], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

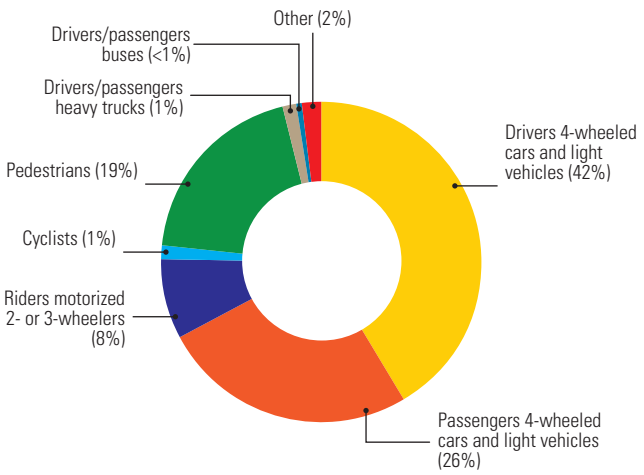
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	—
% road traffic deaths involving alcohol	11%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	90% Front seats[d] 79% Rear seats[d]
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2006, D. Bedford, N. McKeown, A. Vellinga, F. Howell (2006). Alcohol in Fatal Road Crashes In Ireland. Public Health Directorate, Health Service Executive, Ireland.
[d] 2010, Road Safety Authority (RSA).

POST-CRASH CARE

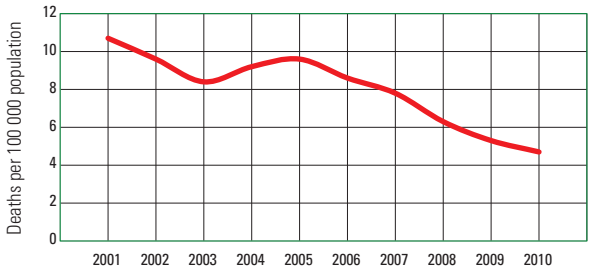
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Garda Síochána (Police) National Traffic Bureau (GNTB) and Road Safety Authority (RSA).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Gardia Siochána (Police) National Traffic Bureau (GNTB) and RSA.

Data collected by multisectoral consensus meeting and cleared by Department of Transport, Tourism and Sport.

Further data on each country can be found in the statistical annex.

ISRAEL

Population: 7 418 400
Income group: High
Gross national income per capita: US$ 27 270

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2011)
Fatality reduction target	30%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	2 458 716
Cars and 4-wheeled light vehicles	2 268 001
Motorized 2- and 3-wheelers	109 547
Heavy trucks	63 088
Buses	14 113
Other	3 967
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	352[b], 68%M, 27%F
Estimated GDP lost due to road traffic crashes	—

[b] Israel Central Bureau of Statistics. Defined as died within 30 days of crash.

SAFER ROAD USERS

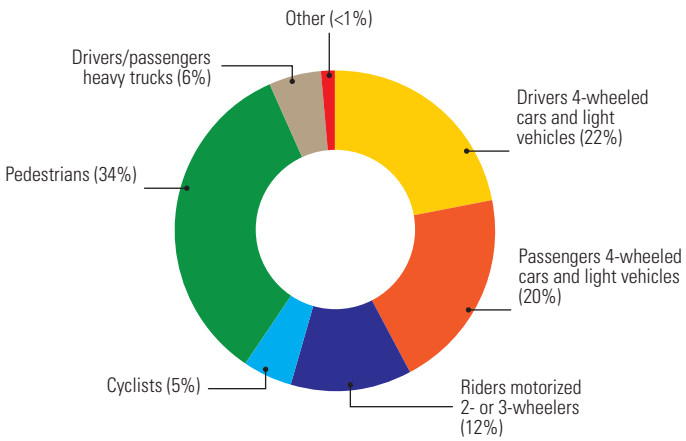
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	10%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	95% Drivers[d] 95% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	91% Front seats[e] 69% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2009, Israel Police.
[d] 2006, Israel Road Safety Authority.
[e] 2010, Israel Road Safety Authority.

POST-CRASH CARE

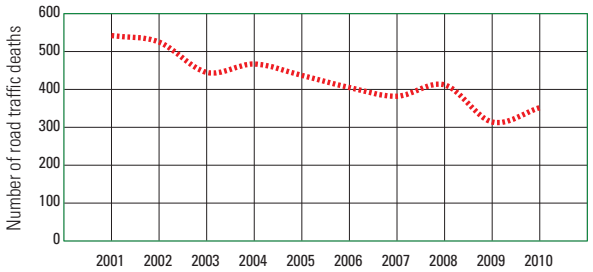
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	100
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, The Israel Central Bureau of Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: The Israel Central Bureau of Statistics.

Data collected by multisectoral consensus meeting and cleared by National Road Safety Authority.

Further data on each country can be found in the statistical annex.

ITALY

Population: 60 550 850
Income group: High
Gross national income per capita: US$ 35 530

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2001–2010)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2009)	52 586 499
Cars and 4-wheeled light vehicles	40 169 966
Motorized 2- and 3-wheelers	10 074 121
Heavy trucks	944 534
Buses	98 724
Other	1 299 154
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	4 237[a], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	2%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2008, Automobile Club of Italy (ACI) and National Statistics Institute (ISTAT).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	92% All riders[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	63% Drivers[c] 10% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

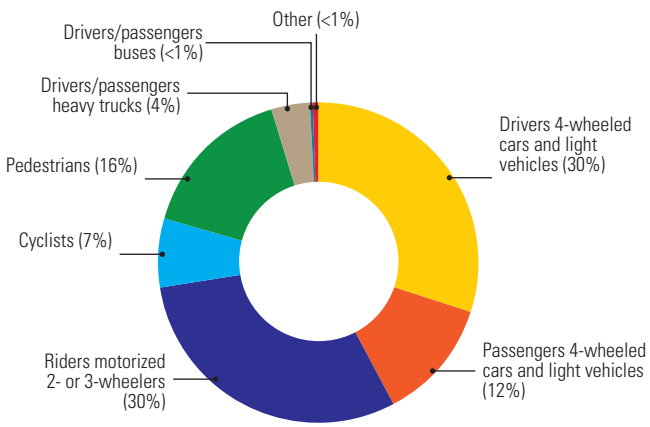
[c] 2011, ULISSE (Health National Institute and Ministry of Transport).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	118
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	1.8%[d]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

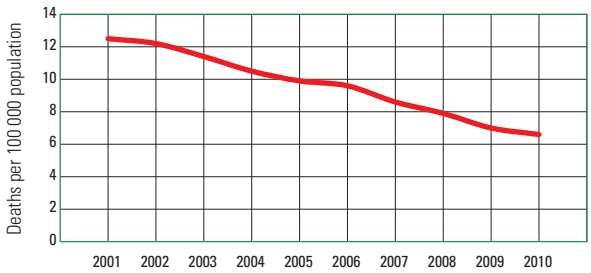
[d] 2010, INTEGRIS database.

DEATHS BY ROAD USER CATEGORY



Source: 2009, ISTAT Survey on road accidents resulting in deaths or injuries.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, ISTAT Survey on road accidents resulting in deaths or injuries.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

JAMAICA

Population: 2 741 052
Income group: Middle
Gross national income per capita: US$ 4 700

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council (NRSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	25%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	502 265
Cars and 4-wheeled light vehicles	408 077
Motorized 2- and 3-wheelers	3 985
Heavy trucks	70 157
Buses	20 046
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	319[a], 82%M, 18%F
Estimated GDP lost due to road traffic crashes	0.2%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2010, Policy, Planning and Development Division.

SAFER ROAD USERS

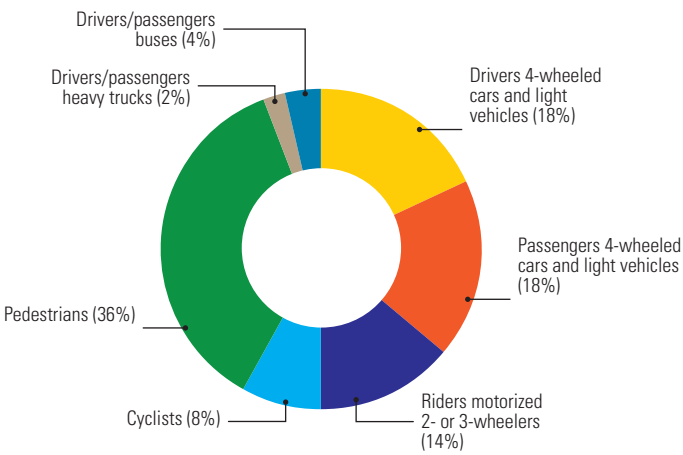
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	6% Drivers[d] 5% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	44% Front seats[d] 4% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2010, The Jamaica Constabulary Force.
[d] Jamaica Health and Lifestyle Survey, 2007–2008.

POST-CRASH CARE

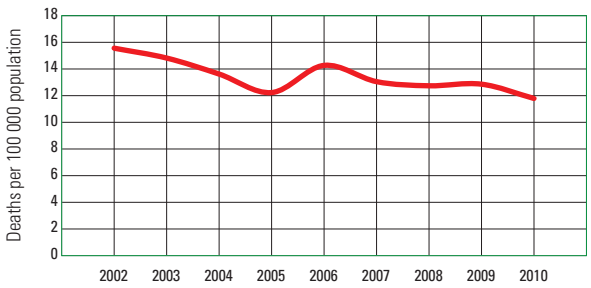
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, The Jamaica Constabulary Force (J.C.F).

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, The Road Safety Unit.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Undersecretariat of Prevention and Health Promotion.

JAPAN

Population: 126 535 916
Income group: High
Gross national income per capita: US$ 42 050

INSTITUTIONAL FRAMEWORK

Lead agency	Central Traffic Safety Policy Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2015)
Fatality reduction target	<3 000 deaths per year

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	89 871 090
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2009)	7 309[a], 69%M, 31%F
Estimated GDP lost due to road traffic crashes	1.4%[b]

[a] 2009, Vital registration data. Defined as died within a year of crash.
[b] 2007, Cabinet Office, Investigative Study for Economic Losses Caused by Road Traffic Accidents.

SAFER ROAD USERS

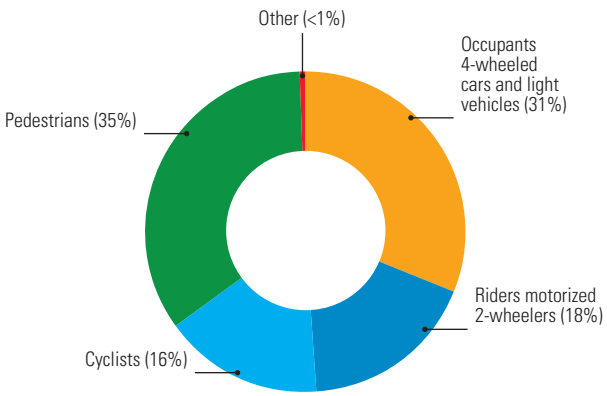
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	—
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	6%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	97% Front seats[d] 64% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, National Police Agency.
[d] 2010, Joint study by Japan Automobile Federation / National Police Agency, http://www.jaf.or.jp/eco-safety/safety/data/pdf/sb2010.pdf.

POST-CRASH CARE

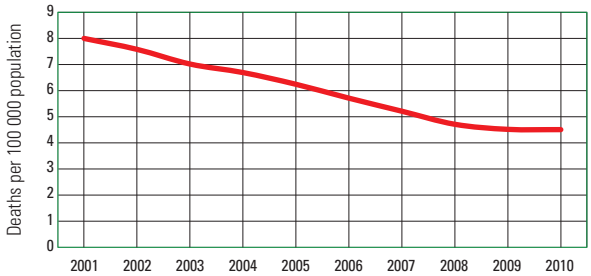
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	119
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police Agency.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, National Police Agency.

Data collected by National Data Coordinator and cleared by Ministry of Health, Labor and Welfare.

Further data on each country can be found in the statistical annex.

JORDAN

Population: 6 187 227
Income group: Middle
Gross national income per capita: US$ 4 140

INSTITUTIONAL FRAMEWORK

Lead agency	Higher Traffic Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2012)
Fatality reduction target	6% annually, 30% by 2012

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	1 075 453
Cars and 4-wheeled light vehicles	768 266
Motorized 2- and 3-wheelers	5 497
Heavy trucks	195 369
Buses	102 286
Other	4 035
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	670[b], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	1.6%[c]

[b] Combined sources. Defined as died within 30 days of crash.
[c] 2010, Traffic Accidents Statistics PSD – Jordan Traffic Institute.

SAFER ROAD USERS

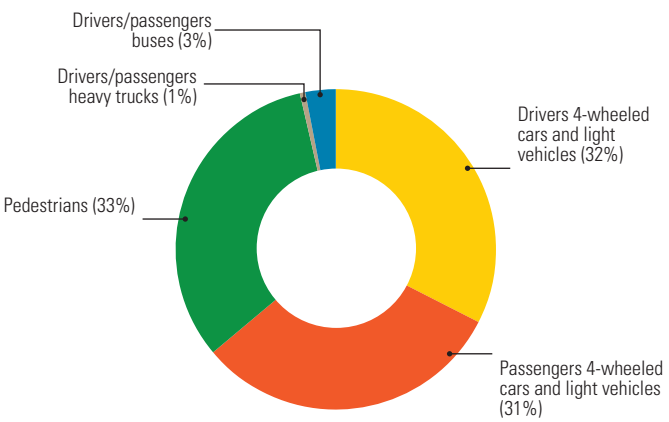
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	70–90 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	0%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	55% Drivers[e] 45% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	70% Front seats[e] 50% Rear seats[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, Jordanian Traffic Institute.
[e] 2010, Traffic Accidents Statistics PSD – Jordan Traffic Institute 2010, approximate percentage.

POST-CRASH CARE

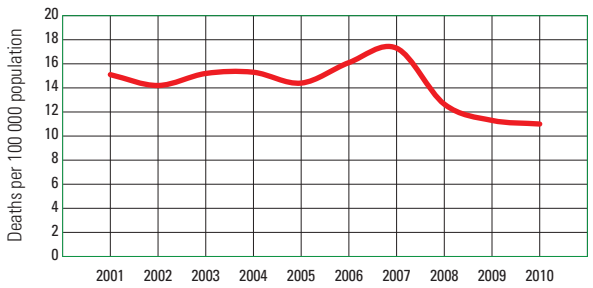
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2011, Traffic Accidents Statistics PSD – Jordan Traffic Institute.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Traffic Accidents Statistics PSD – Jordan Traffic Institute.

Data collected by multisectoral consensus meeting and cleared by Ministry of Interior.

Further data on each country can be found in the statistical annex.

KAZAKHSTAN

Population: 16 026 367
Income group: Middle
Gross national income per capita: US$ 7 500

INSTITUTIONAL FRAMEWORK

Lead agency	Road Police Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2010)
Fatality reduction target	30%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	—
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	—

SAFER VEHICLES

Total registered vehicles (2010)	3 249 966
Cars and 4-wheeled light vehicles	2 686 748
Motorized 2- and 3-wheelers	64 103
Heavy trucks	287 509
Buses	93 956
Other	117 650
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	3 379[a], 73%M, 27%F
Estimated GDP lost due to road traffic crashes	—

[a] Vital registration records. Defined as died within 30 days of crash.

SAFER ROAD USERS

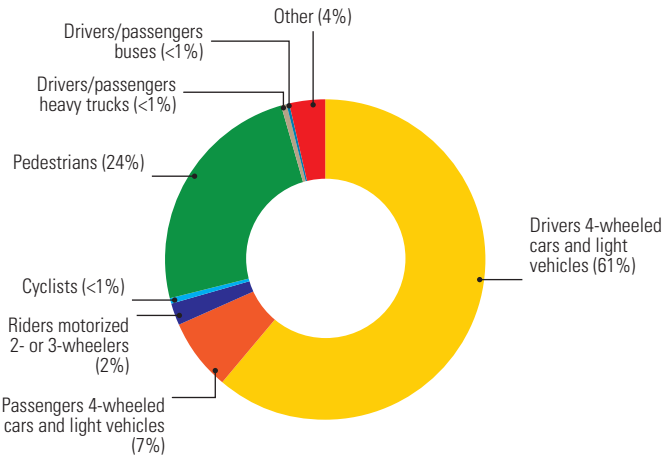
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes[b]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	2%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] Not based on BAC.
[c] 2010, Departmental records of the Ministry of Internal Affairs of the RK.

POST-CRASH CARE

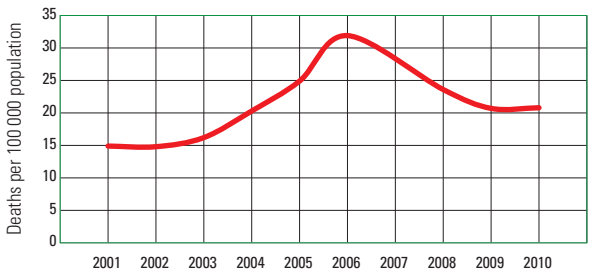
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Agency of Statistics of the Republic of Kazakhstan.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Agency of statistics of the Republic of Kazakhstan.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

KENYA

Population: 40 512 678
Income group: Low
Gross national income per capita: US$ 810

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2014)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 389 864
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	3 055[a]
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within a year of crash.

SAFER ROAD USERS

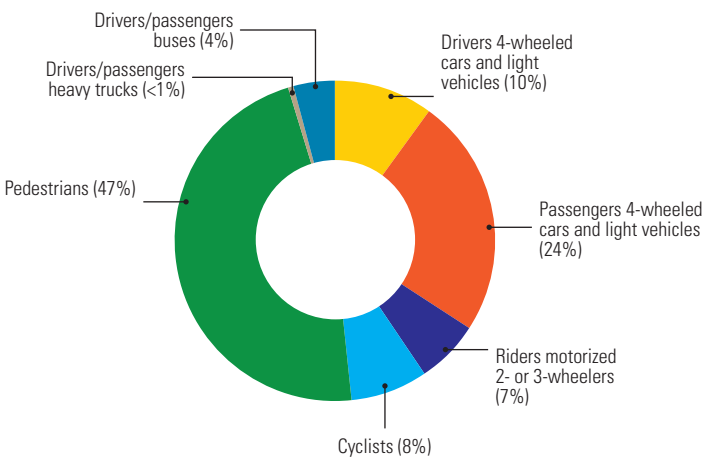
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[b]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[b] Not based on BAC.
[c] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

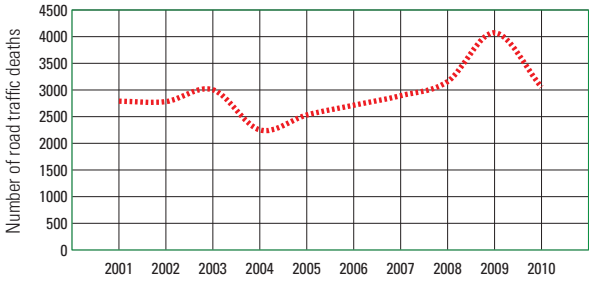
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	—

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Police.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health and Sanitation.

KIRIBATI

Population: 99 488
Income group: Middle
Gross national income per capita: US$ 2 010

INSTITUTIONAL FRAMEWORK

Lead agency	Kiribati Road Safety Taskforce
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2000–2015)
Fatality reduction target	10% (Number of deaths)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	—

SAFER VEHICLES

Total registered vehicles (2010)	1 618
Cars and 4-wheeled light vehicles	975
Motorized 2- and 3-wheelers	480
Heavy trucks	—
Buses	163
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	6[b], 67%M, 33%F
Estimated GDP lost due to road traffic crashes	—

[b] 2010, Combined sources (police and health). Defined as died within 7 days of crash.

SAFER ROAD USERS

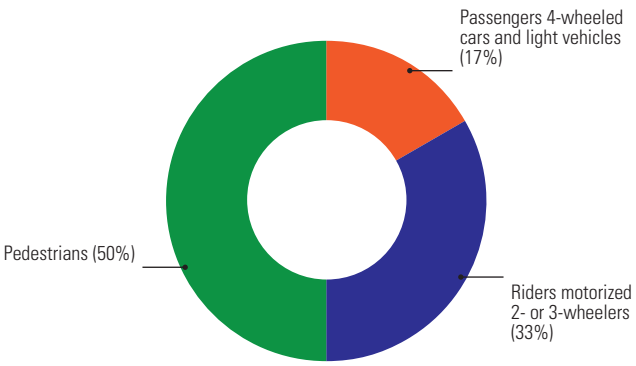
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	67%[c]
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Police and health records.

POST-CRASH CARE

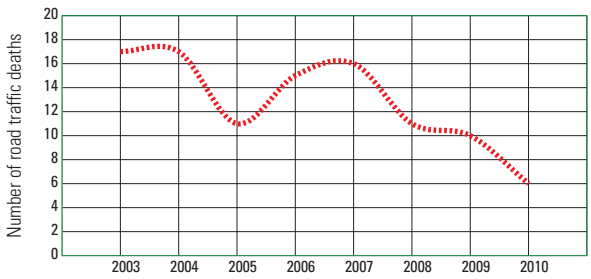
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	194
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police and health records.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police and health records.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Medical Services.

Further data on each country can be found in the statistical annex.

KUWAIT

Population: 2 736 732
Income group: High
Gross national income per capita: US$ 48 900

INSTITUTIONAL FRAMEWORK

Lead agency	The General Directorate of Traffic, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 570 000
Cars and 4-wheeled light vehicles	686 214
Motorized 2- and 3-wheelers	5 487
Heavy trucks	20 390
Buses	26 152
Other	831 757
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	374[b], 84%M, 16%F
Estimated GDP lost due to road traffic crashes	3–4%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2010, Ministry of Interior.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	80 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes[d,e]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

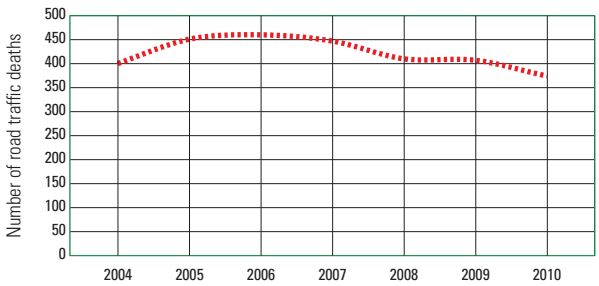
[d] Alcohol consumption legally prohibited.
[e] Not based on BAC.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Central Statistical Office.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

KYRGYZSTAN

Population: 5 334 223
Income group: Low
Gross national income per capita: US$ 840

INSTITUTIONAL FRAMEWORK

Lead agency	Chief Department of Road Safety, Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	430 314
Cars and 4-wheeled light vehicles	400 838
Motorized 2- and 3-wheelers	7 744
Heavy trucks	
Buses	21 732
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	875[b], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[b] Vital registration records. Defined as died within a year of crash.

SAFER ROAD USERS

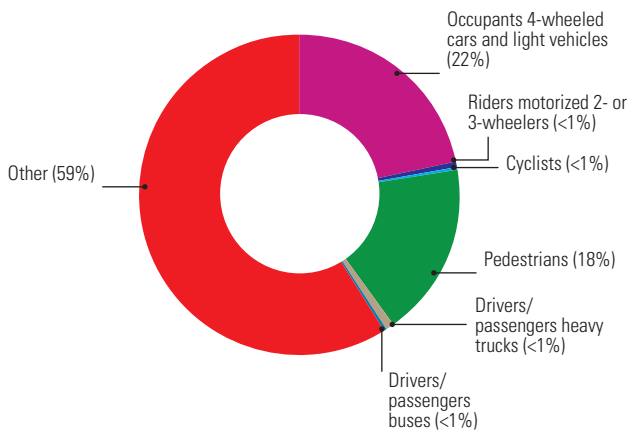
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	59%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Not based on BAC.
[d] 2010, Chief Department of Road Safety, Ministry of Internal Affairs.

POST-CRASH CARE

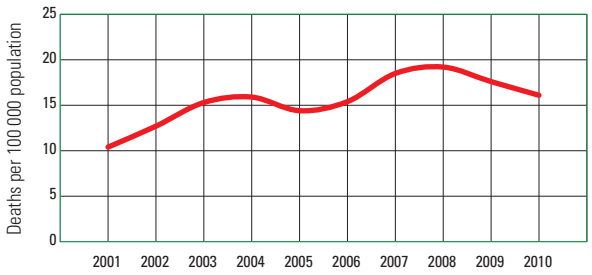
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010 National Statistics Committee.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistics Committee.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Population: 6 200 894
Income group: Middle
Gross national income per capita: US$ 1 010

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (Number of deaths)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 008 788
Cars and 4-wheeled light vehicles	167 882
Motorized 2- and 3-wheelers	812 629
Heavy trucks	2825
Buses	25 452
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	790[a]
Estimated GDP lost due to road traffic crashes	2.7%[b]

[a] 2010, Police records. Defined as died within a year of crash.
[b] 2003, Road Safety Strategy and Action Plan.

SAFER ROAD USERS

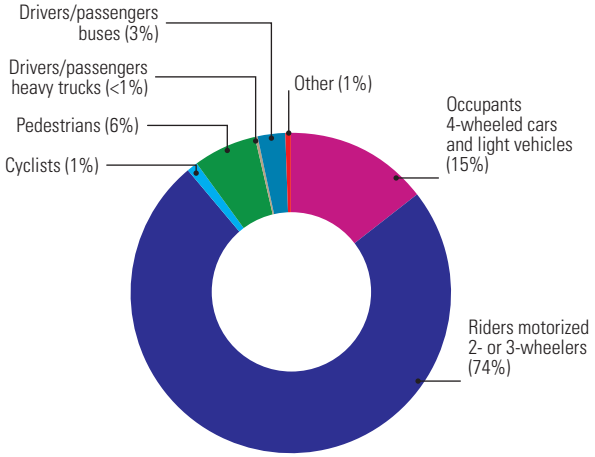
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	50%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	60% All riders[d] 75% Drivers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	—
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] 2010, Department of Traffic Police.
[d] 2008, Road Safety Project.

POST-CRASH CARE

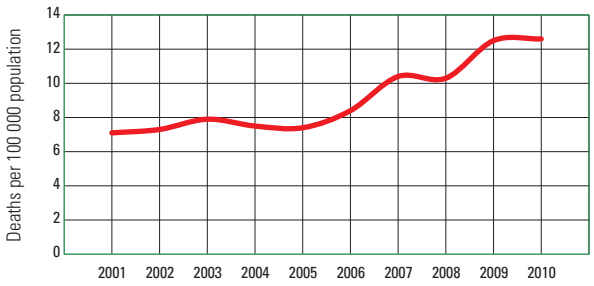
Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	No
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Department of Traffic Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department of Transport/NRSC Sec.

Data collected by multisectoral consensus meeting and cleared by Department of Transport.

Further data on each country can be found in the statistical annex.

LATVIA

Population: 2 252 060
Income group: Middle
Gross national income per capita: US$ 11 850

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2001–2013)
Fatality reduction target	70%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	806 462
Cars and 4-wheeled light vehicles	637 626
Motorized 2- and 3-wheelers	37 811
Heavy trucks	33 748
Buses	5 377
Other	91 900
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	218[b], 56%M, 12%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

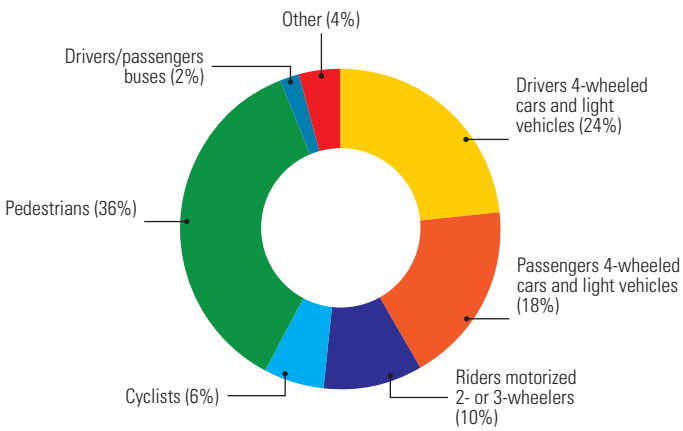
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	88% Front seats[d] 46% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Road Accident Statistic collection.
[d] 2010, Study of Health Behavior among Latvian Adult population (15–64 years).

POST-CRASH CARE

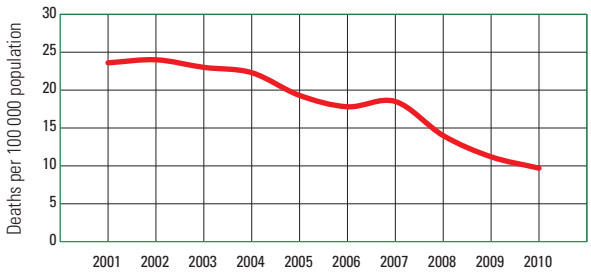
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Traffic Accidents Register.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Traffic Accidents Register.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

LEBANON

Population: 4 227 597
Income group: Middle
Gross national income per capita: US$ 8 750

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	1 525 738
Cars and 4-wheeled light vehicles	1 410 140
Motorized 2- and 3-wheelers	76 573
Heavy trucks	25 270
Buses	13 755
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	549[b], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	3.2–4.8%[c]

[b] Police records. Defined as death caused by a road traffic crash (unlimited time period following crash).
[c] 2004, Proposals and Outlines for a Road Safety Master Plan for Lebanon, May 2004, SIDA Ref N' 2000–04865.

SAFER ROAD USERS

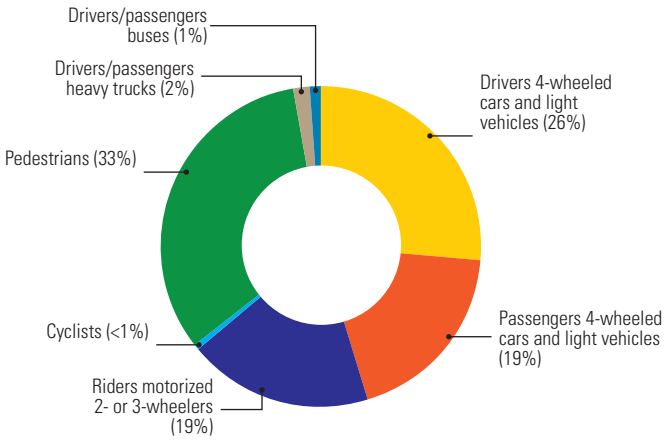
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	13%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	32% Drivers[e] 2% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	14% Drivers[e] 14% Front seats[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[d] 2010, Directorate General of the Internal Security Forces.
[e] 2004, Study on Road Safety in Lebanon, May 2004.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source:2010, Directorate General of the Internal Security Forces – Section of Service and Operations.

TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2008	11.2
2009	12.1
2010	12.9

Source: Section of Service and Operation, Internal Security Forces.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Interior.

LESOTHO

Population: 2 171 318
Income group: Middle
Gross national income per capita: US$ 1 100

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department, Minsitry of Public Works and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2015)
Fatality reduction target	50% by 2015

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	362[b], 33%M, 14%F (53% unknown)
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	—
Enforcement	—
National law on mobile phones while driving	—
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

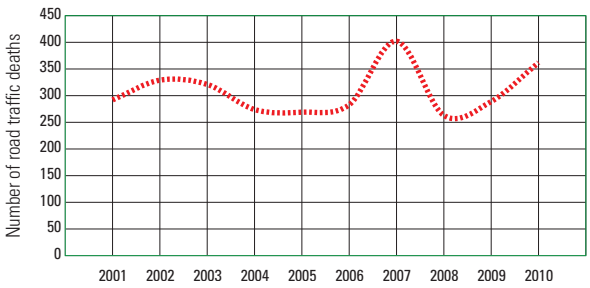
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

[c] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Lesotho Road.

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

LIBERIA

Population: 3 994 122
Income group: Low
Gross national income per capita: US$ 210

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	1 030 951
Cars and 4-wheeled light vehicles	1 029 076
Motorized 2- and 3-wheelers	911
Heavy trucks	396
Buses	568
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2009)	80[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

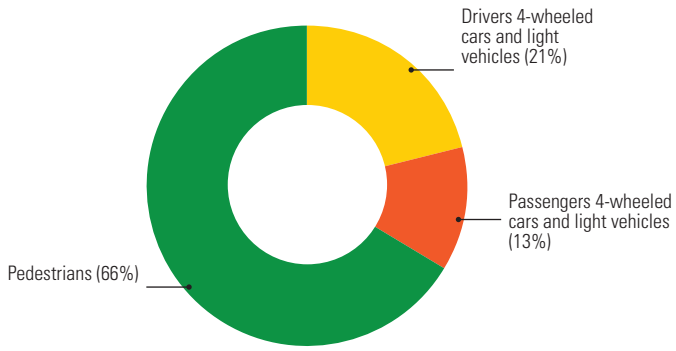
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

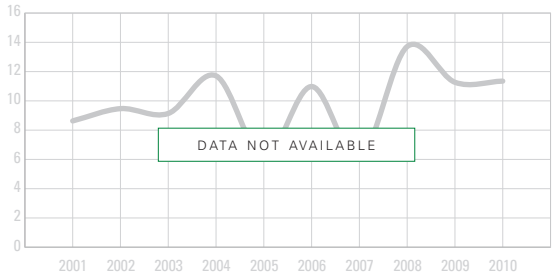
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, LNP Traffic Division.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by the Ministry of Health & Social Welfare.

Further data on each country can be found in the statistical annex.

LITHUANIA

Population: 3 323 611
Income group: Middle
Gross national income per capita: US$ 11 620

INSTITUTIONAL FRAMEWORK

Lead agency	State Traffic Safety Commission
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2017)
Fatality reduction target	From 9.2 to 6 deaths per 100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	1 910 373
Cars and 4-wheeled light vehicles	1 691 855
Motorized 2- and 3-wheelers	56 271
Heavy trucks	133 921
Buses	13 728
Other	14 598
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	299[b], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

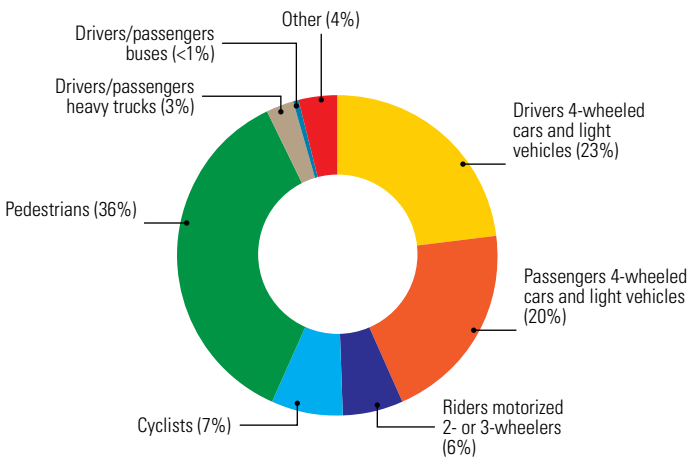
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.04 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	21%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Police Department, Ministry of Interior.

POST-CRASH CARE

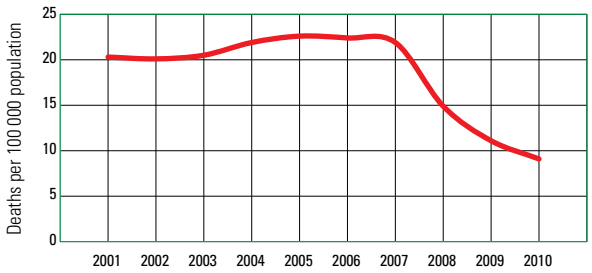
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records, Statistics Lithuania.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

LUXEMBOURG

Population: 507 448
Income group: High
Gross national income per capita: US$ 76 820

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Sustainable Development and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	444 353
Cars and 4-wheeled light vehicles	363 800
Motorized 2- and 3-wheelers	42 402
Heavy trucks	10 827
Buses	1 636
Other	25 688
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	32[b], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	35%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	78% Front seats[d] 60% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

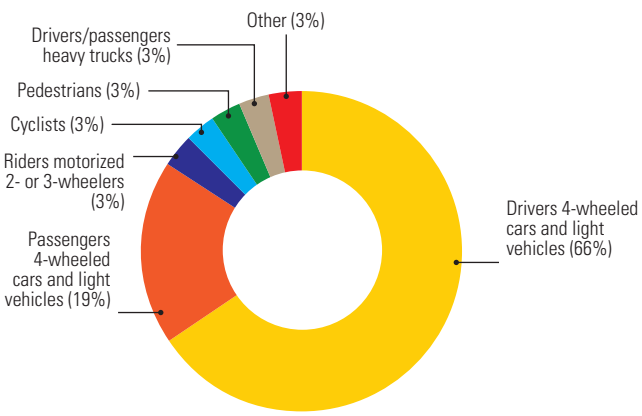
[c] 2010, STATEC/Police Grand-Ducale.
[d] 2003, Enquête ILReS : le port de la ceinture de sécurité au Luxembourg.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	3.7%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

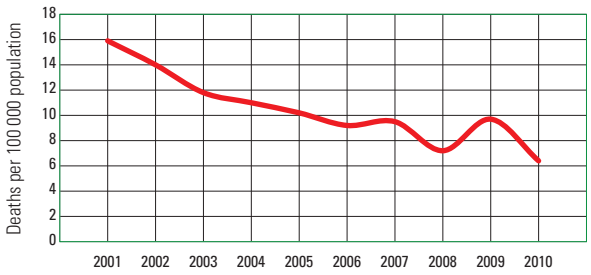
[e] Association for Accidents Insurance.

DEATHS BY ROAD USER CATEGORY



Source: 2010, STATEC/Police Grand-Ducale.

TRENDS IN ROAD TRAFFIC DEATHS



Source: STATEC/Police Grand-Ducale.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry Department Directorate of Health.

MADAGASCAR

Population: 20 713 819
Income group: Low
Gross national income per capita: US$ 430

INSTITUTIONAL FRAMEWORK

Lead agency	Intersectoral Commission for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	Not specified

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	166 112
Cars and 4-wheeled light vehicles	101 158
Motorized 2- and 3-wheelers	20 566
Heavy trucks	18 690
Buses	25 698
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	325[b]
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died within 24 hours of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	65% Drivers[c] 40% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	65% Drivers[c] 45% Front seats[c]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

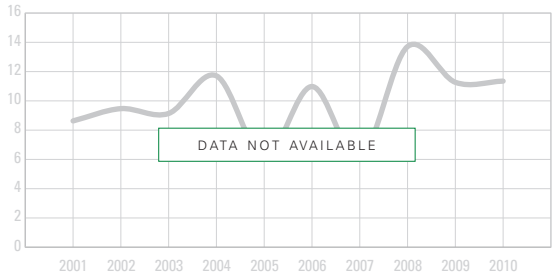
[c] 2008, National Traffic Police.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

MALAWI

Population: 14 900 841
Income group: Low
Gross national income per capita: US$ 330

INSTITUTIONAL FRAMEWORK

Lead agency	Road Transport Services
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	173 800
Cars and 4-wheeled light vehicles	121 516
Motorized 2- and 3-wheelers	14 511
Heavy trucks	23 193
Buses	1 458
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	976[b], 84%M, 16%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

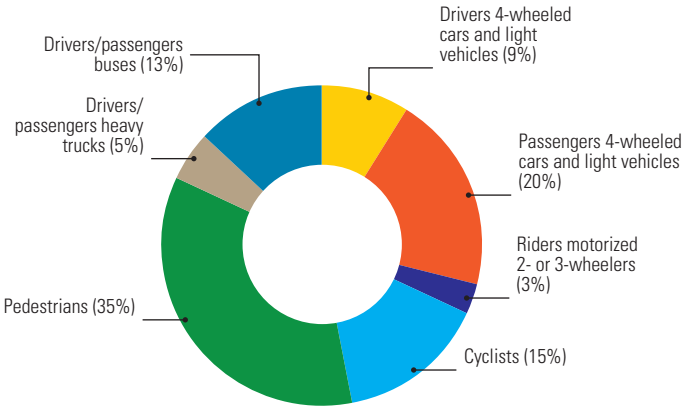
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	—
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[c]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	Yes

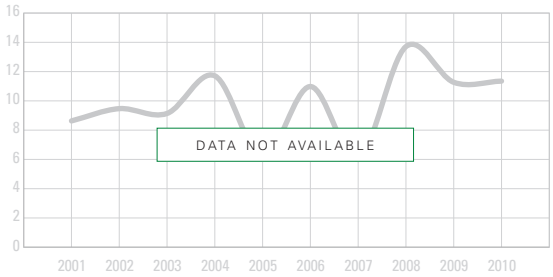
[c] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Road Safety Council.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

MALAYSIA

Population: 28 401 017
Income group: Middle
Gross national income per capita: US$ 7 760

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	6% (deaths per 10 000 vehicles, 2011–2012) 5% (number of deaths, 2013–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	20 188 565
Cars and 4-wheeled light vehicles	9 114 920
Motorized 2- and 3-wheelers	9 441 907
Heavy trucks	966 177
Buses	69 149
Other	596 412
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	6 872[a], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	1.6%[b]

[a] 2010, Police records. Defined as died within 30 days of crash.
[b] 2010, Malaysian Institute of Road Safety Research (MIROS).

SAFER ROAD USERS

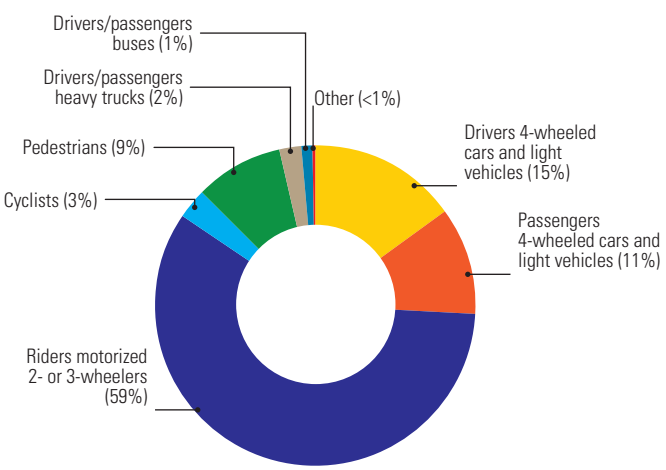
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	23%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	76% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	77% Front seats[e] 10% Rear seats[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Research study by MIROS conducted in Kuala Lumpur (urban area).
[d] 2002, Malaysia Medical Journal.
[e] 2010, Journal of Community Health 2010.

POST-CRASH CARE

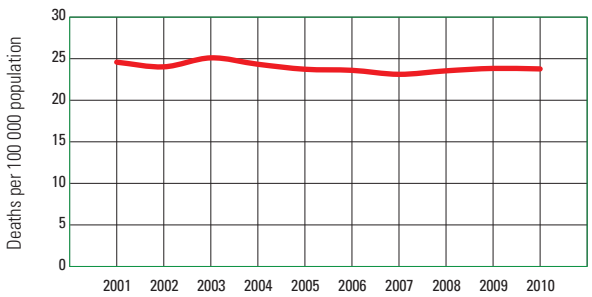
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistical Report Road Accident Malaysia, Royal Malaysia Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: MIROS.

Data collected by multisectoral consensus meeting and cleared by Malaysian Institute of Road Safety Research.

Further data on each country can be found in the statistical annex.

MALDIVES

Population: 315 885
Income group: Middle
Gross national income per capita: US$ 6 150

INSTITUTIONAL FRAMEWORK

Lead agency	Transport Authority
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	50 052
Cars and 4-wheeled light vehicles	6 539
Motorized 2- and 3-wheelers	41 095
Heavy trucks	2 299
Buses	119
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	6[a], 67%M, 33%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

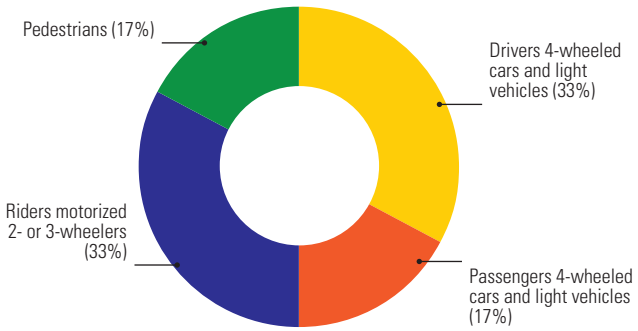
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	30 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	No[b]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[b] Alcohol consumption legally prohibited.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	119
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Maldives Police Service.

TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2006	2.3
2007	2.3
2008	1.6
2009	0.6
2010	1.9

Source: 2010, Maldives Police Service.

Data collected by multi-sectoral consensus meeting and cleared by Ministry of Health and Family.

Further data on each country can be found in the statistical annex.

MALI

Population: 15 369 809
Income group: Low
Gross national income per capita: US$ 600

INSTITUTIONAL FRAMEWORK

Lead agency	National Agency on Road Safety (ANASER)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	211 906
Cars and 4-wheeled light vehicles	132 683
Motorized 2- and 3-wheelers	24 700
Heavy trucks	14 548
Buses	22 506
Other	17 469
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	687[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Alcohol consumption legally prohibited.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	202 39986
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2007	5.3
2008	5.1
2009	3.9
2010	4.5

Source: National Agency on Road Safety.

Data collected by multisectoral consensus meeting and cleared by Ministry of Equipment and Transport.

Further data on each country can be found in the statistical annex.

MALTA

Population: 416 515
Income group: High
Gross national income per capita: US$ 18 620

INSTITUTIONAL FRAMEWORK

Lead agency	Transport Malta
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2009)	425 517
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	15[a], 67%M, 33%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

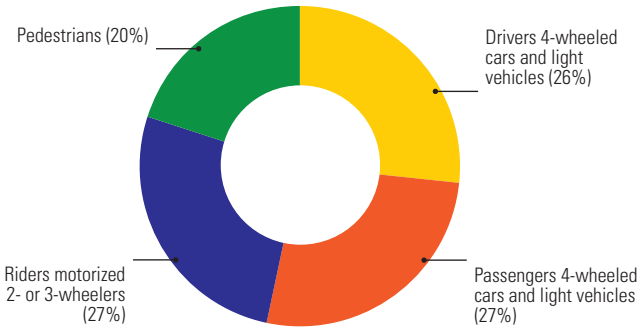
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96% Front seats[b] 8% Rear seats[b]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2003, Health Interview Survey 2002.

POST-CRASH CARE

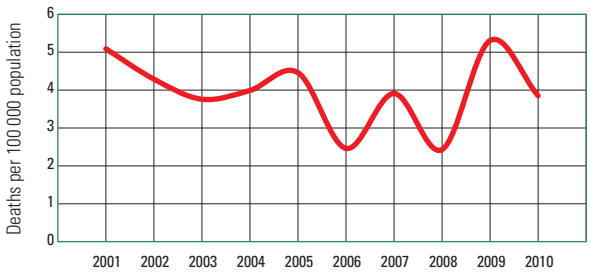
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Mortality Register.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Mortality Register.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry for Health, the Elderly and Community Care.

MARSHALL ISLANDS

Population: 54 009
Income group: Middle
Gross national income per capita: US$ 3 640

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Public Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 892
Cars and 4-wheeled light vehicles	1 715
Motorized 2- and 3-wheelers	37
Heavy trucks	55
Buses	85
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	4[b], 100%M, 0%F
Estimated GDP lost due to road traffic crashes	—

[b] 2010, Police records. Defined as died within 30 days of crash.

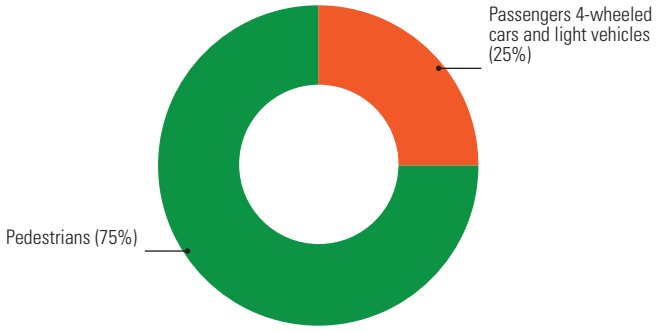
SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

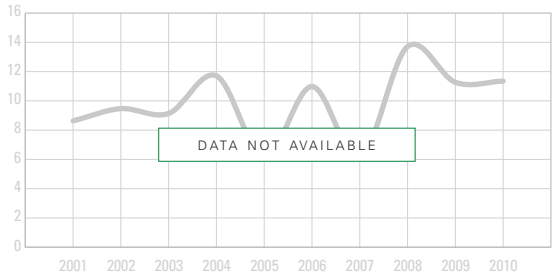
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	625 8666
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police, health Records.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

MAURITANIA

Population: 3 459 773
Income group: Low
Gross national income per capita: US$ 1 000

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Road Safety, Ministry of Equipment and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2010)
Fatality reduction target	50% by year 2010

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	388 305
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	163[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Subnational
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

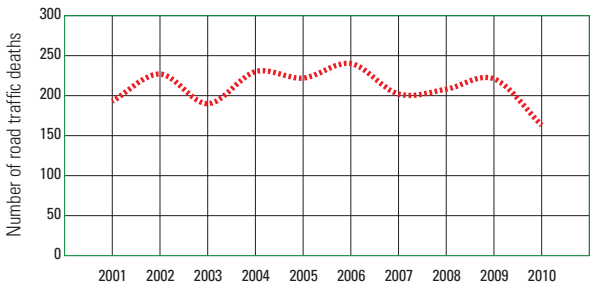
[c] Alcohol consumption legally prohibited.
[d] Not based on BAC.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Transport.

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

MAURITIUS

Population: 1 299 172
Income group: Middle
Gross national income per capita: US$ 7 780

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Management and Road Safety Unit, Ministry of Public Infrastructure, Land Transport and Shipping
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	30% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	384 115
Cars and 4-wheeled light vehicles	201 548
Motorized 2- and 3-wheelers	159 329
Heavy trucks	13 186
Buses	2 845
Other	7 207
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	158[b], 84%M, 17%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

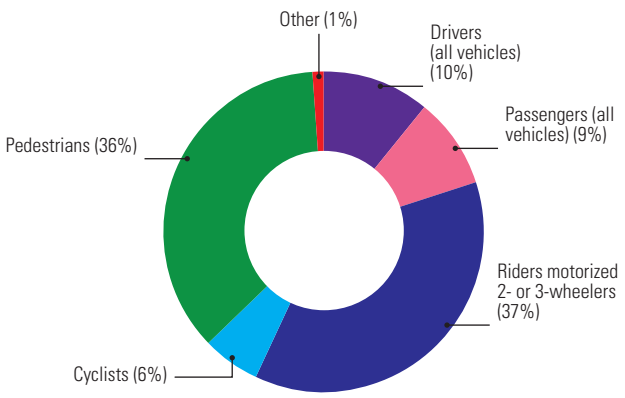
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	90 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	32%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	97% Front seats[d] 0.2% Rear seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] 2010, Police Traffic Branch/Forensic Science Laboratory.
[d] 2011, Traffic Management and Road Safety Unit.

POST-CRASH CARE

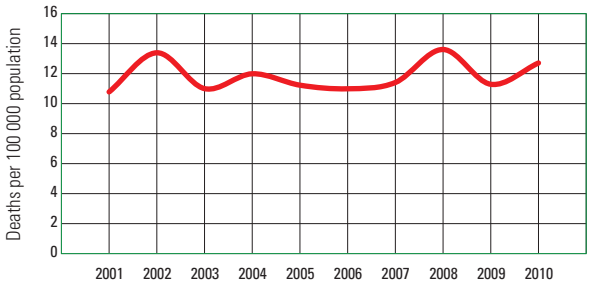
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	114
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Economic and Social indicators, 917. Road Transport and Road Traffic Accident Statistics, 2011, http://statsmauritius.gov.mu

TRENDS IN ROAD TRAFFIC DEATHS



Source: Economic and Social indicators, Issue No 917. Rd Transport and Road Traffic Accident Statistics (Jan–June 2011). Page 9 (http://statsmauritius.gov.mu).

Data collected by multisectoral consensus meeting and cleared by Ministry of Public Infrastructure.

Further data on each country can be found in the statistical annex.

MEXICO

Population: 113 423 052
Income group: Middle
Gross national income per capita: US$ 8 930

INSTITUTIONAL FRAMEWORK

Lead agency	Technical Secretariat of National Council of Injury Prevention
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2009)	30 904 659
Cars and 4-wheeled light vehicles	20 523 704
Motorized 2- and 3-wheelers	1 201 046
Heavy trucks	8 842 518
Buses	337 391
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	17 820[a], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	1.7%[b]

[a] Vital registration data. Defined as death caused by a road traffic crash (unlimited time period following crash).
[b] 2011, Cost of motor vehicle accidents in Mexico, National Council of Injury Prevention.

SAFER ROAD USERS

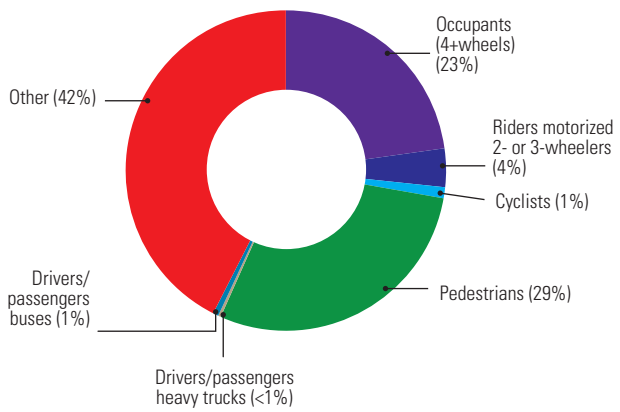
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05–0.08 g/dl[c]
BAC limit – young or novice drivers	0.05–0.08 g/dl[c]
BAC limit – professional/commercial drivers	0.02 g/dl[c]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	23%[d]
National motorcycle helmet law	Subnational
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	75% Drivers[e] 84% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	29% Front seats[f] 4% Rear seats[f]
National child restraint law	Subnational
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] BAC limits are set at the subnational level.
[d] 2009, Epidemiological Surveillance System for Addictions. Secretariat of Health/Forensic Medical Services.
[e] 2011, Technical Secretariat of National Council of Injury Prevention.
[f] 2011, Basal Diagnostic of RE-10 (INSP-JHU). Information obtained from three cities: Guadalajara, Leon and Cuernavaca.

POST-CRASH CARE

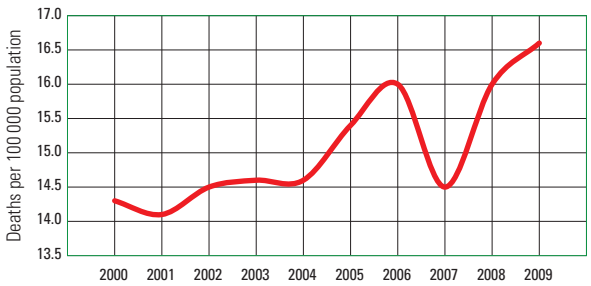
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	0.6%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, Secretariat of Health and the National Institute of Statistics Geography and Information.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, National Institute of Statistics Geography and Information.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Undersecretariat of Prevention and Health Promotion.

MICRONESIA (FEDERATED STATES OF)

Population: 111 064
Income group: Middle
Gross national income per capita: US$ 2 730

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	8 337
Cars and 4-wheeled light vehicles	7 356
Motorized 2- and 3-wheelers	96
Heavy trucks	747
Buses	138
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	2[b], 100%M, 0%F
Estimated GDP lost due to road traffic crashes	—

[b] 2010, Health facility records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Subnational
Local authorities can set lower limits	—
Maximum limit urban roads	—
Enforcement	—
National drink–driving law	Subnational
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Subnational
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

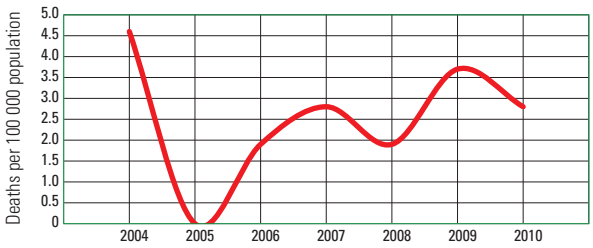
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[c]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

[c] No ambulance service.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Federated States of Micronesia, Department of Health and Social Affairs, Health Information System.

Data collected by multisectoral consensus meeting and cleared by Department of Health and Social Affairs.

Further data on each country can be found in the statistical annex.

MONGOLIA

Population: 2 756 001
Income group: Middle
Gross national income per capita: US$ 1 870

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Police
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	365 959
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	491[b], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[b] 2010, Health facility records. Defined as died within a year of crash.

SAFER ROAD USERS

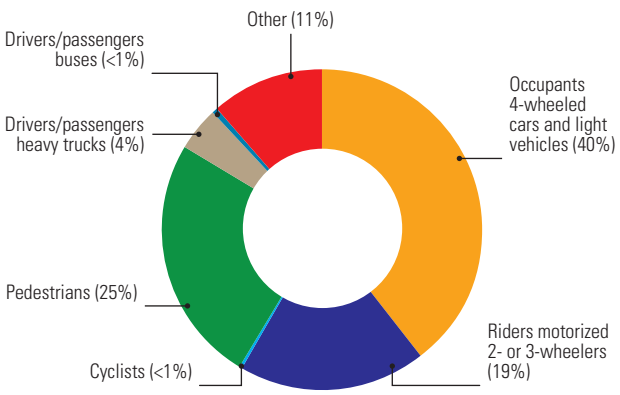
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	28%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	⓪ 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Traffic police.

POST-CRASH CARE

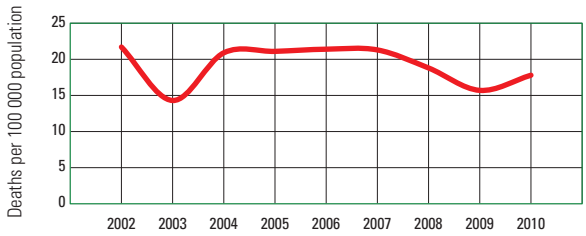
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Health statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Health statistics (data from Center for Health Development).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

MONTENEGRO

Population: 631 490
Income group: Middle
Gross national income per capita: US$ 6 740

INSTITUTIONAL FRAMEWORK

Lead agency	Coordinating Body for Monitoring the Implementation of Strategies to Improve Safety in Road traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2019)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	187 913
Cars and 4-wheeled light vehicles	165 693
Motorized 2- and 3-wheelers	4 492
Heavy trucks	16 588
Buses	1 140
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	95[b], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

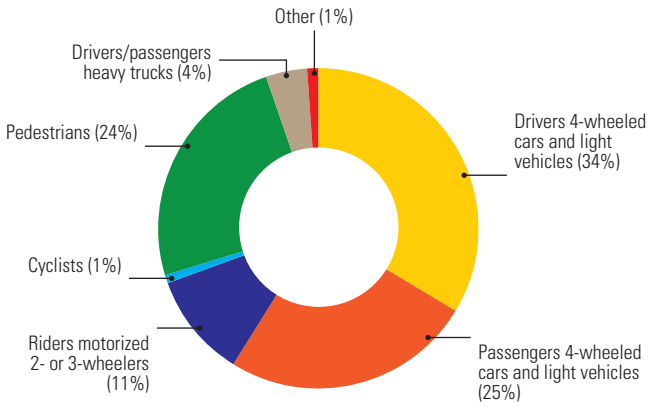
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	30%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	70% Drivers[d] 5% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	41% Front seats[e] 10% Rear seats[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] 2010, Police Directorate, Regional Units in Podgorica.
[d] 2010, Police Directorate.
[e] 2010, UNICEF, Ipsos Strategic Marketing, Road Safety Survey in Montenegro.

POST-CRASH CARE

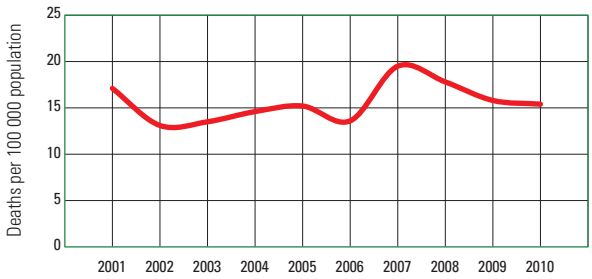
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Directorate.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Directorate.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

MOROCCO

Population: 31 951 412
Income group: Middle
Gross national income per capita: US$ 2 850

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Committee of Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	2 791 004
Cars and 4-wheeled light vehicles	1 976 172
Motorized 2- and 3-wheelers	31 353
Heavy trucks	654 434
Buses	53 363
Other	75 682
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	3 778[a], 80%M, 17%F
Estimated GDP lost due to road traffic crashes	2%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2007, Road Safety in Morocco: Strategy and Plan of Action, UNECA 2009.

SAFER ROAD USERS

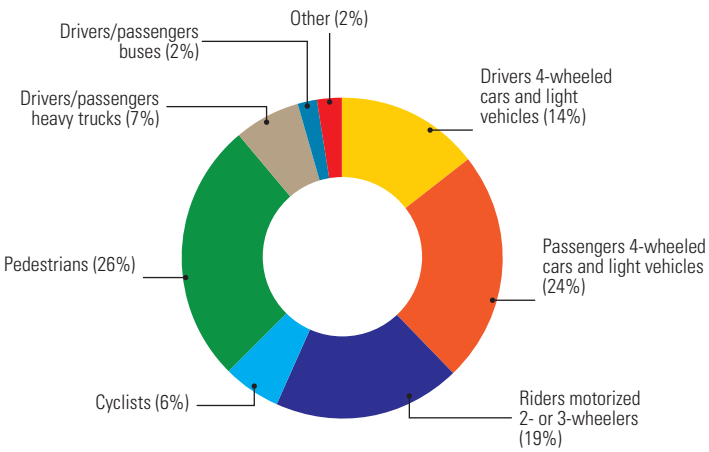
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	79% Drivers[d] 24% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	51% Drivers[d] 52% Front seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Alcohol consumption legally prohibited.
[d] 2009, National Committee for Prevention of Traffic Accidents.

POST-CRASH CARE

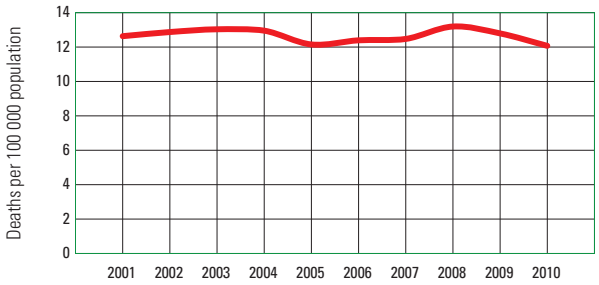
Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	115
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Directorate, Ministry of Equipment and Transport.

TRENDS IN ROAD TRAFFIC DEATHS



Source: High Commission of Planning, and the Road Directorate, Ministry of Equipment and Transport.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Equipment & Transport and Ministry of Health.

MOZAMBIQUE

Population: 23 390 765
Income group: Low
Gross national income per capita: US$ 440

INSTITUTIONAL FRAMEWORK

Lead agency	INAV (National Road Traffic Institute)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2016)
Fatality reduction target	50% (deaths per 100 000 population)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	380 343
Cars and 4-wheeled light vehicles	233 086
Motorized 2- and 3-wheelers	50 140
Heavy trucks	82 389
Buses	—
Other	14 728
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 963[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

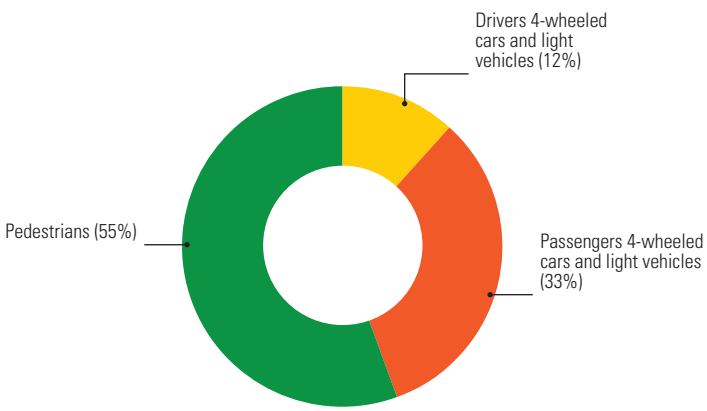
SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.06 g/dl
BAC limit – young or novice drivers	0.06 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

POST-CRASH CARE

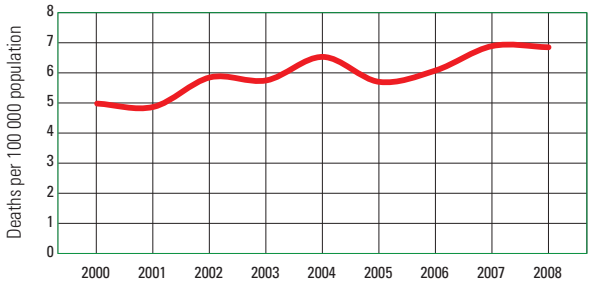
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	—
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Traffic Police (PRM).

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Traffic Police (PRM).

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

MYANMAR

Population: 47 963 010
Income group: Low
Gross national income per capita: —

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Rules Enforcement Supervisory Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2015)
Fatality reduction target	50% (fatality rate)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2011)	2 326 639
Cars and 4-wheeled light vehicles	269 423
Motorized 2- and 3-wheelers	1 911 040
Heavy trucks	65 579
Buses	21 578
Other	59 019
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	2 464[a], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	0.5%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2008, Traffic Rules Enforcement Supervisory Committee.

SAFER ROAD USERS

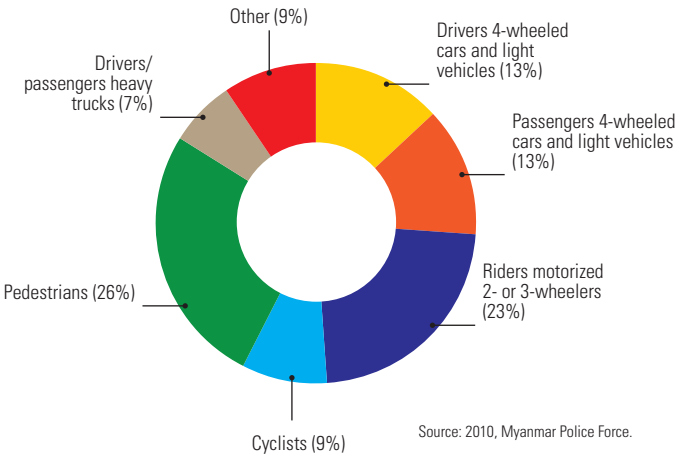
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	48 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.07 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	48–51% All riders[c]
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2011, Health department, study in Yangon General hospital.

POST-CRASH CARE

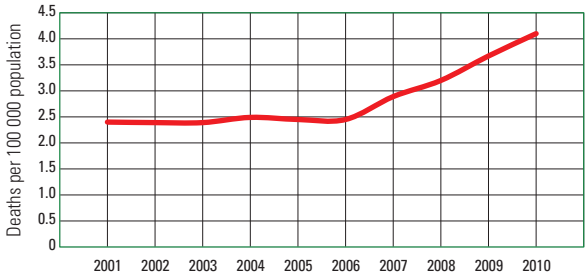
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Myanmar Police Force.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Myanmar Police Force.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

NAMIBIA

Population: 2 283 289
Income group: Middle
Gross national income per capita: US$ 4 250

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2015)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	229 806
Cars and 4-wheeled light vehicles	201 472
Motorized 2- and 3-wheelers	5 356
Heavy trucks	15 303
Buses	3 012
Other	4 663
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	225[a], 61%M, 14%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

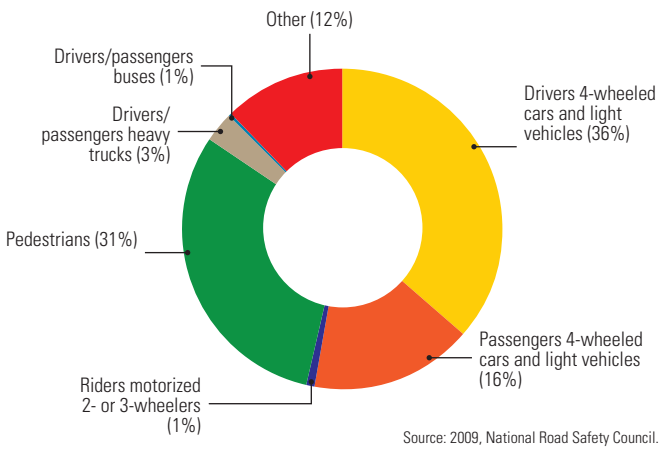
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	30%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	12% All riders[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	55% Front seats[d] 1% Rear seats[d]
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2009, National Forensic Science Laboratory.
[c] 2009, National Road Safety Council.
[d] 2007, Global Road Safety Partnership, the study was commisioned by the National Road Safety Council

POST-CRASH CARE

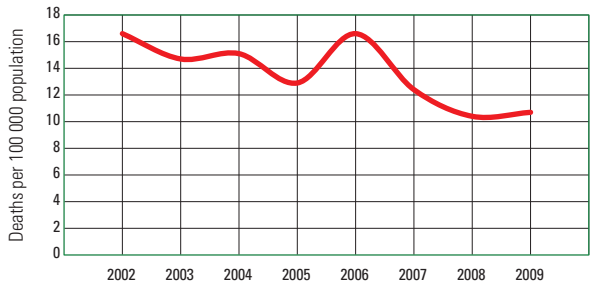
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, National Road Safety Council.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Road Safety Council.

Data collected by multisectoral consensus meeting and cleared by Ministry of Works and Transport.

Further data on each country can be found in the statistical annex.

NEPAL

Population: 29 959 364
Income group: Low
Gross national income per capita: US$ 490

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	1 178 911
Cars and 4-wheeled light vehicles	133 992
Motorized 2- and 3-wheelers	891 018
Heavy trucks	47 930
Buses	35 100
Other	70 871
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 689[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	0.8%[c]

[b] Police records. Defined as died within 35 days of the crash.
[c] 2011, World Health Survey, Final Report on Study of Health Care Cost for Road Traffic Accidents (RTA).

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

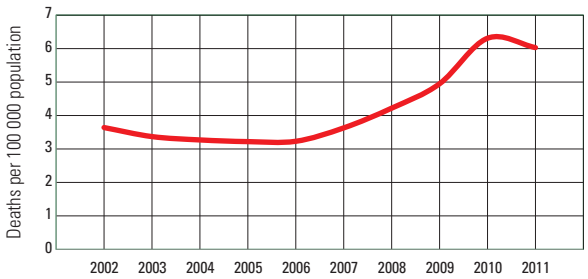
[d] Not based on BAC.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	No
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Directorate.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Population.

Further data on each country can be found in the statistical annex.

NETHERLANDS

Population: 16 612 988
Income group: High
Gross national income per capita: US$ 48 920

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Infrastructure and the Environment
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	<500

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No[a]
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

[a] Only Trans European Roads.

SAFER VEHICLES

Total registered vehicles (2010)	9 340 006
Cars and 4-wheeled light vehicles	8 494 708
Motorized 2- and 3-wheelers	623 442[b]
Heavy trucks	210 222
Buses	11 634
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

[b] Excluding mopeds and other moped-registration type vehicles.

DATA

Reported road traffic fatalities (2010)	640[c], 74%M, 26%F
Estimated GDP lost due to road traffic crashes	2.1%[d]

[c] Rijkswaterstaat DVS and Statistics Netherlands. Defined as died within 30 days of crash.
[d] 2007, SWOV 2009 Factsheet: http://www.swov.nl/rapport/Factsheets/UK/FS_Costs.pdf.

SAFER ROAD USERS

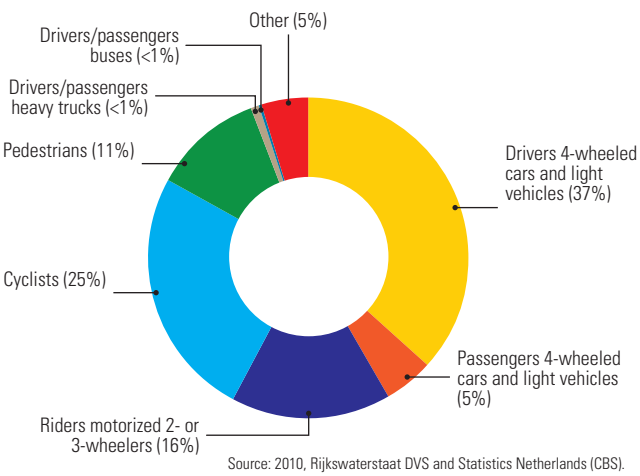
Penalty/demerit point system in place	Yes[e]
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	20%[f]
National motorcycle helmet law	Yes[g]
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	91–94% Moped drivers[h] 84% Moped passengers[i]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	97% Front seats[j] 82% Rear seats[j]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[e] Only for novice drivers.
[f] 2010, Rijden onder invloed 2010 / DRUID (not yet published).
[g] Excludes slow mopeds (max 25 km/h).
[h] 2010, PROV.
[i] 2008, 'Monitoring Bromfietshelmen 2008', internal report by BVOM (part of Ministry of Justice).
[j] 2010, BIA-report 2010, relates to car occupants only.

POST-CRASH CARE

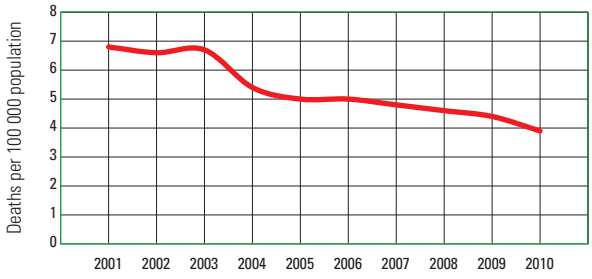
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Rijkswaterstaat DVS and Statistics Netherlands (CBS).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Rijkswaterstaat DVS and Statistics Netherlands (CBS).

Data collected by multisectoral consensus meeting and cleared by Ministry of Infrastructure and the Environment – Directorate General Mobility.

Further data on each country can be found in the statistical annex.

NEW ZEALAND

Population: 4 368 136
Income group: High
Gross national income per capita: US$ 29 350

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	Multiple[a]

[a] Targets vary for specific groups. See New Zealand's Road Safety Strategy 2010–2020, p. 13.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	3 227 000
Cars and 4-wheeled light vehicles	2 979 000
Motorized 2- and 3-wheelers	113 000
Heavy trucks	112 000
Buses	8 300
Other	14 700
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	Yes

[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	375[c], 70%M, 30%F
Estimated GDP lost due to road traffic crashes	0.02%[d]

[c] 2010, Police records. Defined as died within 30 days of crash.
[d] Social Cost of Road Crashes and Injuries, June 2010 Update (estimate for 2009).

SAFER ROAD USERS

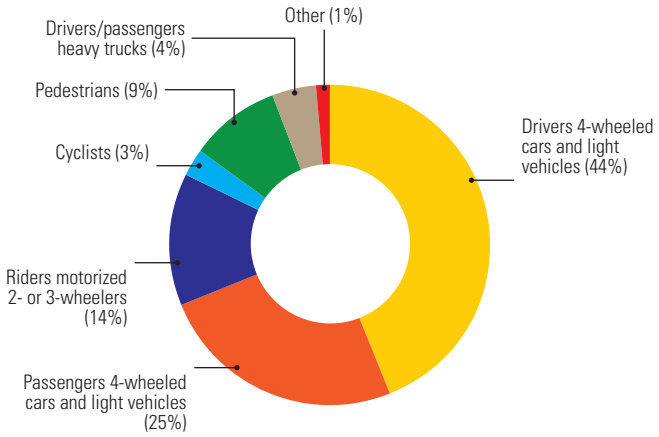
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	32%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	96% Front seats[f] 88% Rear seats[f]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[e] 2010, Motor Vehicle Crashes in New Zealand 2010.
[f] 2010, Ministry of Transport.

POST-CRASH CARE

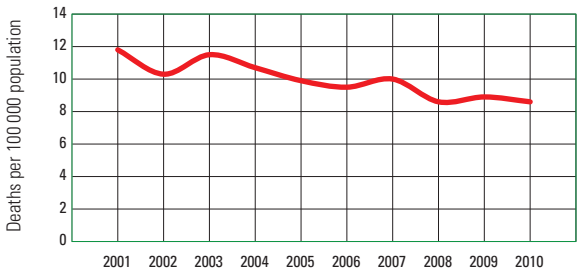
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	111
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Transport, Crash Analysis System.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Ministry of Transport, Crash Analysis System.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport.

Further data on each country can be found in the statistical annex.

NICARAGUA

Population: 5 788 163
Income group: Middle
Gross national income per capita: US$ 1 100

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	445 974
Cars and 4-wheeled light vehicles	279 668
Motorized 2- and 3-wheelers	115 541
Heavy trucks	43 998
Buses	6 767
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	571[b], 84%M, 16%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

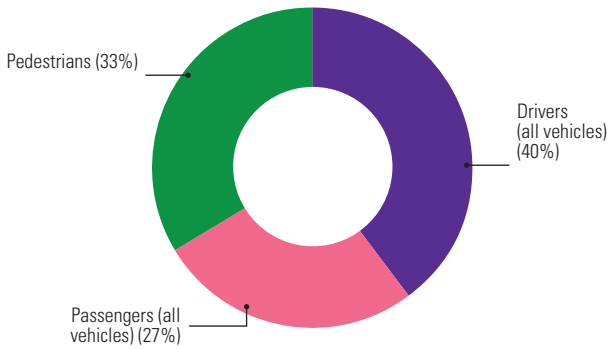
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	45 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, National Police.

POST-CRASH CARE

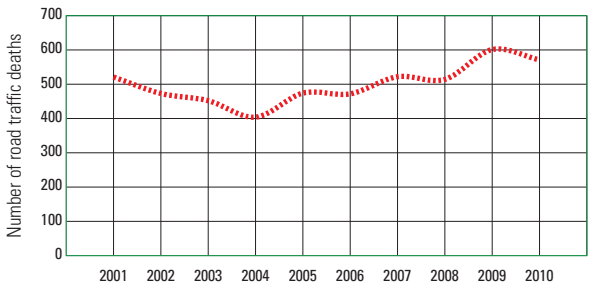
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Police.

Data collected by multisectoral consensus meeting and cleared by the National Police.

Further data on each country can be found in the statistical annex.

NIGER

Population: 15 511 953
Income group: Low
Gross national income per capita: US$ 360

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2009)	155 115
Cars and 4-wheeled light vehicles	110 446
Motorized 2- and 3-wheelers	36 029
Heavy trucks	3 574
Buses	5 066
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	654[b]
Estimated GDP lost due to road traffic crashes	1%[c]

[b] Police records. Defined as died within 7 days of crash.
[c] 2006, Ministry of Transport.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[e]
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

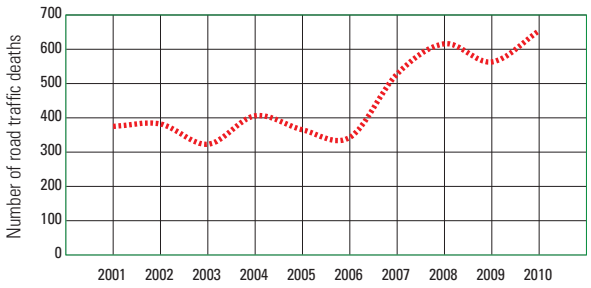
[d] Not based on BAC.
[e] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Transport.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport.

Further data on each country can be found in the statistical annex.

NIGERIA

Population: 158 423 184
Income group: Middle
Gross national income per capita: US$ 1 170

INSTITUTIONAL FRAMEWORK

Lead agency	Federal Road Safety Commission
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	48.4 deaths/10 000 vehicles to 3.2 deaths/10 000 vehicles

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	12 545 177
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	5 189 159
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	4 065[a]
Estimated GDP lost due to road traffic crashes	4%[b]

[a] Lead Agency Records. Defined as died within 24 hours of crash.
[b] 2010, Federal Road Safety Corps / Ogwude I, estimate based on ongoing study on the Cost of Road Traffic Crashes in Nigeria.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	76% Drivers[c]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

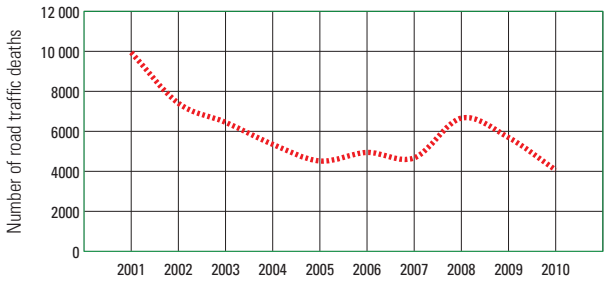
[c] 2010, Ojekunle field survey, unpublished.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Federal Road Safety Corps.

Data collected by multisectoral consensus meeting and cleared by Federal Road Safety Commission.

Further data on each country can be found in the statistical annex.

NIUE

Population: 1 465
Income group: Middle
Gross national income per capita: —

INSTITUTIONAL FRAMEWORK

Lead agency	Niue Police
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	848
Cars and 4-wheeled light vehicles	806
Motorized 2- and 3-wheelers	30
Heavy trucks	6
Buses	6
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	No[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1[b], 100%M, 0%F
Estimated GDP lost due to road traffic crashes	0

[b] 2010, Police records. Defined as died at scene of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	100% (1 death)[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2010, Police.

POST-CRASH CARE

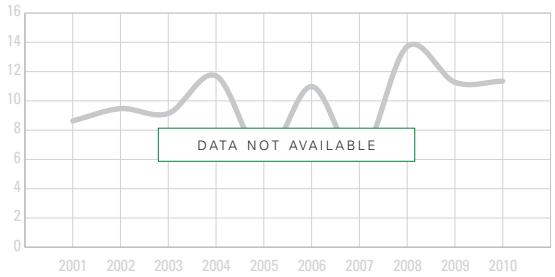
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	87
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2010	Drivers 4-wheeled cars and light vehicles	1

Source: 2010, Police.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Department of Public Health.

Further data on each country can be found in the statistical annex.

NORWAY

Population: 4 883 111
Income group: High
Gross national income per capita: US$ 86 390

INSTITUTIONAL FRAMEWORK

Lead agency	Norwegian Public Roads Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2010–2019)
Fatality reduction target	1/3 reduction in people killed and seriously injured

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	3 134 652
Cars and 4-wheeled light vehicles	2 685 070
Motorized 2- and 3-wheelers	323 930
Heavy trucks	104 241
Buses	21 411
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	208[b], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	1%[c]

[b] Health facility records. Defined as died within 30 days of crash.
[c] 2010, Statistics Norway.

SAFER ROAD USERS

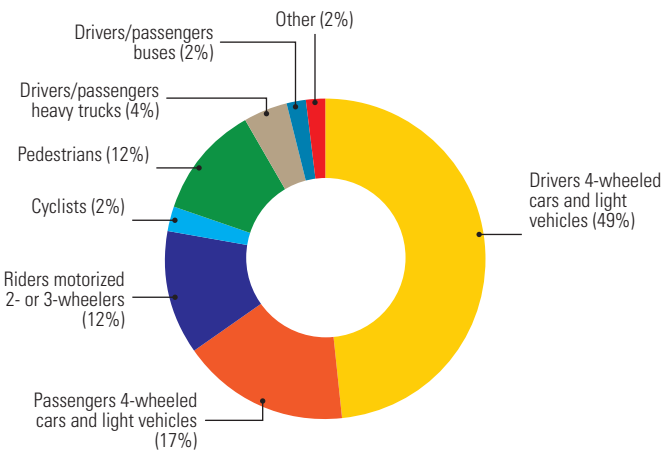
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	15%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	99% Drivers[d] 99% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	92% Front seats[d] 90% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, Statistics Norway.

POST-CRASH CARE

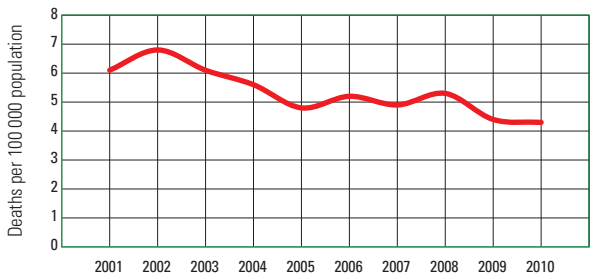
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	113
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistics Norway.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Statistics Norway.

Data collected by multisectoral consensus meeting and cleared by Norwegian Directorate of Health.

Further data on each country can be found in the statistical annex.

OMAN

Population: 2 782 435
Income group: High
Gross national income per capita: US$ 19 260

INSTITUTIONAL FRAMEWORK

Lead agency	The National Committee for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	25%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	804 233
Cars and 4-wheeled light vehicles	672 407
Motorized 2- and 3-wheelers	3 672
Heavy trucks	100 708
Buses	27 446
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	820[b], 85%M, 16%F
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources (police and health facility records). Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	100 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	0.6%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	90% Front seats[c] 1% Rear seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

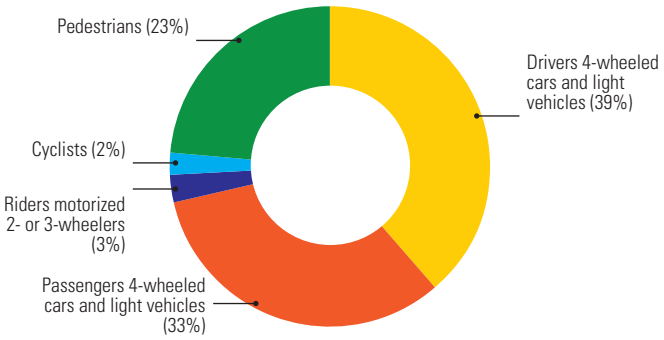
[c] 2010, Royal Oman Police.
[d] 2004, McIlvenny S, et al, The Journal of the Royal Society for the Promotion of Health (124:280).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	9999
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	1.4%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

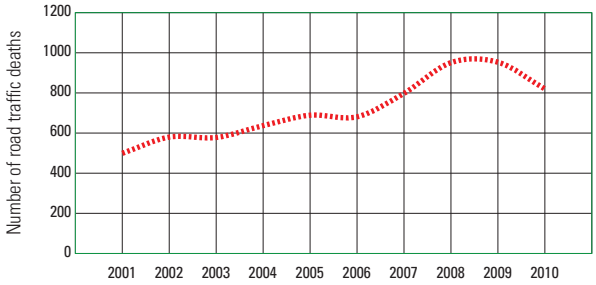
[e] Ministry of Health National Economy

DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Oman Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Oman Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

PAKISTAN

Population: 173 593 384
Income group: Middle
Gross national income per capita: US$ 1 050

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Communication
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	7 853 022
Cars and 4-wheeled light vehicles	1 849 229
Motorized 2- and 3-wheelers	4 506 948
Heavy trucks	216 119
Buses	198 790
Other	1 081 936
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	5 192[a]
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

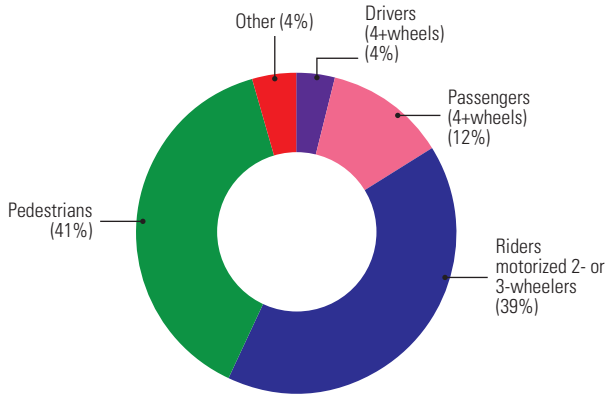
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	95 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[b,c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	10% All riders[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	4% Drivers[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] Alcohol consumption legally prohibited.
[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.
[e] 2010, Road Traffic Injury Research & Prevention Centre, Jinnah Postgraduate Medical Centre, Karachi.

POST-CRASH CARE

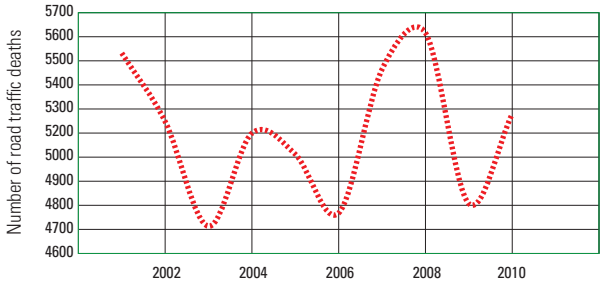
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Traffic Injury Research and Prevention Centre, Karachi, Pakistan.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Provincial Police Departments.

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

PALAU

Population: 20 458
Income group: Middle
Gross national income per capita: US$ 6 560

INSTITUTIONAL FRAMEWORK

Lead agency	Bureau of Public Safety, Ministry of Justice
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	5 774
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	3[b], 100%M, 0%F
Estimated GDP lost due to road traffic crashes	—

[b] 2010, Combined sources. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.10 g/dl
BAC limit – young or novice drivers	0.10 g/dl
BAC limit – professional/commercial drivers	0.10 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	100%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Cases suspected of drink-driving are further investigated.
[d] 2010, Ministry of Health and Ministry of Justice.

POST-CRASH CARE

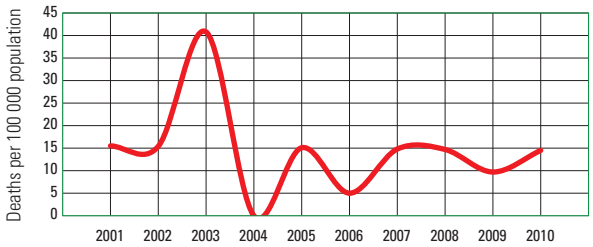
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2010	Drivers 4-wheeled cars and light vehicles	3

Source: 2010, Vital Registration, Ministry of Health.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Vital Registration, Ministry of Health and Ministry of Justice.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

PANAMA

Population: 3 516 820
Income group: Middle
Gross national income per capita: US$ 7 010

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic and Ground Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	30%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	612 000
Cars and 4-wheeled light vehicles	306 000
Motorized 2- and 3-wheelers	55 080
Heavy trucks	122 400
Buses	42 840
Other	85 680
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	422[b], 84%M, 16%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

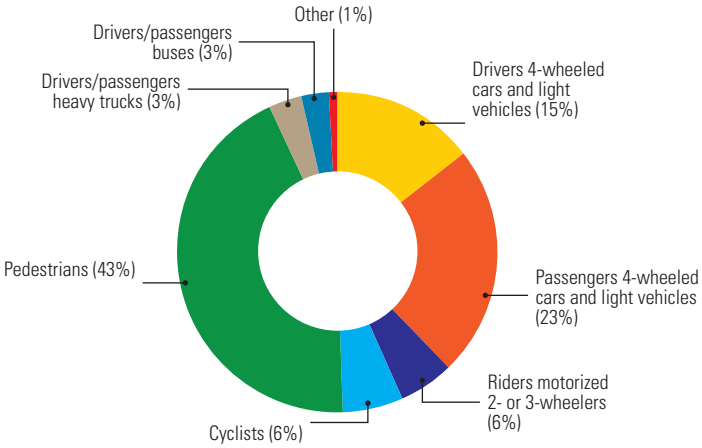
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.05g/dl
BAC limit – young or novice drivers	0.05g/dl
BAC limit – professional/commercial drivers	0.05g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98%Drivers[c] 95%Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	90% Front seats[c] 10% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, National Directorate of Transit Operation.

POST-CRASH CARE

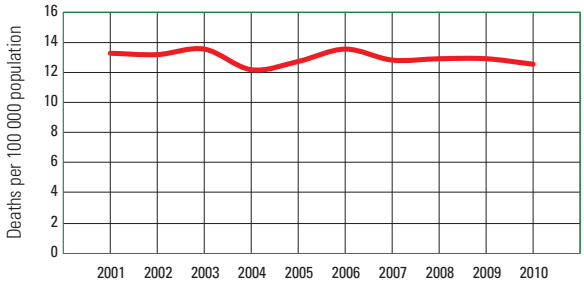
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Directorate of Transit Operation, National Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Directorate of Transit Operation, National Police.

Data collected by multisectoral consensus meeting and cleared by the Traffic and Ground Transport Authority.

Further data on each country can be found in the statistical annex.

PAPUA NEW GUINEA

Population: 6 858 266
Income group: Middle
Gross national income per capita: US$ 1 300

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council (NRSC)
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2007)	269[b], 69%M, 30%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Definition not specified.

SAFER ROAD USERS

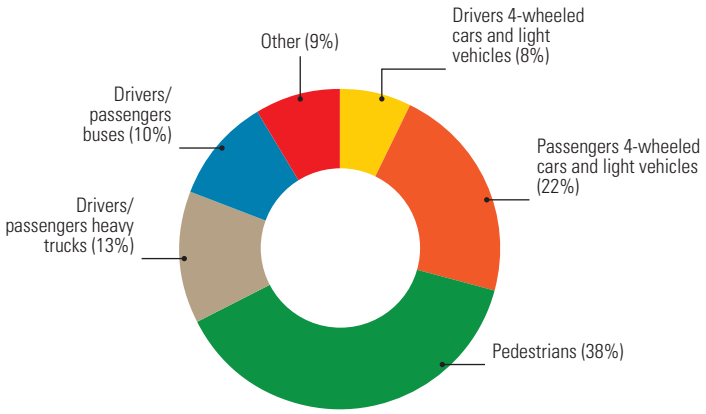
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.
[e] 2007, Police/NRSC Accident Report Forms.

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	111
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	—

DEATHS BY ROAD USER CATEGORY



Source: 2007, NRSC/Police.

TRENDS IN ROAD TRAFFIC DEATHS

Year	Number of road traffic deaths
2006	241
2007	269

Source: National Road Safety Council/Police.

Data collected by National Data Coordinator and cleared by National Road Safety Council.

Further data on each country can be found in the statistical annex.

PARAGUAY

Population: 6 454 548
Income group: Middle
Gross national income per capita: US$ 2 730

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2013)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	919 247
Cars and 4-wheeled light vehicles	490 674
Motorized 2- and 3-wheelers	237 174
Heavy trucks	51 655
Buses	6 844
Other	132 900
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 206[b], 82%M, 18%F
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as died within 30 days of crash.

SAFER ROAD USERS

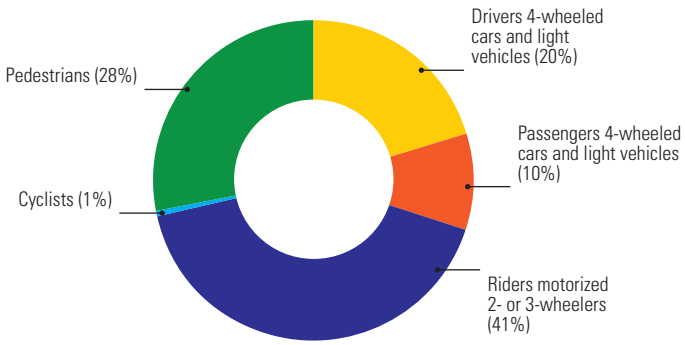
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Subnational
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	60%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	45% Drivers[d] 20% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	85% Front seats[e] 50% Rear seats[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2009, Statistical data analysis of inspections carried out by highway patrol and municipal traffic police during weekends and holidays.
[d] 2010, Asuncion's statistical records of highway patrol and traffic police.
[e] 2009, Highway Patrol.

POST-CRASH CARE

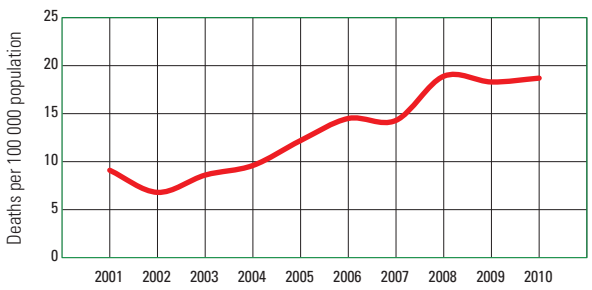
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Public Health and Social Welfare, Database of the Vital Statistic Subsystem.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Ministry of Public Health and Social Welfare.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Public Health and Social Welfare.

Further data on each country can be found in the statistical annex.

PERU

Population: 29 076 512
Income group: Middle
Gross national income per capita: US$ 4 900

INSTITUTIONAL FRAMEWORK

Lead agency	Natinal Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2012)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	3 155 614
Cars and 4-wheeled light vehicles	1 578 328
Motorized 2- and 3-wheelers	1 305 924
Heavy trucks	216 973
Buses	54 389
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	2 514[b], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	1.5%[c]

[b] Ministry of Health. Defined as died within 30 days of crash.
[c] 2009, Antidotes for the congestion and the insecurity in transit/PROEXPANSION.

SAFER ROAD USERS

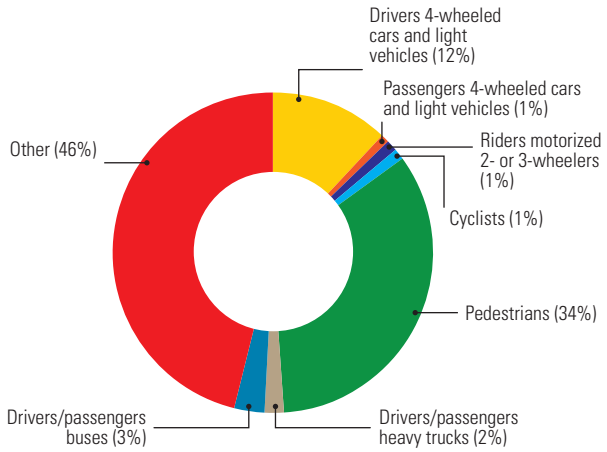
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.025 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	4%[d]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

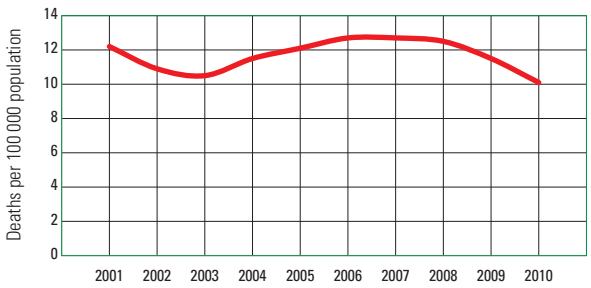
[d] National Institute of Statistics and Information.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Health.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

PHILIPPINES

Population: 93 260 800
Income group: Middle
Gross national income per capita: US$ 2 060

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Management Group, Dept of Transportation and Communication
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (number of deaths)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	6 634 855
Cars and 4-wheeled light vehicles	2 770 591
Motorized 2- and 3-wheelers	3 482 149
Heavy trucks	347 182
Buses	34 933
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2008)	6 941[a], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	2.6%[b]

[a] 2008, Vital registration data. Defined as death caused by a road traffic crash (unlimited time period).
[b] 2009, Sigua, UP COE/NCTS (ADB Publication).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1.4%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	51% All riders[d] 87% Drivers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	80% Drivers[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] 2006, Philippine National Police –TMG (Traffic Management Group).
[d] 2011, Prevalence of Road Traffic Injury Risk Factors in the Province of Guimaras.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	117
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2006	7.8
2007	8.2
2008	7.7

Source: 2008, Vital Registration (NSO).

Data collected by multisectoral consensus meeting and cleared by Department of Health.

Further data on each country can be found in the statistical annex.

POLAND

Population: 38 276 660
Income group: High
Gross national income per capita: US$ 12 450

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2003–2013)
Fatality reduction target	50% (<2 800 deaths in 2013)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	22 024 697
Cars and 4-wheeled light vehicles	16 494 650
Motorized 2- and 3-wheelers	1 808 723
Heavy trucks	2 797 798
Buses	95 415
Other	828 111
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	3 907[a], 76%M, 23%F
Estimated GDP lost due to road traffic crashes	2.0–2.5%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2008, Road and Bridge Research Institute.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	9%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	79% Front seats[d] 42% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

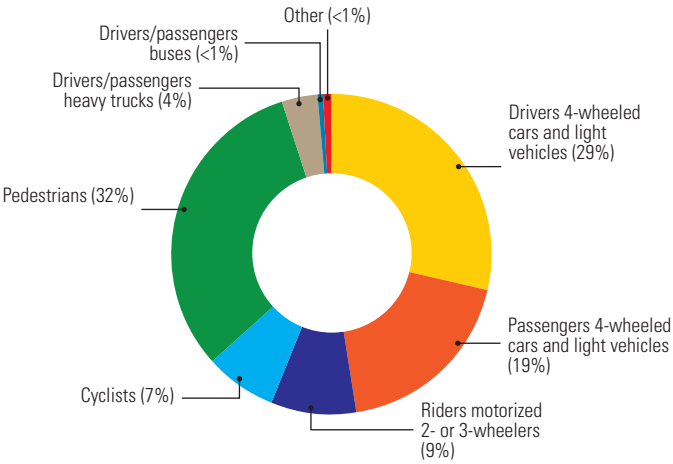
[c] 2010, Police/National Police Headquarters.
[d] 2011, PBS DGA (market research agency) by order of National Road Safety Council.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	25%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

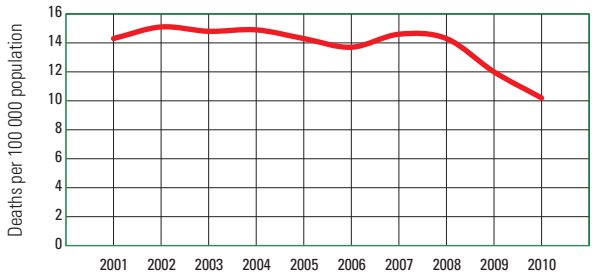
[e] The Trauma Surgery Section of the Association of Polish Surgeons.

DEATHS BY ROAD USER CATEGORY



Source: 2010 POLICE/National Police Headquarters, based on 3 897 deaths.

TRENDS IN ROAD TRAFFIC DEATHS



Source: POLICE/National Police Headquarters.

Data collected by multisectoral consensus meeting and cleared by Ministry of Infrastructure.

Further data on each country can be found in the statistical annex.

PORTUGAL

Population: 10 675 572
Income group: High
Gross national income per capita: US$ 21 830

INSTITUTIONAL FRAMEWORK

Lead agency	National Authority for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	6.2 deaths per 100 000 population (32%)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	8 730 885
Cars and 4-wheeled light vehicles	7 367 328
Motorized 2- and 3-wheelers	491 385
Heavy trucks	422 582
Buses	20 944
Other	428 646
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	741[a], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died at scene.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.049 g/dl
BAC limit – young or novice drivers	0.049 g/dl
BAC limit – professional/commercial drivers	0.049 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	31%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	94% Drivers[c] 94% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	86% Front seats[d] 28% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

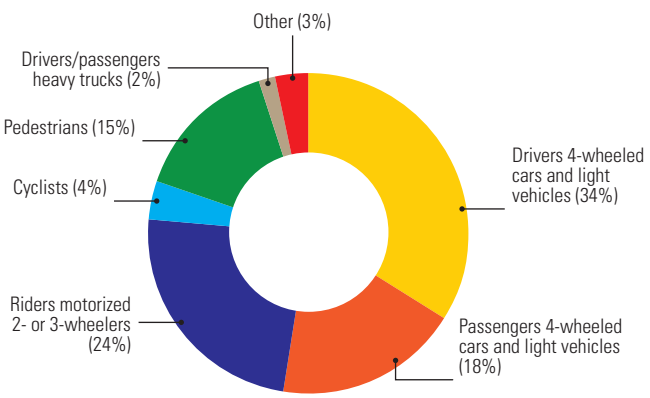
[b] 2010, National Institute of Legal Medicine.
[c] 2010, National Authority for Road Safety.
[d] 2004, Road Safety Prevention Association.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	3%[e]
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

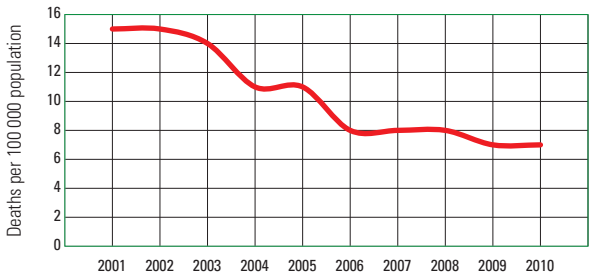
[e] 1995, National Institute of Rehabilitation.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Authority for Road Safety.

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

QATAR

Population: 1 758 793
Income group: High
Gross national income per capita: US$ 73 060

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Safety Committee
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	—
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	—

SAFER VEHICLES

Total registered vehicles (2010)	754 439
Cars and 4-wheeled light vehicles	674 008
Motorized 2- and 3-wheelers	11 490
Heavy trucks	61 349
Buses	—
Other	7 592
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	228[b], 97%M, 4%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

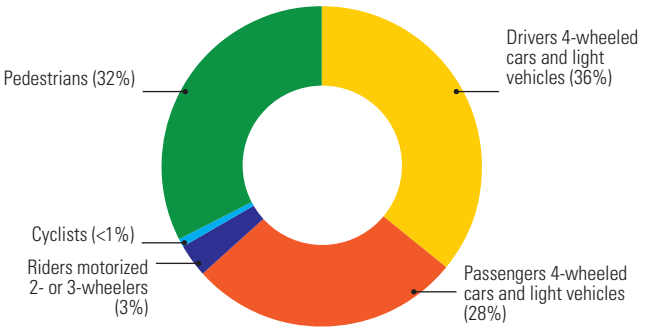
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	2%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Cases suspected of drink-driving are further investigated.
[d] 2010, Ministry of Interior.

POST-CRASH CARE

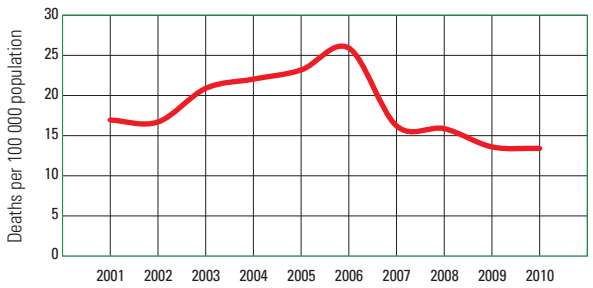
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	9%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior (MOI).

TRENDS IN ROAD TRAFFIC DEATHS



Source: MOI/Traffic department.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Supreme Council of Health – Ministry of Health.

REPUBLIC OF KOREA

Population: 48 183 586
Income group: High
Gross national income per capita: US$ 19 720

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Land, Transport and Maritime Affairs
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2009–2010)
Fatality reduction target	5.7% (annual)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	—
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	19 710 776
Cars and 4-wheeled light vehicles	13 631 769
Motorized 2- and 3-wheelers	1 825 474
Heavy trucks	3 203 808
Buses	1 049 725
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	5 505[a], 72%M, 28%F
Estimated GDP lost due to road traffic crashes	1.1%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2009, Tendency and Assessment of Traffic Accident Cost (Road Traffic Authority).

SAFER ROAD USERS

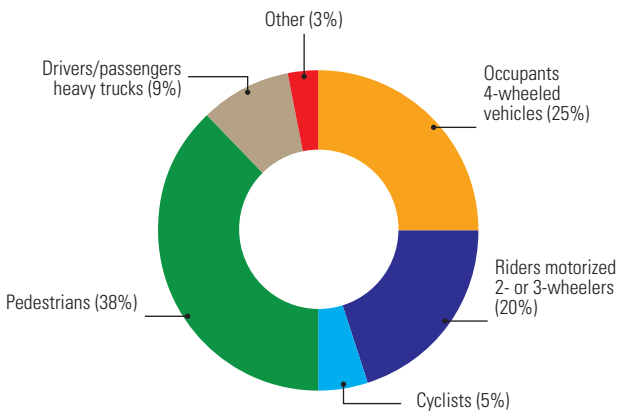
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	17%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	78% Front seats[d] 6% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Traffic Accidents Statistic Analysis (Road Traffic Authority) for 2008.
[d] 2010, Actual Conditions Survey Report of Traffic Culture (Traffic Safety Authority) – just highway.

POST-CRASH CARE

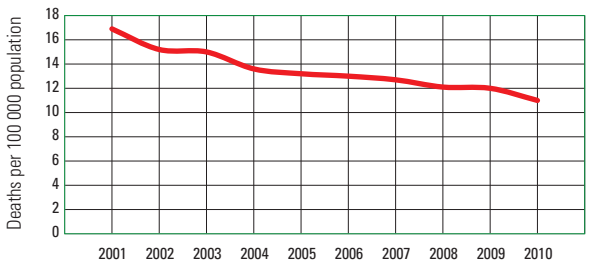
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	119
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Accidents Statistic Analysis (Road Traffic Authority).

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Accident Statistics (National Police Agency).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Welfare.

Further data on each country can be found in the statistical annex.

REPUBLIC OF MOLDOVA

Population: 3 572 885
Income group: Middle
Gross national income per capita: US$ 1 820

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	30% by 2015 and 50% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	640 727
Cars and 4-wheeled light vehicles	552 677
Motorized 2- and 3-wheelers	26 654
Heavy trucks	14 156
Buses	21 359
Other	25 881
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	452[b], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	3%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2010, World Bank. Road Safety and Traffic Policing Enforcement in Moldova.

SAFER ROAD USERS

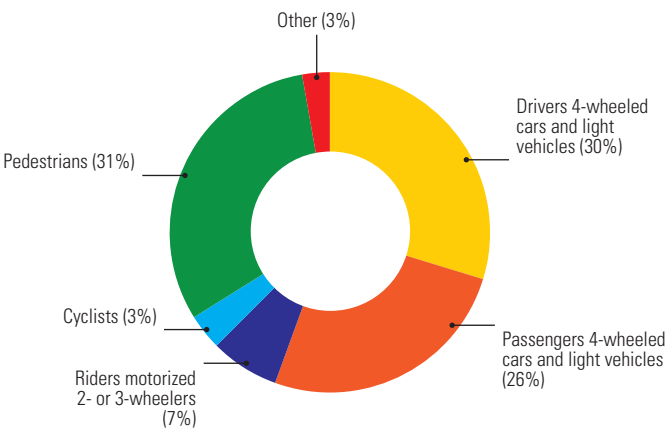
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	9%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] Cases suspected of drink-driving are further investigated.
[e] 2010, The Republican Narcology Dispensary.

POST-CRASH CARE

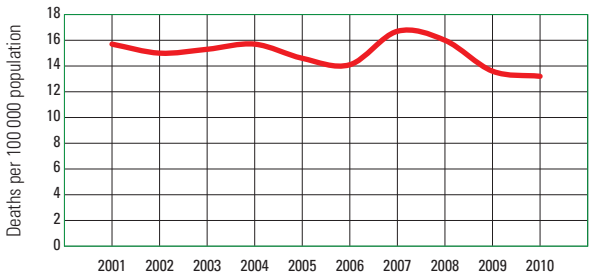
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	903
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Bureau of Statistics (Ministry of Internal Affairs).

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Center for Health Management.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

ROMANIA

Population: 21 486 371
Income group: Middle
Gross national income per capita: US$ 7 850

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2003–2015)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	—
Regular inspections of existing road infrastructure	—
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	—

SAFER VEHICLES

Total registered vehicles (2009)	5 027 936
Cars and 4-wheeled light vehicles	4 244 922
Motorized 2- and 3-wheelers	79 990
Heavy trucks	661 859
Buses	41 165
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	2 377[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

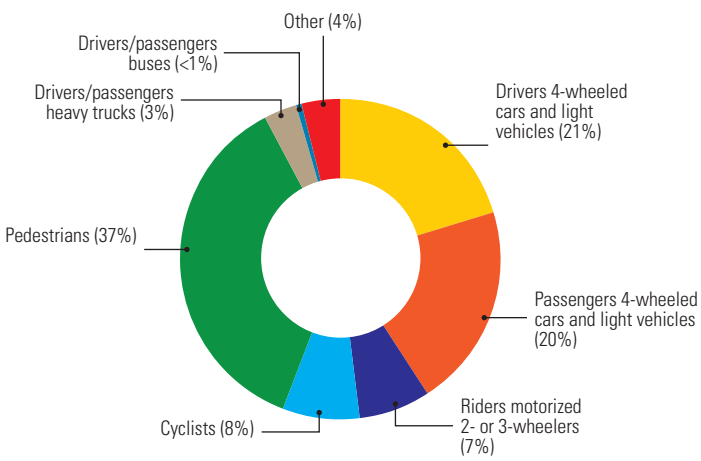
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	89% Drivers[c] 76% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	47% Drivers[c] 49% Front seats[c]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2010, Police records.
[c] 2010, Registrul Auto Român.

POST-CRASH CARE

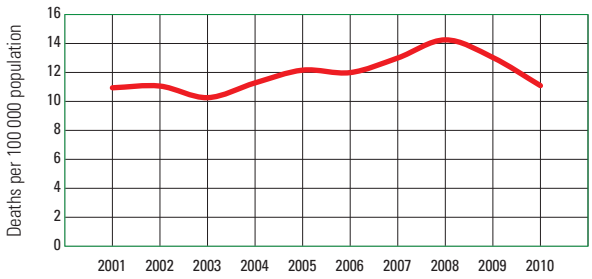
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

RUSSIAN FEDERATION

Population: 142 958 156
Income group: Middle
Gross national income per capita: US$ 9 880

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Commission of Government of Russian Federation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2030)
Fatality reduction target	From 23.5 to 8 deaths per 100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	43 325 312
Cars and 4-wheeled light vehicles	34 354 004
Motorized 2- and 3-wheelers	2 663 982
Heavy trucks	5 413 513
Buses	893 813
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	26 567[a], 74%M, 26%F
Estimated GDP lost due to road traffic crashes	1.9%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2010, Statistics data of Road Safety Department.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	8%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	97% Front seats[d] 8% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

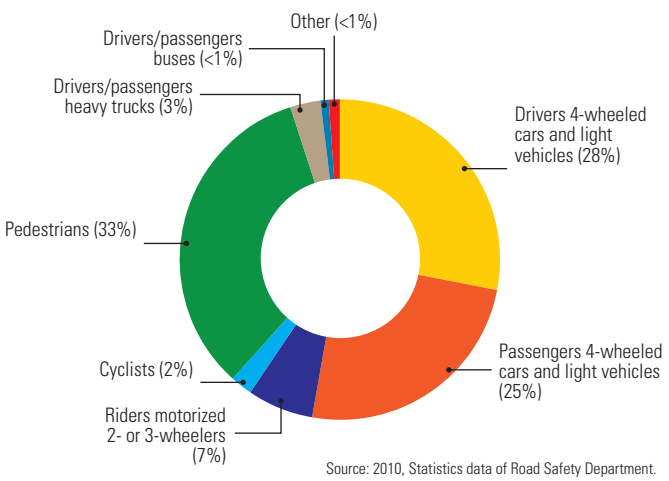
[c] 2010, Statistics data of Road Safety Department (http://www.gibdd.ru).
[d] 2008, Results and conclusions of research for the Road Safety Federal Programme.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	03
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	0.6%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

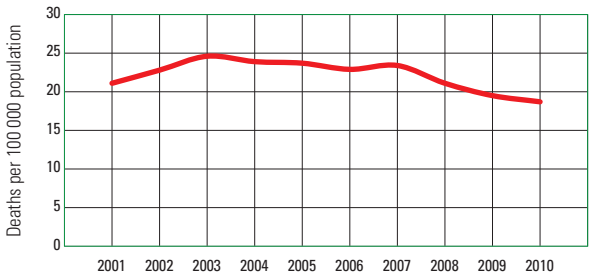
[e] Statistical Database of Health and Social Development Ministry of Russian Federation.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistics data of Road Safety Department.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistics data of Road Safety Department.

Data collected by multisectoral consensus meeting and cleared by Ministry of Internal Affairs.

Further data on each country can be found in the statistical annex.

RWANDA

Population: 10 624 005
Income group: Low
Gross national income per capita: US$ 520

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee (CNSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	50% by 2015

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	93 532
Cars and 4-wheeled light vehicles	40 585
Motorized 2- and 3-wheelers	43 944
Heavy trucks	3 153
Buses	—
Other	5 850[a]
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	No

[a] Including buses
[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	438[c]
Estimated GDP lost due to road traffic crashes	—

[c] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

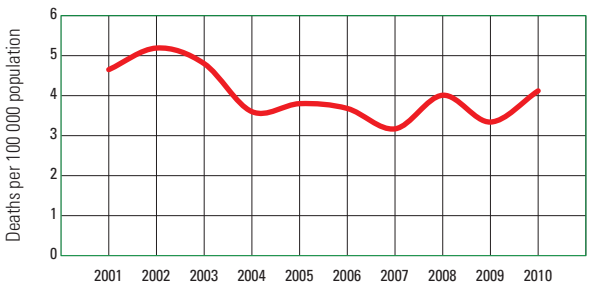
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	555
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	—

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police and Ministry of Infrastructure.

Data collected by multisectoral consensus meeting and cleared by Ministry of Infrastructure.

Further data on each country can be found in the statistical annex.

SAINT KITTS AND NEVIS

Population: 52 409
Income group: High
Gross national income per capita: US$ 12 360

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	22 209
Cars and 4-wheeled light vehicles	18 588
Motorized 2- and 3-wheelers	1 049
Heavy trucks	764
Buses	895
Other	913
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	9[b], 89%M, 11%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

SAFER ROAD USERS

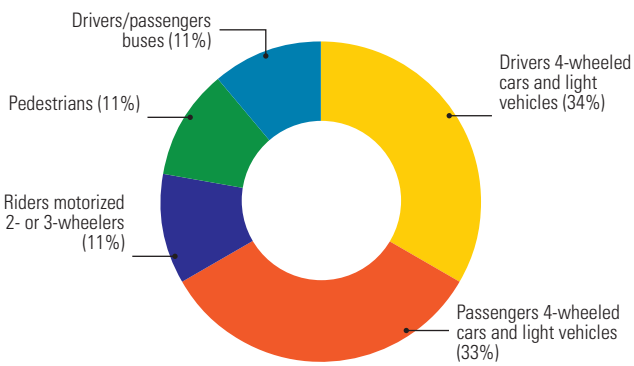
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	32 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0.1%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	95% Drivers[c] 20% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	90% Front seats[c] 50% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Police Traffic Department.

POST-CRASH CARE

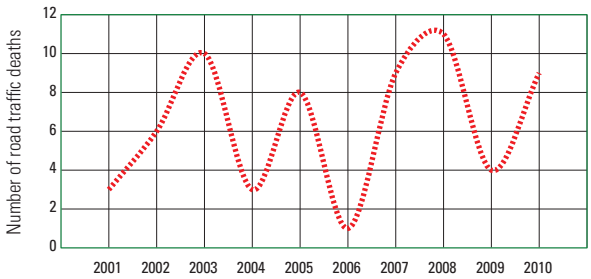
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Traffic Department.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Police Traffic Department.

Data collected by multisectoral consensus meeting and cleared the Chief Medical Officer and the Licensing Authority of St. Kitts-Nevis.

Further data on each country can be found in the statistical annex.

SAINT LUCIA

Population: 174 267
Income group: Middle
Gross national income per capita: US$ 6 200

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Communications, Works, Transport and Public Utilities
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	56 601
Cars and 4-wheeled light vehicles	52 832
Motorized 2- and 3-wheelers	856
Heavy trucks	390
Buses	2 523
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	14[b], 64%M, 36%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

SAFER ROAD USERS

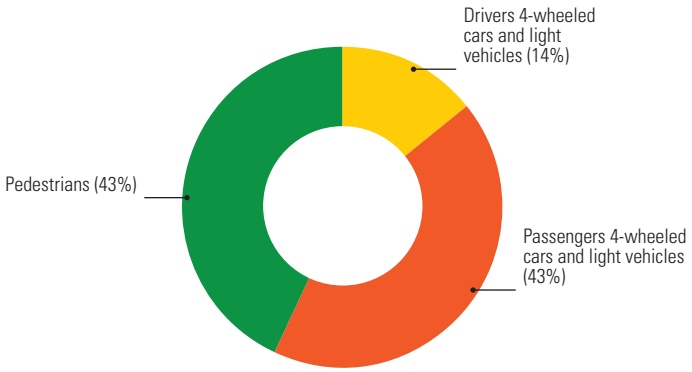
Penalty/demerit point system in place	Yes
National speed limits	—
Local authorities can set lower limits	—
Maximum limit urban roads	25 km/h
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	—
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	53% Drivers[c] 18% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Research study accepted for publication in West Indian Medical Journal.

POST-CRASH CARE

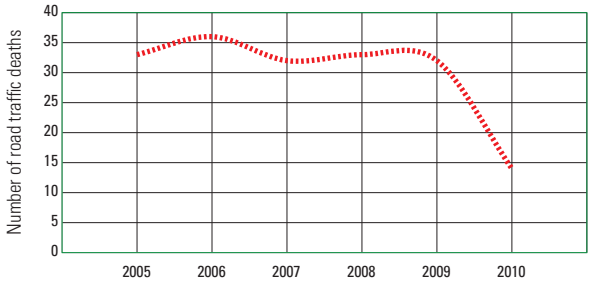
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	15%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Unit of the Royal Saint Lucia Police Force.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Unit of the Royal Saint Lucia Police Force.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health, Wellness, Family Affairs, National Mobilization, Human Services and Gender Relations.

Further data on each country can be found in the statistical annex.

SAINT VINCENT AND THE GRENADINES

Population: 109 333
Income group: Middle
Gross national income per capita: US$ 6 030

INSTITUTIONAL FRAMEWORK

Lead agency	Royal St. Vincent and The Grenadines Police
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	27 176
Cars and 4-wheeled light vehicles	22 660
Motorized 2- and 3-wheelers	1 489
Heavy trucks	2 354
Buses	39
Other	634
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	5[b], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

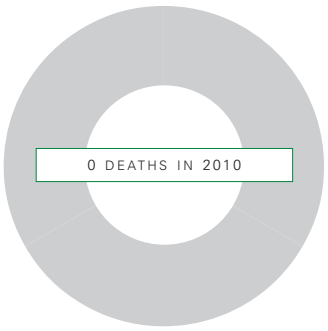
Penalty/demerit point system in place	—
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	32 km
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.

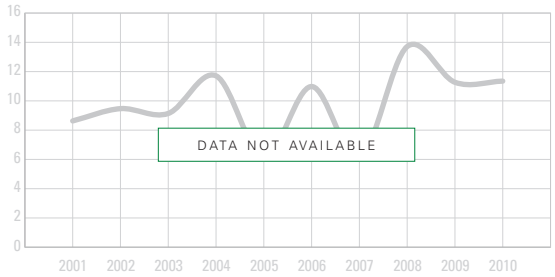
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by the Ministry of Health, Wellness, and Environment.

Further data on each country can be found in the statistical annex.

SAMOA

Population: 183 081
Income group: Middle
Gross national income per capita: US$ 3 030

INSTITUTIONAL FRAMEWORK

Lead agency	Land Transportation Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2012)
Fatality reduction target	20% (number of deaths)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	—
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	14 965
Cars and 4-wheeled light vehicles	13 491
Motorized 2- and 3-wheelers	153
Heavy trucks	1 028
Buses	293
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (FY2009–2010)	55[b], 71%M, 29%F
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Definition not specified.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.04 g/dl
BAC limit – young or novice drivers	0.04 g/dl
BAC limit – professional/commercial drivers	0.04 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	5% All riders[d] 35% Drivers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

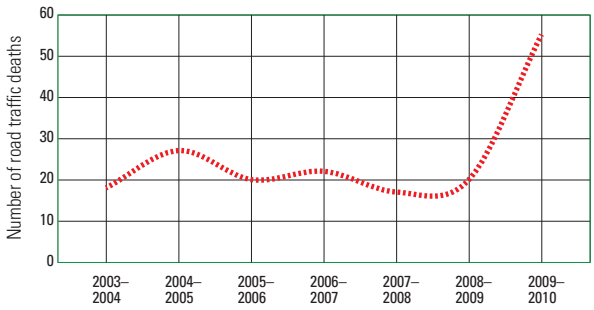
[c] 2010, Samoa Police Traffic Unit.
[d] 2010, Driver License System (DLS).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Ministry of Health and Accident Compensation Corporation.
Years according to fiscal year.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

SAN MARINO

Population: 31 533
Income group: High
Gross national income per capita: US$ 50 400

INSTITUTIONAL FRAMEWORK

Lead agency	Working Group on Road Security
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	56 190
Cars and 4-wheeled light vehicles	40 212
Motorized 2- and 3-wheelers	14 272
Heavy trucks	402
Buses	84
Other	1 220
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	0[b]
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

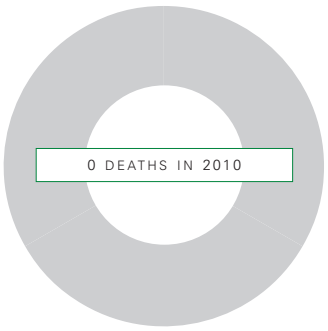
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

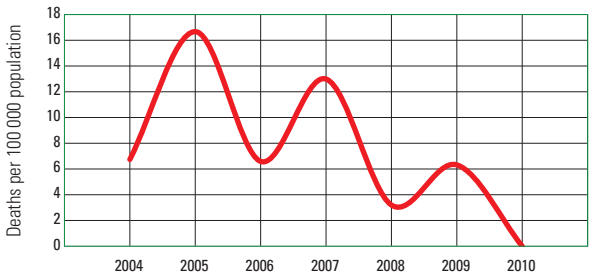
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Secretariat of State for Health and Social Security, National Insurance, Family and Social Affairs, Gender Equality.

SAO TOME AND PRINCIPE

Population: 165 397
Income group: Middle
Gross national income per capita: US$ 1 250

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Land Transport
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 101
Cars and 4-wheeled light vehicles	404
Motorized 2- and 3-wheelers	657
Heavy trucks	37
Buses	3
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	33[b], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died within 30 days of crash.

SAFER ROAD USERS

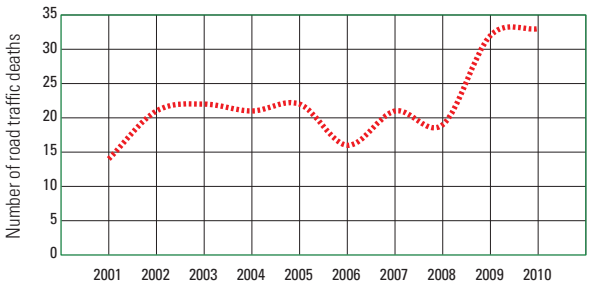
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	30–40 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Social Affairs.

Further data on each country can be found in the statistical annex.

SAUDI ARABIA

Population: 27 448 086
Income group: High
Gross national income per capita: US$ 16 610

INSTITUTIONAL FRAMEWORK

Lead agency	The National Committee for Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes
Fatality reduction target	3% annually

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	6 599 216
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	6 596[b], 86%M, 14%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[e]
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

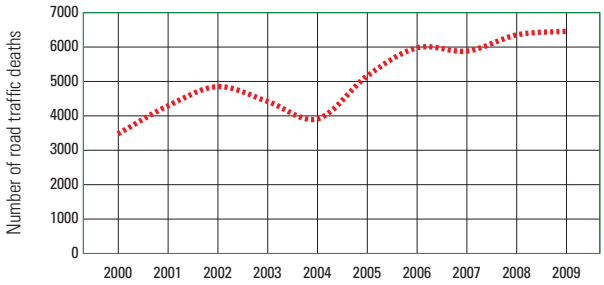
[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.
[e] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	997
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual statistical reports from the General Administration of Traffic (Ministry of Interior)

Data collected by multisectoral consensus meeting and cleared by Minsitry of Foreign Affairs.

Further data on each country can be found in the statistical annex.

SENEGAL

Population: 12 433 728
Income group: Middle
Gross national income per capita: US$ 1 080

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Land Transport
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	326 352
Cars and 4-wheeled light vehicles	251 685
Motorized 2- and 3-wheelers	19 275
Heavy trucks	19 586
Buses	15 294
Other	20 512
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	213[a]
Estimated GDP lost due to road traffic crashes	1%[b]

[a] Police records. Defined as died at scene of crash.
[b] 2009, Rapport diagnostic de la sécurité routière version provisioire, avril 2011.

SAFER ROAD USERS

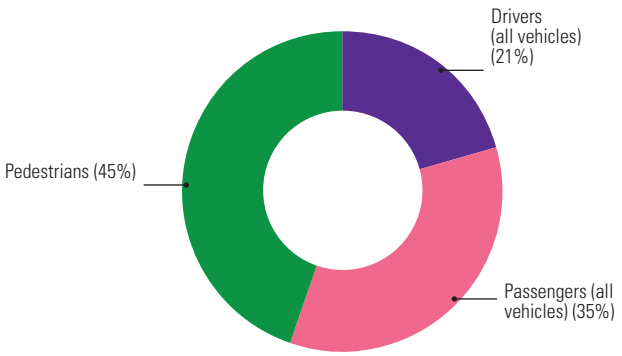
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	54% Drivers[e] 14% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	—
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Not based on BAC.
[d] Cases suspected of drink-driving are further investigated.
[e] 2011, Revue médecine d'afrique noir avril 2011 vol 58 no4.

POST-CRASH CARE

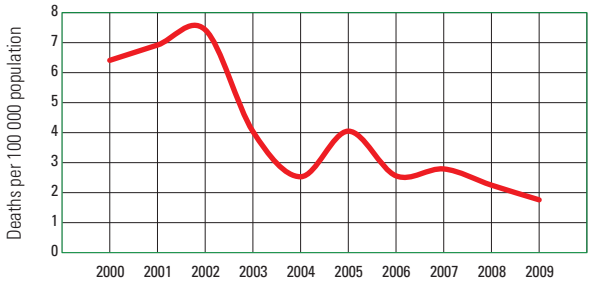
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	1515
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, Department of Land Transport.

TRENDS IN ROAD TRAFFIC DEATHS



Source: BAAC Senegal (Business Action Against Cooruption).

Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Preventive Medicine.

Further data on each country can be found in the statistical annex.

SERBIA

Population: 9 856 222
Income group: Middle
Gross national income per capita: US$ 5 630

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes[a]
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2019)
Fatality reduction target	17%[b]

[a] For children only, as part of a Children's Environmental Health Action Plan.
[b] Child deaths only.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	2 419 569
Cars and 4-wheeled light vehicles	1 679 140
Motorized 2- and 3-wheelers	36 817
Heavy trucks	183 023
Buses	9 016
Other	511 573
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	660[c], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	2.7%[d]

[c] Police records. Defined as died within 30 days of crash.
[d] 2008, World Bank Report. Country Report – REPUBLIC OF SERBIA, Review of road safety management capacity and proposals for an investment strategy.

SAFER ROAD USERS

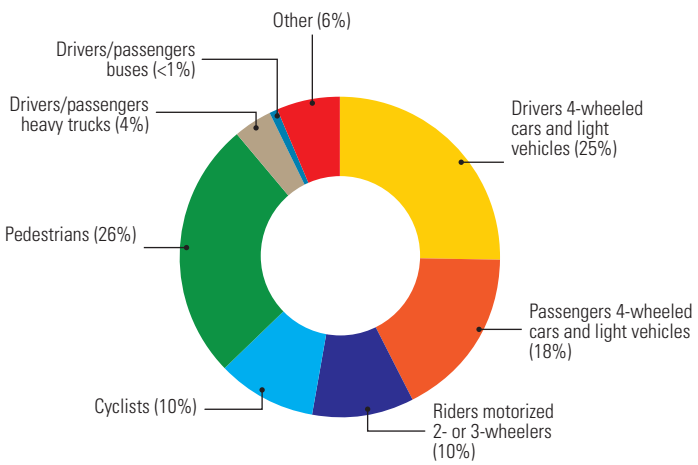
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes[e]
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	5%[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	55–85% Front seats[g] 10–35% Rear seats[g]
National child restraint law	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[e] In residential areas.
[f] 2010, Database of the Ministry of Interior on road traffic accidents.
[g] Lipovac and students of Criminal Police Academy. Use of Safety Belts in Republic of Serbia (2011). Unpublished. Seat-belt wearing rates varied depending on type of road.

POST-CRASH CARE

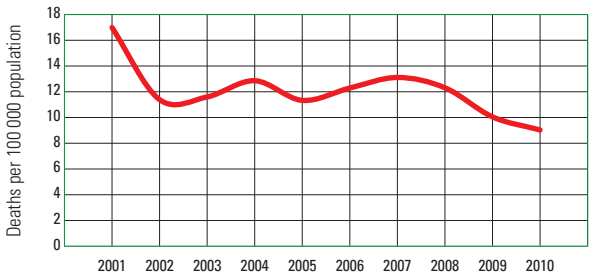
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Interior.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Serbia and Ministry of Interior.

Data collected by multisectoral consensus meeting and cleared by Road Traffic Safety Agency.

Further data on each country can be found in the statistical annex.

SEYCHELLES

Population: 86 569
Income group: Middle
Gross national income per capita: US$ 10 460

INSTITUTIONAL FRAMEWORK

Lead agency	Seychelles Land Transport Agency
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	15 316
Cars and 4-wheeled light vehicles	14 949
Motorized 2- and 3-wheelers	74
Heavy trucks	—
Buses	293
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	13[b], 92%M, 8%F
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	50%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	15% Front seats[c] 5% Rear seats[c]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

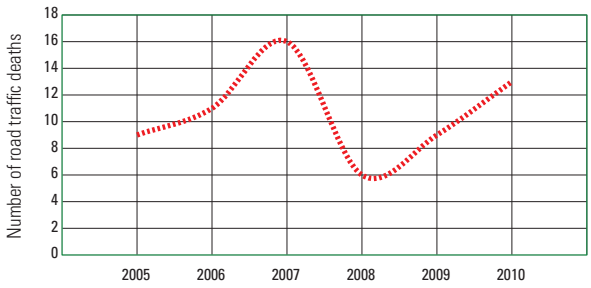
[c] 2010, Police.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Health Statistics Unit – Ministry of Health.

Data collected by multisectoral consensus meeting and cleared by Ministry of Home Affairs, Environment, Transport and Energy, Minister for Health.

Further data on each country can be found in the statistical annex.

SIERRA LEONE

Population: 5 867 536
Income group: Low
Gross national income per capita: US$ 340

INSTITUTIONAL FRAMEWORK

Lead agency	Sierra Leone Road Transport Authority
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2009)	45 006
Cars and 4-wheeled light vehicles	26 687
Motorized 2- and 3-wheelers	8 403
Heavy trucks	2 019
Buses	7 646
Other	251
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2009)	275[b]
Estimated GDP lost due to road traffic crashes	1.3%[c]

[b] Police records. Defined as died at scene of crash.
[c] 2009, Sierra Leone Road Transport Authority (SLRTA).

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

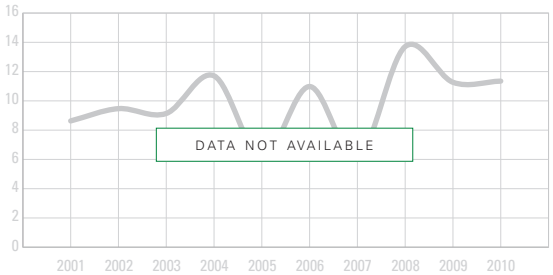
POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	—[d]
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	No

[d] No ambulance services in country.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by National Data Coordinator.

Further data on each country can be found in the statistical annex.

SINGAPORE

Population: 5 086 418
Income group: High
Gross national income per capita: US$ 39 410

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Police & Land Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	945 829
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	193[b], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

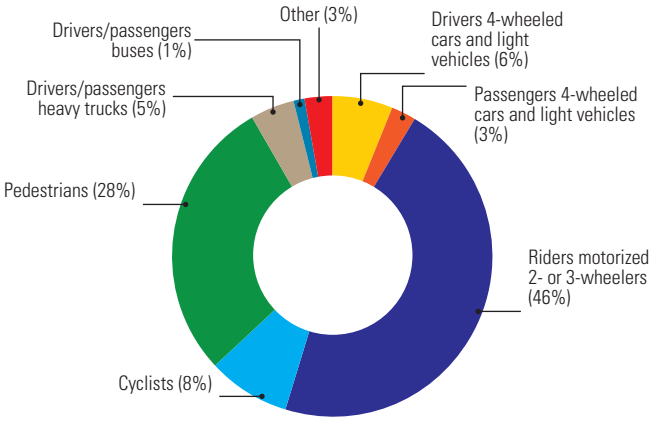
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	70 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	11%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Traffic Police Data.

POST-CRASH CARE

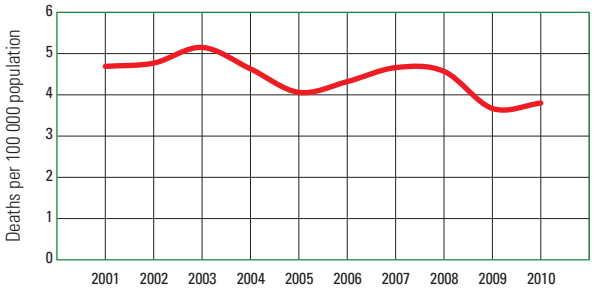
Vital registration system	Yes
Emergency Room based injury surveillance system	—
Emergency access telephone number(s)	995
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police Data.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Traffic Police Data.

Data collected by multisectoral consensus meeting and cleared by Traffic Police Department, Singapore Police Force.

Further data on each country can be found in the statistical annex.

SLOVAKIA

Population: 5 462 119
Income group: High
Gross national income per capita: US$ 16 030

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	2 339 358
Cars and 4-wheeled light vehicles	1 876 906
Motorized 2- and 3-wheelers	88 071
Heavy trucks	32 631
Buses	9 350
Other	332 400
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	515[a], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	1.4%[b]

[a] Death certification system. Defined as died within one year of crash.
[b] 2010, Statistical Office.

SAFER ROAD USERS

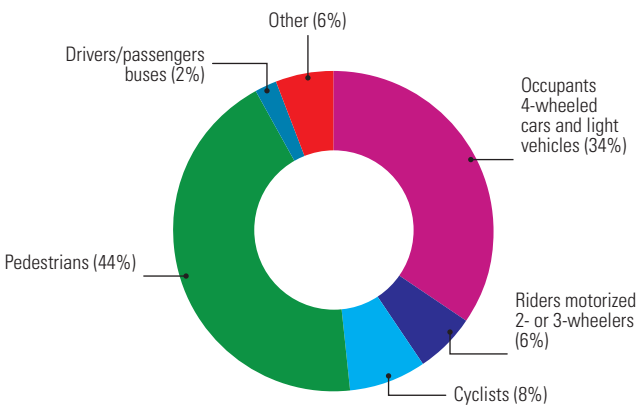
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Police statistics.

POST-CRASH CARE

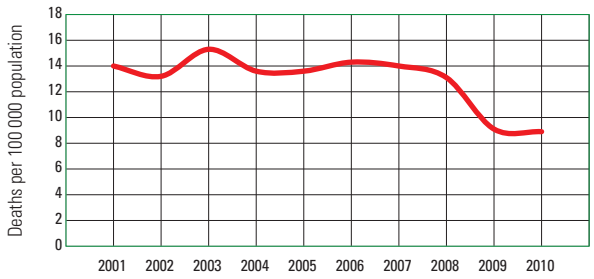
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Death certification system.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Death certification system.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

SLOVENIA

Population: 2 029 680
Income group: High
Gross national income per capita: US$ 23 910

INSTITUTIONAL FRAMEWORK

Lead agency	Slovenian Traffic Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2012–2021)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	1 374 900
Cars and 4-wheeled light vehicles	1 134 479
Motorized 2- and 3-wheelers	85 802
Heavy trucks	28 280
Buses	2 399
Other	123 940
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	138[a], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	1%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2010, Slovenian Traffic Safety Agency.

SAFER ROAD USERS

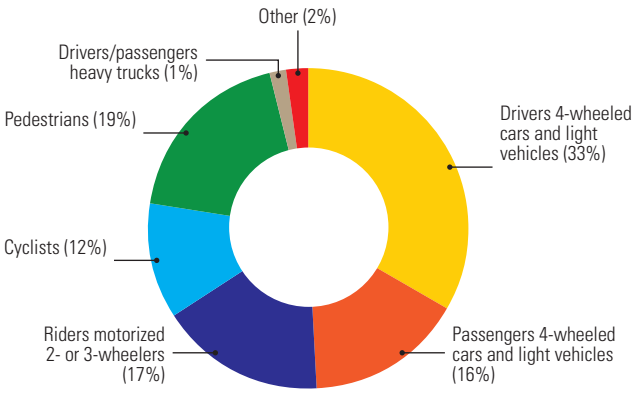
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	36%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	93% Front seats[d] 69% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Police records.
[d] 2010, Slovenian Traffic Safety Agency.

POST-CRASH CARE

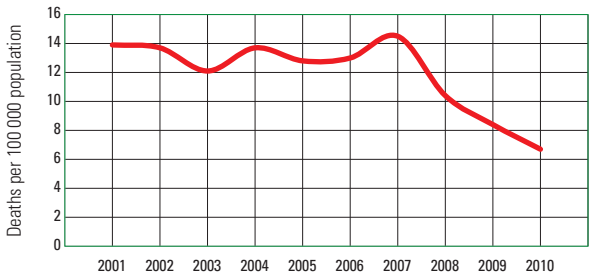
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Slovenian Traffic Safety Agency.

Data collected by multisectoral consensus meeting and cleared by Traffic Safety Agency.

Further data on each country can be found in the statistical annex.

SOLOMON ISLANDS

Population: 538 148
Income group: Middle
Gross national income per capita: US$ 1 030

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Infrastructure and Development
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	16 798
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	9[b], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

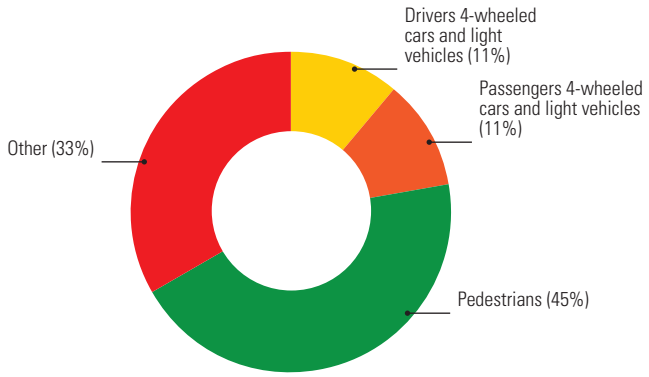
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

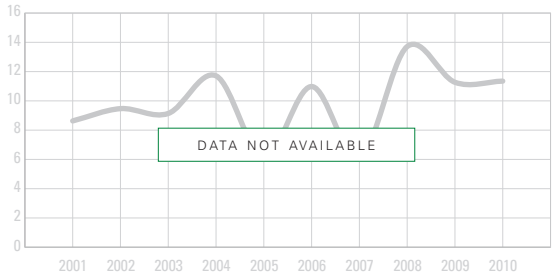
Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≥10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2011, Accident and Emergency Department, National Referral Hospital.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Medical Services.

Further data on each country can be found in the statistical annex.

SOUTH AFRICA

Population: 50 132 820
Income group: Middle
Gross national income per capita: US$ 6 090

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Management Corporation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2014)
Fatality reduction target	5% annually

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2009)	9 587 781
Cars and 4-wheeled light vehicles	7 640 326
Motorized 2- and 3-wheelers	362 400
Heavy trucks	321 604
Buses	45 217
Other	1 218 234
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2009)	13 768[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	55%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	95% Drivers[c] 90% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	59% Drivers[d] 67% Front seats[d]
National child restraint law	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

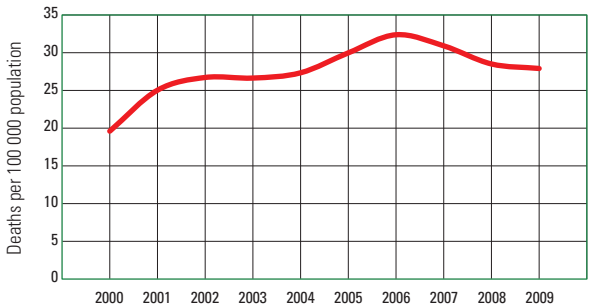
[b] 2009, Medical Research Council (South Africa).
[c] 2008, Road Traffic Management Corporation.
[d] 2009, Road Traffic Offense Survey.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Traffic Management Corporation.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport.

Further data on each country can be found in the statistical annex.

SPAIN

Population: 46 076 990
Income group: High
Gross national income per capita: US$ 31 460

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate General of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	3.7 deaths per 100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	31 086 035
Cars and 4-wheeled light vehicles	24 480 538
Motorized 2- and 3-wheelers	2 707 482
Heavy trucks	2 970 383
Buses	62 445
Other	865 187
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	2 478[a], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	0.4%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2009, DGT, Monetary Evaluation of a Statistical Life in Spain. Assessment in the framework of road traffic injuries. (Includes fatalities only.)

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	31%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% Drivers[d] 91% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	88% Front seats[d] 80% Rear seats[d]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

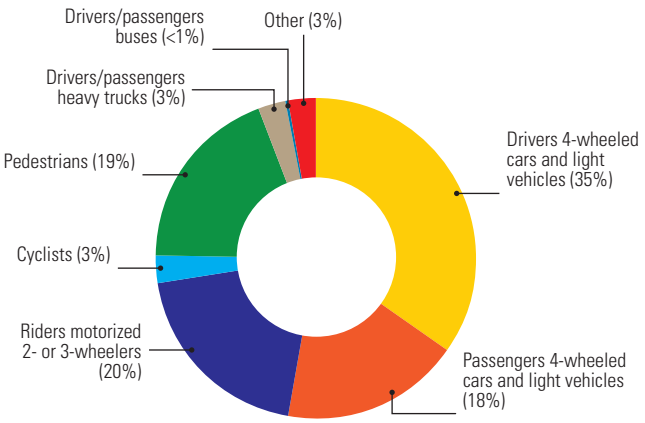
[c] 2010, National Institute of Toxicology and Forensic Medicine. For alcohol levels over 0.03 g/dl.
[d] 2010, Directorate General of Traffic.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	2.1%[e]
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

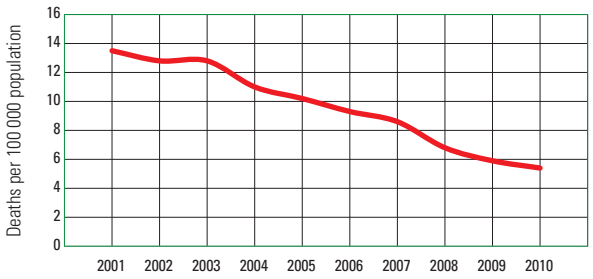
[e] 2008, Disability Survey.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Directorate General of Traffic.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Directorate General of Traffic.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health, Social Policy and Equity.

SRI LANKA

Population: 20 859 949
Income group: Middle
Gross national income per capita: US$ 2 260

INSTITUTIONAL FRAMEWORK

Lead agency	National Council for Road Safety
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	3 954 311
Cars and 4-wheeled light vehicles	619 500
Motorized 2- and 3-wheelers	2 630 375
Heavy trucks	296 692
Buses	84 280
Other	323 464
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	No[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	2 483[b], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

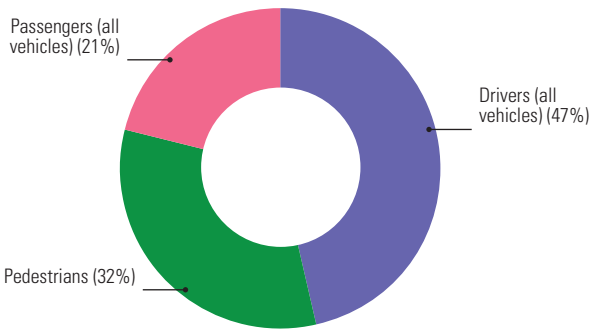
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	99% Drivers[c] 87% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	—[d]
Seat-belt wearing rate	79% Drivers[c] 46% Front seats[c]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2011, University of Moratuwa.
[d] Law implemented October 2011.

POST-CRASH CARE

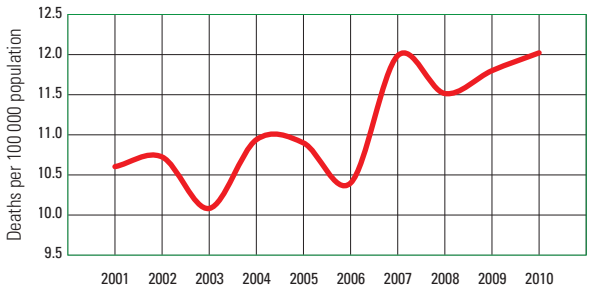
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Subnational
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2009, Police Department.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

Data collected by multisectoral consensus meeting and cleared by National Council of Road Safety, Ministry of Transport (Lead agency).

Further data on each country can be found in the statistical annex.

SUDAN

Population: 43 551 940
Income group: Middle
Gross national income per capita: US$ 1 300

INSTITUTIONAL FRAMEWORK

Lead agency	Council Coordination for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2016)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	116 711
Cars and 4-wheeled light vehicles	64 698
Motorized 2- and 3-wheelers	479
Heavy trucks	302
Buses	35 267
Other	15 965
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	2 758[a], 64%M, 21%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

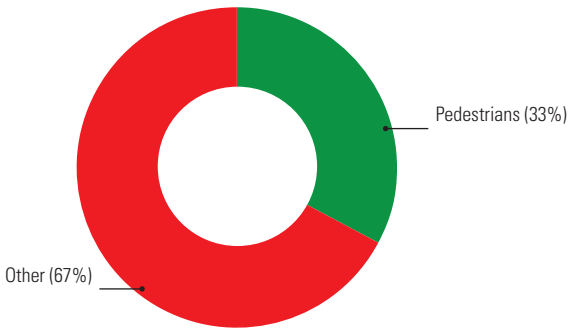
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[bc]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[b] Alcohol consumption legally prohibited.
[c] No based on BAC.
[d] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

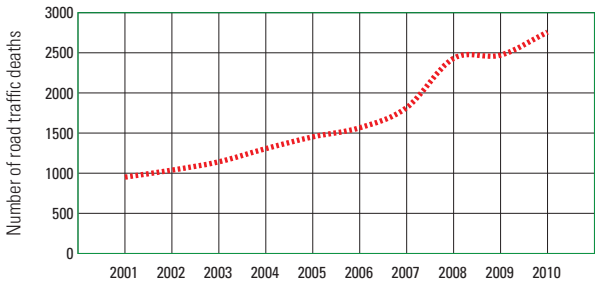
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	777 777
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, D128 Annual Report of Traffic Police – Ministry of Interior.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic records.

Data collected by multisectoral consensus meeting and cleared by Federal Ministry of Health.

Further data on each country can be found in the statistical annex.

SURINAME

Population: 524 636
Income group: Middle
Gross national income per capita: US$ 7 640

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	Yes (2010–2015)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2009)	190 746
Cars and 4-wheeled light vehicles	114 770
Motorized 2- and 3-wheelers	44 207
Heavy trucks	28 140
Buses	2 904
Other	725
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	87[b], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources (Police records and health facility records). Defined as died within 30 days of crash.

SAFER ROAD USERS

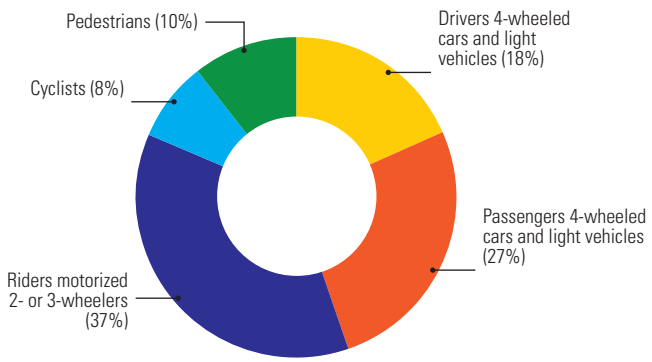
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	30–40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% Drivers[c] 90% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	80% Front seats[c] 20% Rear seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Ministry of Justice and Police Traffic Statistics.

POST-CRASH CARE

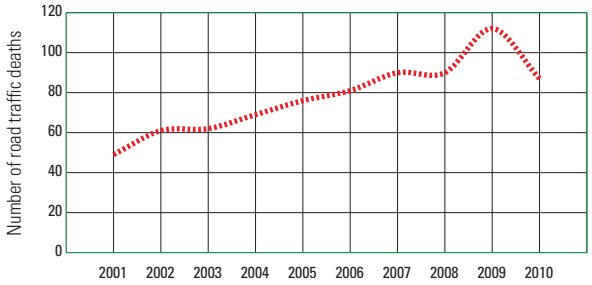
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	115
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Justice and Police Traffic Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Police.

Data collected by multisectorial consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

SWAZILAND

Population: 1 186 056
Income group: Middle
Gross national income per capita: US$ 2 930

INSTITUTIONAL FRAMEWORK

Lead agency	Swaziland Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	153 013
Cars and 4-wheeled light vehicles	118 291
Motorized 2- and 3-wheelers	3 615
Heavy trucks	14 742
Buses	9 624
Other	6 741
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	222[b], 73%M, 27%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

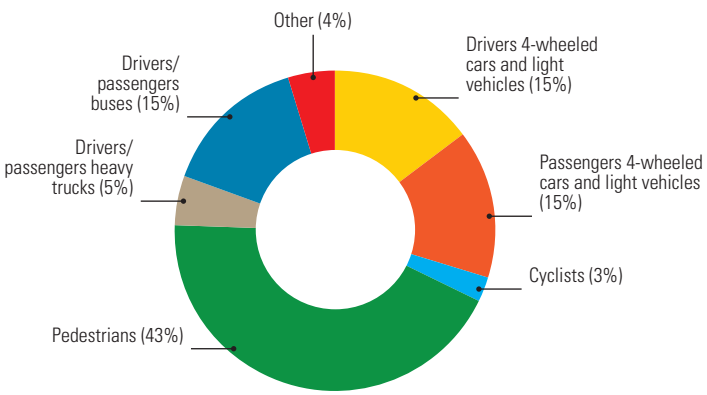
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	No[c]
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	9%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% Drivers[d] 70% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	70% Front seats[d] 30% Rear seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Cases suspected of drink-driving are further investigated.
[d] 2010, Royal Swaziland Police.

POST-CRASH CARE

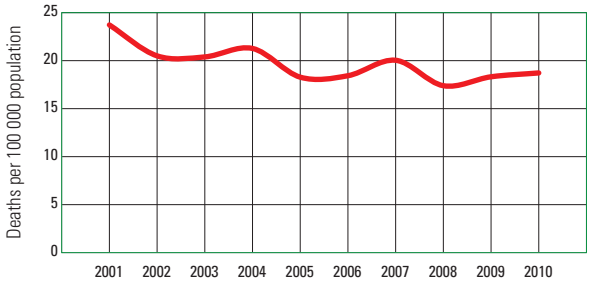
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Swaziland Police Service.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Swaziland Police Service.

Data collected by multisectoral consensus meeting and cleared by Ministry of Public Works and Transport.

Further data on each country can be found in the statistical annex.

SWEDEN

Population: 9 379 687
Income group: High
Gross national income per capita: US$ 50 580

INSTITUTIONAL FRAMEWORK

Lead agency	Swedish Transport Agency and Swedish Transport Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	5 231 589
Cars and 4-wheeled light vehicles	4 782 700
Motorized 2- and 3-wheelers	356 093
Heavy trucks	78 923
Buses	13 873
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	266[a], 75%M, 25%F
Estimated GDP lost due to road traffic crashes	0.8[b]

[a] Police records. Defined as died within 30 days of crash.
[b] Swedish Civil Contingencies Agency.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	22%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	90% Drivers[d] 90% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	96% Front seats[e] 87% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

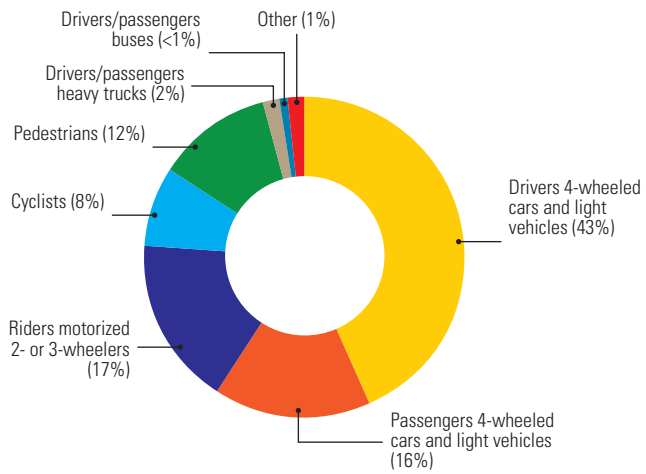
[c] 2010, In-depth studies of fatal crashes, average over 2008–2010.
[d] 2003, Swedish Road and Transport Research Institute.
[e] 2010, Swedish Road and Transport Research Institute.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	6%[f]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

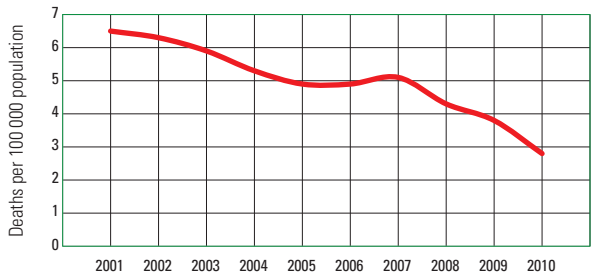
[f] Larsson et al. Persistent pain and disability – a comparison of injuries related to work, vehicles and sports. IPSO, Stockholm, 1991.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Official statistics (Transport Analysis).

TRENDS IN ROAD TRAFFIC DEATHS



Source: Official statistics (Transport Analysis).

Data collected by multisectoral consensus meeting and cleared by Swedish Transport Agency.

Further data on each country can be found in the statistical annex.

SWITZERLAND

Population: 7 664 318
Income group: High
Gross national income per capita: US$ 71 590

INSTITUTIONAL FRAMEWORK

Lead agency	Federal Roads Office (FEDRO), Road Traffic Division
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	5 524 496
Cars and 4-wheeled light vehicles	4 075 825
Motorized 2- and 3-wheelers	815 743
Heavy trucks	335 200
Buses	52 751
Other	244 977
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	327[b], 74%M, 26%F
Estimated GDP lost due to road traffic crashes	1%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2010, Federal Roads Office.

SAFER ROAD USERS

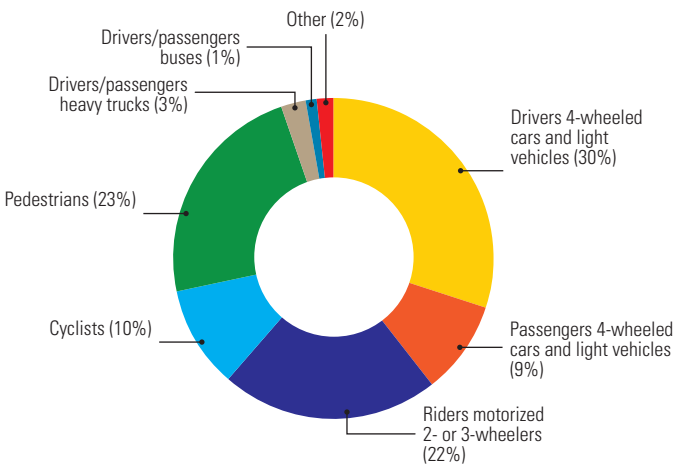
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	17%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	Almost 100% drivers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	89% Front seats[e] 79% Rear seats[e]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[d] 2010, Swiss Council for Accident Prevention.
[e] 2011, Swiss Council for Accident Prevention

POST-CRASH CARE

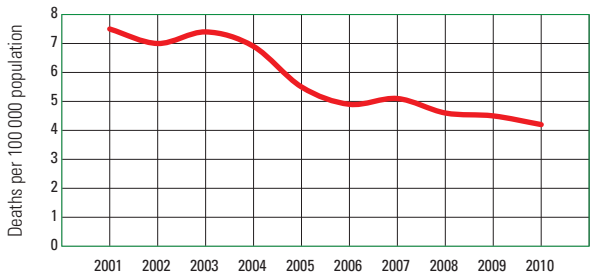
Vital registration system	—
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	144
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Federal Statistical Office.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Swiss Federal Statistical Office.

Further data on each country can be found in the statistical annex.

Data collected by National Data Coordinator and cleared by Federal Department of the Environment, Transport, Energy and Communications.

SYRIAN ARAB REPUBLIC

Population: 20 410 606
Income group: Middle
Gross national income per capita: US$ 2 750

INSTITUTIONAL FRAMEWORK

Lead agency	National Committee for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2015)
Fatality reduction target	10% annually

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	2 070 357
Cars and 4-wheeled light vehicles	1 249 269
Motorized 2- and 3-wheelers	380 854
Heavy trucks	376 701
Buses	63 533
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	2 118[a], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	2.3%[b]

[a] Combined sources: Police and Health Facility Records. Defined as died within 30 days of crash.
[b] 2010, Syrian Association of Road Accident Prevention.

SAFER ROAD USERS

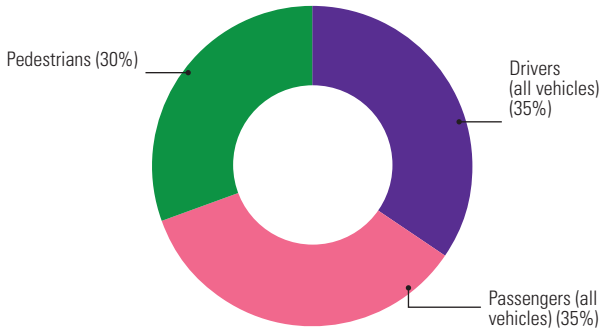
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes[c]
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	90% Drivers[d] 90% Front seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] Alcohol consumption legally prohibited.
[d] 2009, Syrian Association of Road Accidents Prevention (figures for major cities).

POST-CRASH CARE

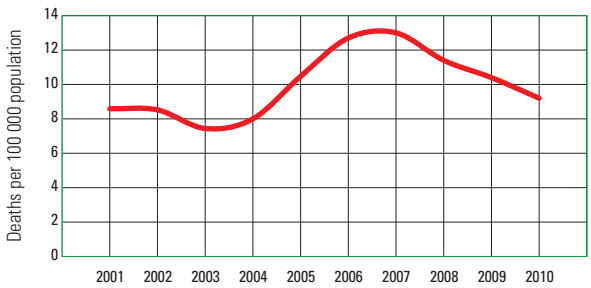
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior – Traffic Department.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Ministry of Interior - Traffic Department.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

TAJIKISTAN

Population: 6 878 637
Income group: Low
Gross national income per capita: US$ 810

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	357 869
Cars and 4-wheeled light vehicles	297 341
Motorized 2- and 3-wheelers	8 480
Heavy trucks	37 395
Buses	14 653
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	411[b], 78%M, 22%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

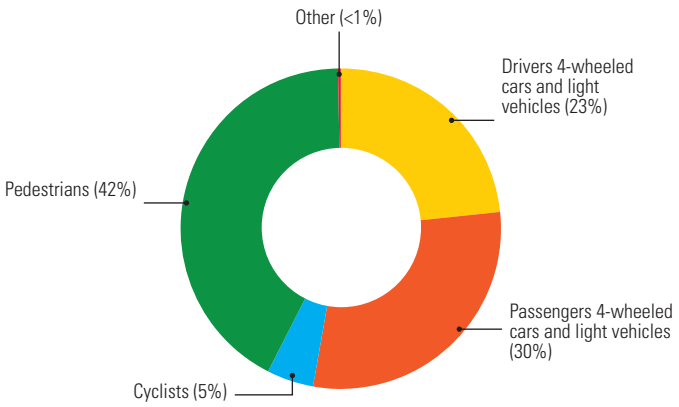
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	2%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] 2010, Ministry of Internal Affairs.

POST-CRASH CARE

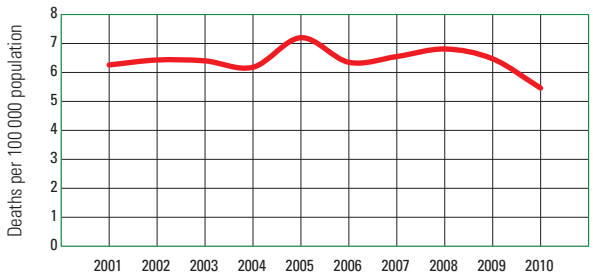
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	03
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2011, Ministry of Internal Affairs.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Ministry of Internal Affairs.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

THAILAND

Population: 69 122 232
Income group: Middle
Gross national income per capita: US$ 4 150

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Operating Center
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	<10/100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	28 484 829
Cars and 4-wheeled light vehicles	9 887 706
Motorized 2- and 3-wheelers	17 322 538
Heavy trucks	816 844
Buses	137 943
Other	319 798
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	13 766[a], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	3%[b]

[a] Combined sources. Defined as death caused by a road traffic crash (unlimited time period).
[b] 2009, Traffic accidents costing in Thailand (Pichai Thausevauauoun).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	26%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	53% Drivers[d] 19% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	61% Drivers[d] 42% Front seats[d]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

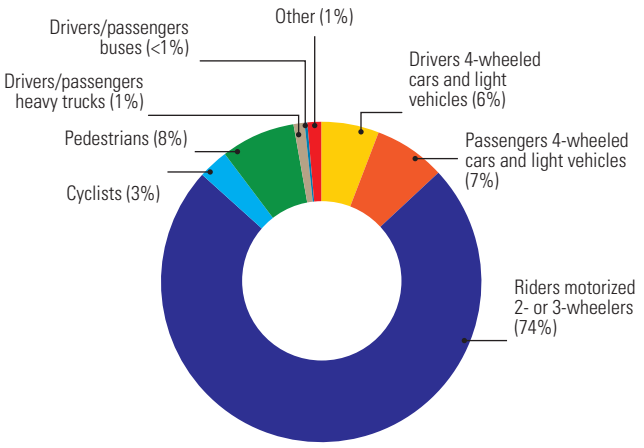
[c] 2010, Injury Surveillance System.
[d] 2011, Thai Roads Foundation survey. Admitted patients only.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	1669
Seriously injured transported by ambulance	50–74%
Permanently disabled due to road traffic crash	4.6%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

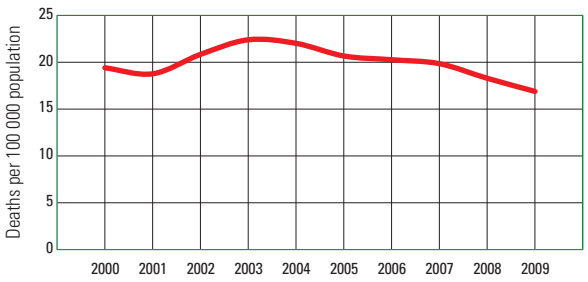
[e] Suwapan D, Incidence of disability and impact from road traffic injuries, 2006.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Injury Surveillance System.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Thai Police Information System.

Data collected by multi-sectoral consensus meeting and cleared by Ministry of Public Health.

Further data on each country can be found in the statistical annex.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Population: 2 060 563
Income group: Middle
Gross national income per capita: US$ 4 600

INSTITUTIONAL FRAMEWORK

Lead agency	Republic Council on Road Traffic Safety and Coordination Body for Road Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2014)
Fatality reduction target	50%[a]

[a] Zero for children.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	355 131
Cars and 4-wheeled light vehicles	310 231
Motorized 2- and 3-wheelers	7 761
Heavy trucks	34 444
Buses	2 695
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	Yes

[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	162[c], 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

[c] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	1%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	60% All occupants[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

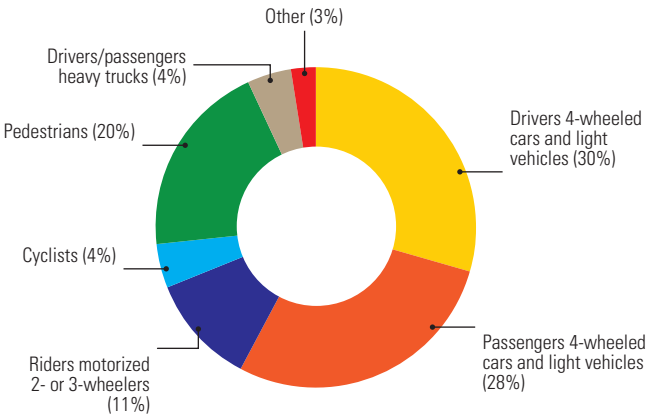
[d] 2010, State Statistical Office.
[e] 2008, Institute of Public Health, Global School-Based student health survey.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	194
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	11.5%[f]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

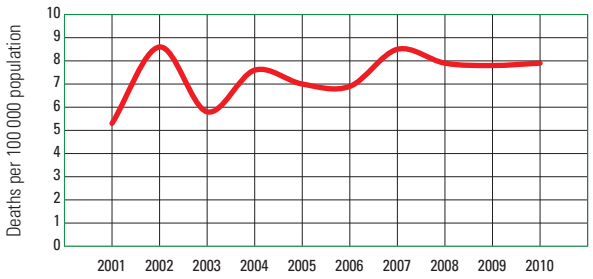
[f] 2008, Community injury survey in Macedonia.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior and State Statistical Office.

TRENDS IN ROAD TRAFFIC DEATHS



Source: State Statistical Office.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

TIMOR-LESTE

Population: 1 124 355
Income group: Middle
Gross national income per capita: US$ 2 730

INSTITUTIONAL FRAMEWORK

Lead agency	National Directorate of Transport
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	9 660
Cars and 4-wheeled light vehicles	1 684
Motorized 2- and 3-wheelers	7 370
Heavy trucks	586
Buses	20
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	— [a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	76[b], 79%M, 21%F
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died within 24 hours of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	110
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2009	5.2
2010	6.8

Source: Traffic Directorate.

Data collected by multisectoral consensus meeting and cleared by Ministry of Public Health.

Further data on each country can be found in the statistical annex.

TOGO

Population: 6 027 798
Income group: Low
Gross national income per capita: US$ 550

INSTITUTIONAL FRAMEWORK

Lead agency	National Office of Road Safety
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	49 378
Cars and 4-wheeled light vehicles	7 771
Motorized 2- and 3-wheelers	38 638
Heavy trucks	2 133
Buses	96
Other	740
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	742[b]
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died within 30 days of crash.

SAFER ROAD USERS

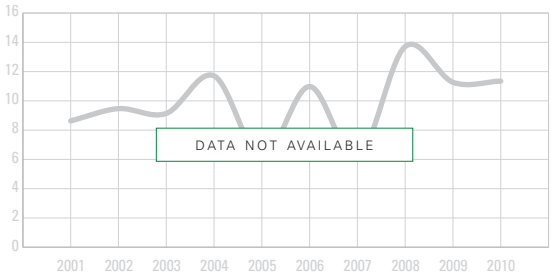
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Ministry of Transport.

Further data on each country can be found in the statistical annex.

TONGA

Population: 104 058
Income group: Middle
Gross national income per capita: US$ 3 340

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	5 806
Cars and 4-wheeled light vehicles	4 411
Motorized 2- and 3-wheelers	62
Heavy trucks	1 285
Buses	48
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	6[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within a year of crash.

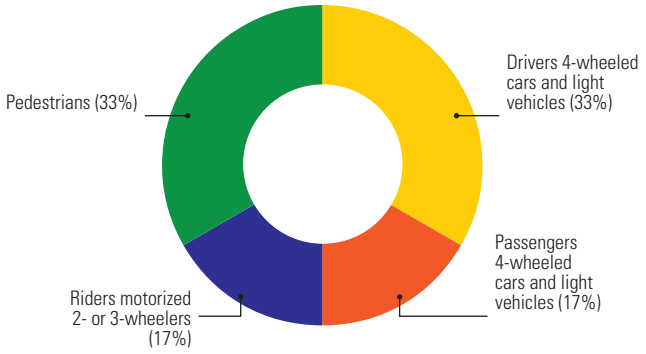
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

POST-CRASH CARE

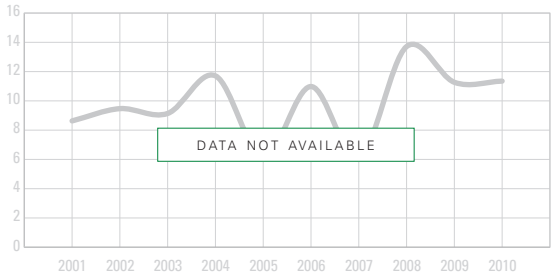
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010 Fatal traffic accidents.

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

TRINIDAD AND TOBAGO

Population: 1 341 465
Income group: High
Gross national income per capita: US$ 15 840

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	—
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	321 191
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	206[b], 83%M, 17%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within within a year of crash.

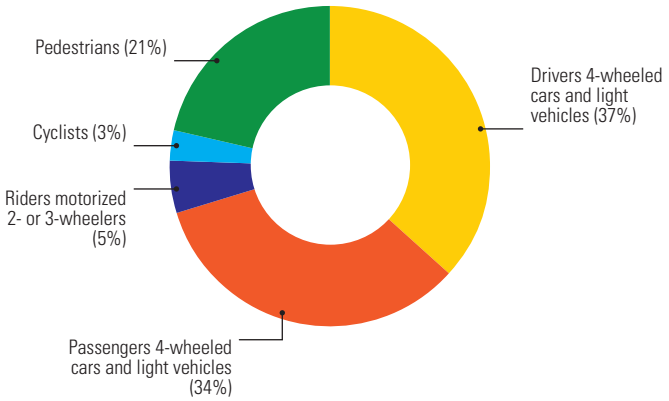
SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
nforcement	⓪ 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

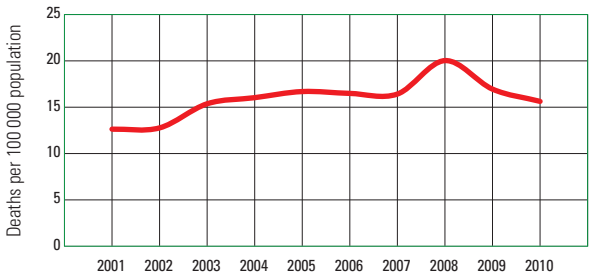
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	811
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Trinidad and Tobago Police Service.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Trinidad and Tobago Police Service and Central Statistical Office.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

TUNISIA

Population: 10 480 934
Income group: Middle
Gross national income per capita: US$ 4 140

INSTITUTIONAL FRAMEWORK

Lead agency	National Observatory for Information, Training, Documentation and Studies on Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	1 489 075
Cars and 4-wheeled light vehicles	1 434 071
Motorized 2- and 3-wheelers	6 724
Heavy trucks	31 462
Buses	16 818
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	1 208[a], 86%M, 14%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

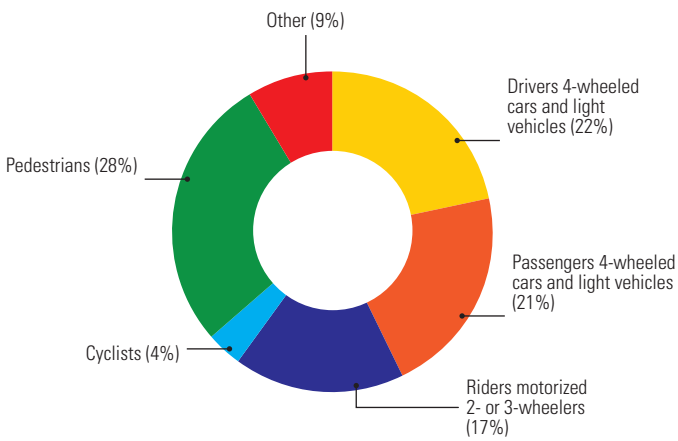
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	No[b]
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] Cases suspected of drink-driving are further investigated.
[c] 2010, National Observatory for Road Safety in coordination with the Department of Traffic Police.

POST-CRASH CARE

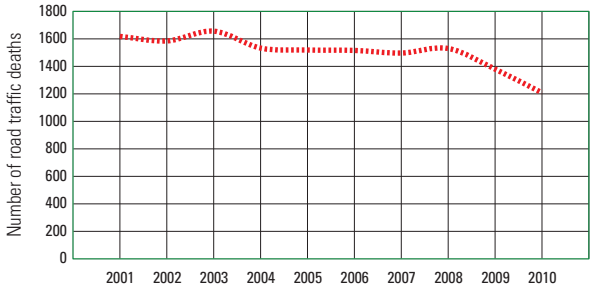
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, The National Observatory for Road Safety, in collaboration with traffic guards and traffic police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Statistical Manual of Traffic Accidents

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

TURKEY

Population: 72 752 324
Income group: Middle
Gross national income per capita: US$ 9 890

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety High Assembly, Road Traffic Safety Assembly
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	15 095 603
Cars and 4-wheeled light vehicles	10 366 374
Motorized 2- and 3-wheelers	2 389 488
Heavy trucks	726 359
Buses	208 510
Other	1 404 872
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	4 045[a], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	1.1%[b]

[a] Police and Gendarmerie. Defined as died at scene of crash.
[b] 2010, Association of insurance and reinsurance companies of Turkey.

SAFER ROAD USERS

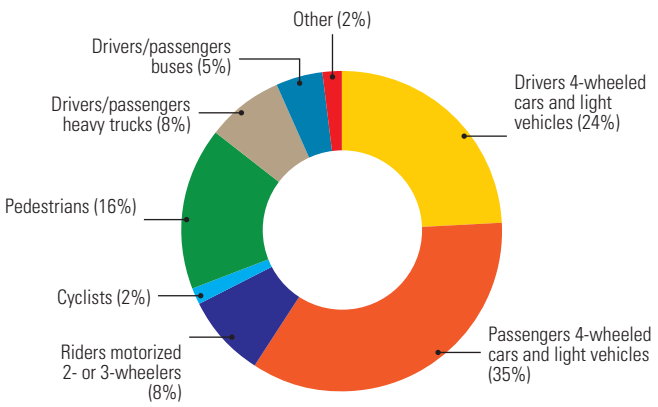
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% All riders[c] 50% Drivers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	50% Drivers[c] 50% Front seats[c]
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[c] 2010, Police records.

POST-CRASH CARE

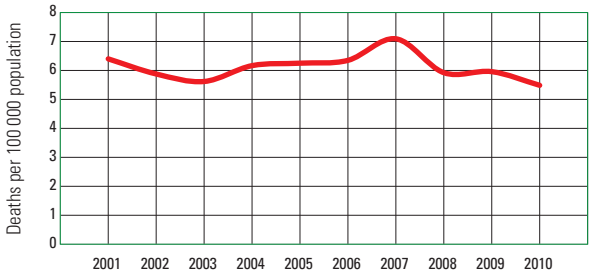
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police and Gendarmerie.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

UGANDA

Population: 33 424 683
Income group: Low
Gross national income per capita: US$ 500

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	635 656
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	2 954[b], 79%M, 22%F
Estimated GDP lost due to road traffic crashes	2.9%[c]

[b] Police records. Defined as died within 30 days of crash.
[c] 2003, Economic Paper for Ministry of Works and Transport. Research Conducted by Phoenix Engineering and Research Limited.

SAFER ROAD USERS

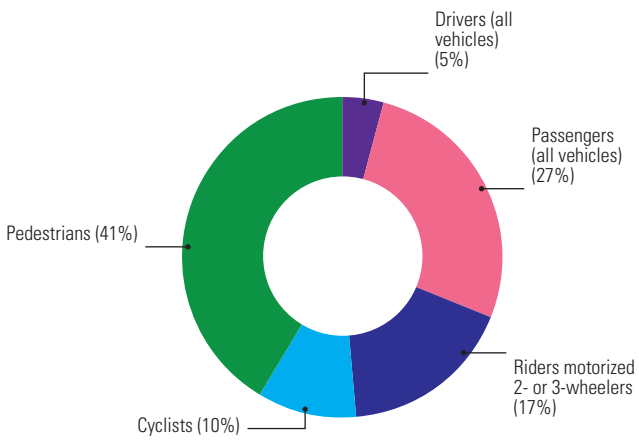
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	0.1%[d]
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

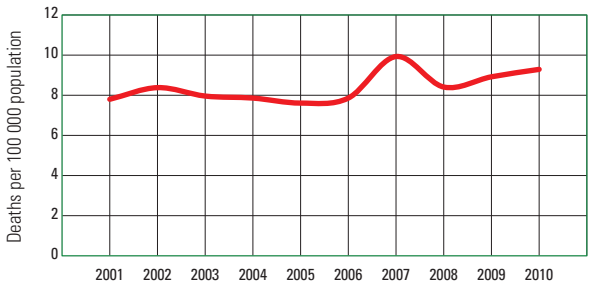
[d] Injury Control Center Uganda, Sentinel sites and draft injury policy report.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Uganda Police Force.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Uganda Police Force.

Data collected by multisectoral consensus meeting and cleared by Ministry of Works and Transport.

Further data on each country can be found in the statistical annex.

UKRAINE

Population: 45 448 330
Income group: Middle
Gross national income per capita: US$ 2 990

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2011)	14 427 680
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	1 694 336
Heavy trucks	2 168 908
Buses	371 281
Other	10 193 155
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	4 709[a], 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Defined as died at the scene of crash.

SAFER ROAD USERS

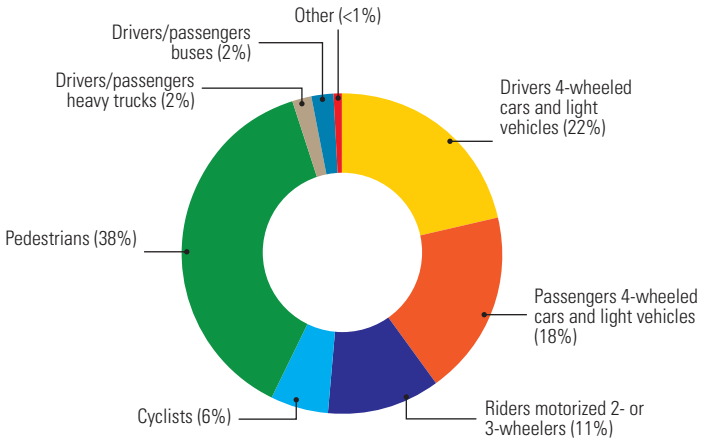
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	3%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[b] 2010, Ministry of Internal Affairs.

POST-CRASH CARE

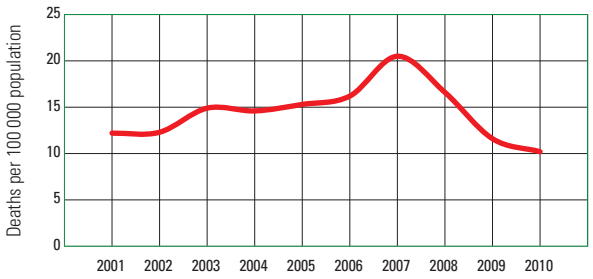
Vital registration system	Yes
Emergency Room based injury surveillance system	—
Emergency access telephone number(s)	103
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Internal Affairs.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Infrastructure of Ukraine.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

UNITED ARAB EMIRATES

Population: 7 511 690
Income group: High
Gross national income per capita: US$ 39 640

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2010)
Fatality reduction target	1.5 deaths per 100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	2 260 000
Cars and 4-wheeled light vehicles	2 060 163
Motorized 2- and 3-wheelers	29 348
Heavy trucks	106 567
Buses	40 692
Other	23 230
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	826[b], 89%M, 10%F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

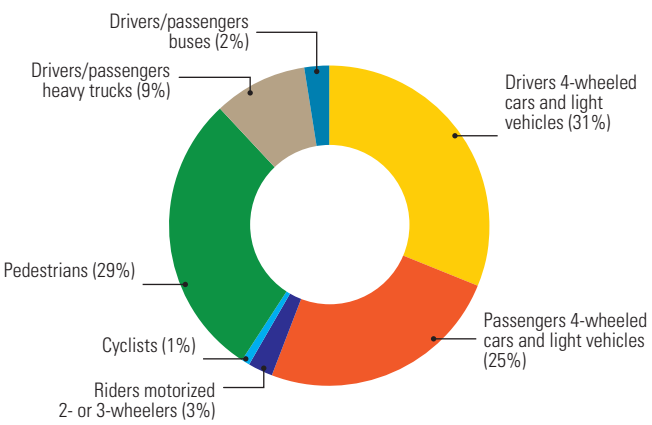
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National drink–driving law	Yes[c]
BAC limit – general population	0.01 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	1.3%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	90% Drivers[d] 90% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	78% Front seats[e] 5% Rear seats[e]
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[c] Alcohol consumption legally prohibited.
[d] 2010, Ministry of Interior.
[e] 2011, Abu Dhabi Seatbelts and Child Safety Restraint Compliance Study.

POST-CRASH CARE

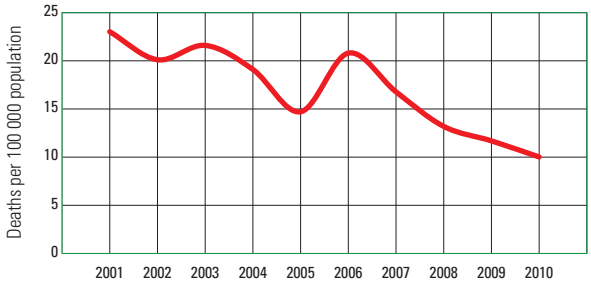
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

UNITED KINGDOM

Population: 62 035 568
Income group: High
Gross national income per capita: US$ 38 140

INSTITUTIONAL FRAMEWORK

Lead agency	Department for Transport (Great Britain) and Department of the Environment (Northern Ireland)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes[a]
Fatality reduction target[b]	Northern Ireland: 60% of 2004–2008 average, Scottish Government: 40% by 2020

[a] Northern Ireland: 2011–2020, Scottish Government: 2009–2020.
[b] The new Great Britain Strategy includes a set of outcome indicators to measure progress, rather than setting targets. The Strategy's central projection indicates a fatality reduction of 37%–46% by 2020 and 41%–57% by 2030 (compared to 2005–2009 annual average).

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	35 170 629
Cars and 4-wheeled light vehicles	32 592 276
Motorized 2- and 3-wheelers	1 264 610
Heavy trucks	494 350
Buses	177 143
Other	642 250
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	1 905[c], 74%M, 26%F
Estimated GDP lost due to road traffic crashes	1.2%[d]

[c] Police records. Defined as died within 30 days of crash.
[d] 2009, Calculated by Dept of Transport for GB from Kilbane (2009). A valuation of road accidents and casualties in Great Britain in 2009.

SAFER ROAD USERS

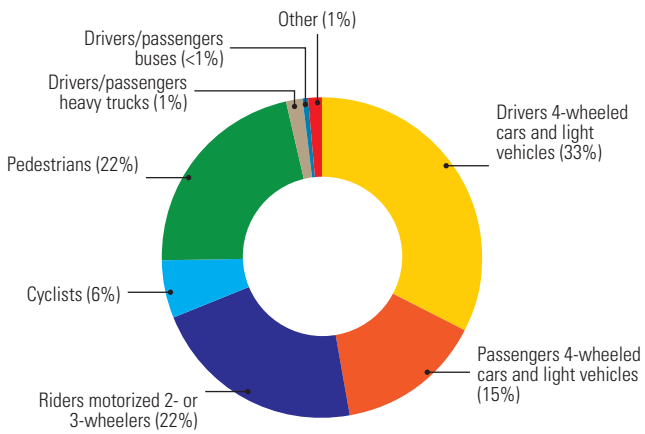
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes[e]
Maximum limit urban roads	48 km/h
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	—
% road traffic deaths involving alcohol	19%[f,g]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	—[h]
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	96% Front seats[i,j] 91% Rear seats[i,j]
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

[e] Except in Northern Ireland.
[f] 2010, Police Service of Northern Ireland and Department for Transport.
[g] Great Britain 14%, Northern Ireland 24%.
[h] No consensus reached.
[i] 2010, Police Service of Northern Ireland. Reported Injury Road Traffic Collision Statistics 2009. Walter, Department for Transport. Seatbelt and mobile phone usage surveys: England and Scotland 2009.
[j] Northern Ireland, England and Scotland only.

POST-CRASH CARE

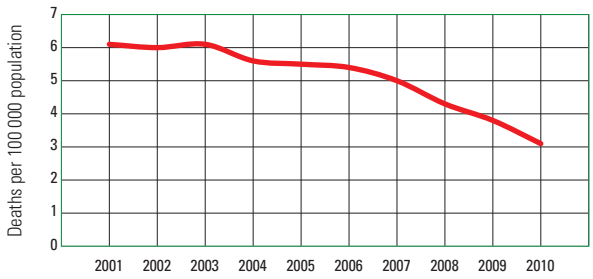
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010 Office for National Statistics, Scottish Registrar General's Office, Police Service of Northern Ireland.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department for Transport and the Department of the Environment.

Data collected by multisectoral consensus meeting and cleared by the Department of Transport.

Further data on each country can be found in the statistical annex.

UNITED REPUBLIC OF TANZANIA

Population: 44 841 224
Income group: Low
Gross national income per capita: US$ 530

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2011)	977 468
Cars and 4-wheeled light vehicles	378 485
Motorized 2- and 3-wheelers	451 304
Heavy trucks	70 254
Buses	41 625
Other	35 800
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	3 582[b], 77%M, 23%F
Estimated GDP lost due to road traffic crashes	3.4%[c]

[b] Police records. Definition not specified.
[c] 2008, National Road Safety Policy.

SAFER ROAD USERS

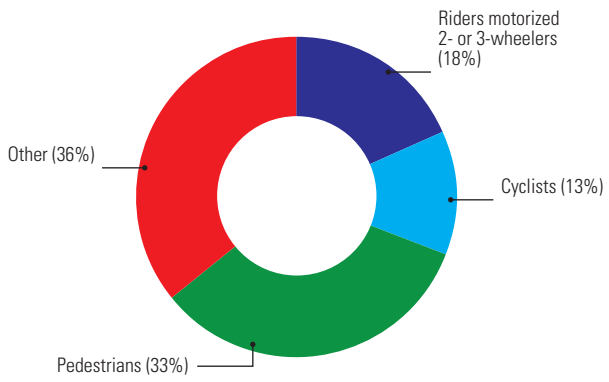
Penalty/demerit point system in place	No
National speed limits	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	30–50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	No[d]
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[d] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

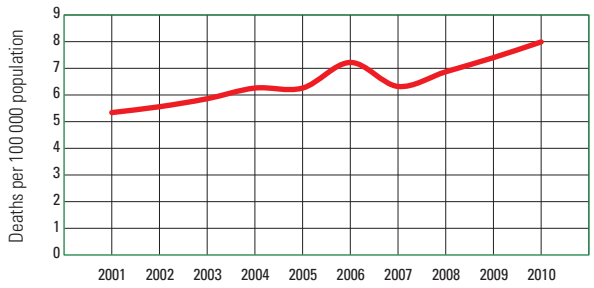
Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police Division.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Police Division.

Data collected by multisectoral consensus meeting.

Further data on each country can be found in the statistical annex.

UNITED STATES OF AMERICA

Population: 310 383 968
Income group: High
Gross national income per capita: US$ 47 350

INSTITUTIONAL FRAMEWORK

Lead agency	National Highway Traffic Safety Administration (US DOT/NHTSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2020)
Fatality reduction target	12.4 deaths per 100 000 population

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2009)	258 957 503
Cars and 4-wheeled light vehicles	239 212 572
Motorized 2- and 3-wheelers	7 929 724
Heavy trucks	10 973 214
Buses	841 993
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

SAFER ROAD USERS

Penalty/demerit point system in place	Subnational
National speed limits	Subnational
Local authorities can set lower limits	—
Maximum limit urban roads	—
Enforcement	—
National drink–driving law	Subnational
BAC limit – general population	0.08 g/dl[c]
BAC limit – young or novice drivers	0.0–0.02 g/dl[c]
BAC limit – professional/commercial drivers	0.04 g/dl
Random breath testing and/or police checkpoints	No[d]
Enforcement	—
% road traffic deaths involving alcohol	32%[e]
National motorcycle helmet law	Subnational
Applies to drivers and passengers	—
Helmet standard mandated	Yes
Enforcement	—
Helmet wearing rate	55% Drivers[f] 51% Passengers[f]
National seat-belt law	Subnational
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	84% Front seats[g] 70% Rear seats[h]
National child restraint law	Subnational
Enforcement	—
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] No national BAC limit, but all states and the District of Columbia have BAC limit of 0.08 for general population and 0.02 or less for young/novice dirvers.
[d] Cases suspected of drink-driving are further investigated.
[e] 2010, NHTSA. Traffic safety facts – 2009 data: Alcohol-impared driving (DOT HS 811 385).
[f] 2010, NHTSA. Traffic safety facts – Research note: Motorcycle helmet use in 2010 – Overall results (DOT HS 811 419).
[g] 2010, NHTSA. Traffic safety facts – Research Note: Seat belt use in 2010 – Overall results (DOT HS 811 378).
[h] 2010, Pickrell T and Ye T. Results from the National Occupant Protection Use Survey controlled intersection study (DOT HS 811414).

DATA

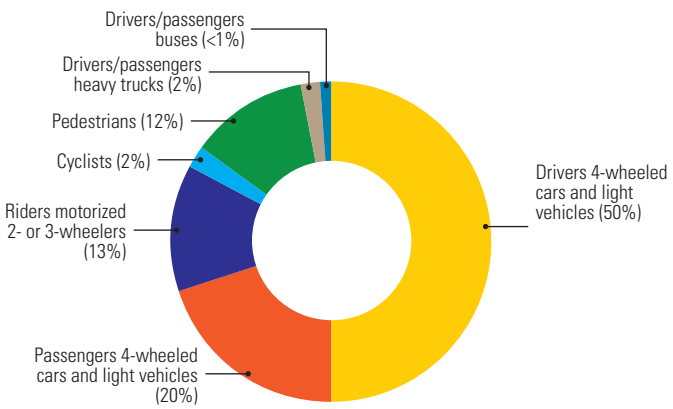
Reported road traffic fatalities (2009)	33 808[a], 70%M, 30%F
Estimated GDP lost due to road traffic crashes	2.3%[b]

[a] Police records. Defined as died within 30 days of crash.
[b] 2000, Blincoe, L., Seay, A., Zaloshnja, T., & Romano, E. (2002). The Economic Impact of Motor Vehicle Crashes 2000 (DOT HS 809 466). Washington, DC: National Highway Traffic Safety Administration.

POST-CRASH CARE

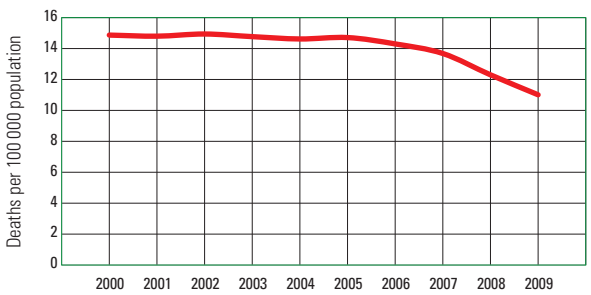
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2009, Fatality Analysis Reporting System (FARS).

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Fatality Analysis Reporting System (FARS).

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Department of Health and Human Services.

URUGUAY

Population: 3 368 786
Income group: Middle
Gross national income per capita: US$ 10 290

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Agency (UNASEV)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2012)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2008)	1 287 012
Cars and 4-wheeled light vehicles	578 811
Motorized 2- and 3-wheelers	613 432
Heavy trucks	87 620
Buses	7 149
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	556[a], 73%M, 21%F
Estimated GDP lost due to road traffic crashes	4.5%[b]

[a] Combined sources (Police records, health facility records, vital registration data). Defined as died within 24 hours of crash.
[b] Cr. Garat study, 2000.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	45 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	38%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	60% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

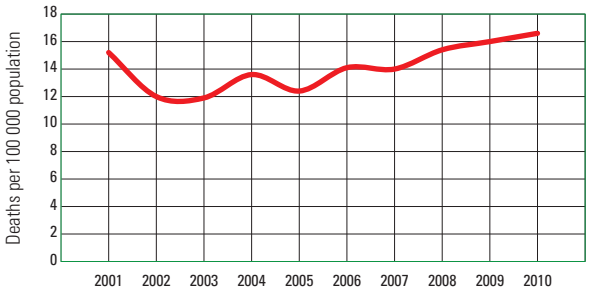
[c] 1997, Dr. Guido Berro Forensic Technical Institute.
[d] 2010, Road Safety Report 2010.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Road Accident Report in Uruguay.

Data collected by multisectoral consensus meeting and cleared by the National Road Safety Agency (UNASEV).

Further data on each country can be found in the statistical annex.

UZBEKISTAN

Population: 27 444 702
Income group: Middle
Gross national income per capita: US$ 1 300

INSTITUTIONAL FRAMEWORK

Lead agency	Central Administrative Board of Traffic Safety, Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	—
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2007)	2 731[a]
Estimated GDP lost due to road traffic crashes	—

[a] Ministry of Internal Affairs. Defined as died within 30 days of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	70 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[b]
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	—
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[b] Alcohol consumption legally prohibited.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	03
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2003	8.1
2004	9.1
2005	9.1
2006	9.1
2007	10.1

Source: Ministry of Internal Affairs.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health.

Further data on each country can be found in the statistical annex.

VANUATU

Population: 239 651
Income group: Middle
Gross national income per capita: US$ 2 630

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	—
Regular inspections of existing road infrastructure	—
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	—

SAFER VEHICLES

Total registered vehicles (2011)	5 153
Cars and 4-wheeled light vehicles	3 974
Motorized 2- and 3-wheelers	118
Heavy trucks	227
Buses	834
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	3[b], 100% M
Estimated GDP lost due to road traffic crashes	—

[b] Health facility records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

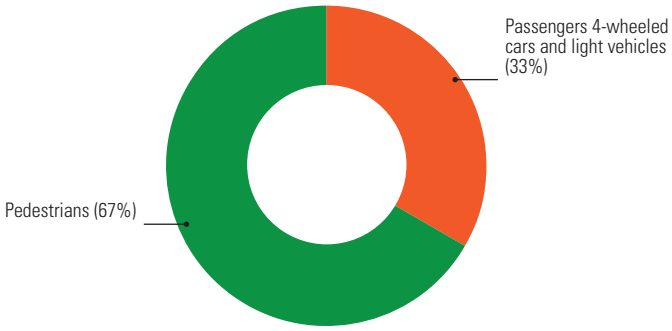
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	40 km/h
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	—
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

[c] Not based on BAC.

POST-CRASH CARE

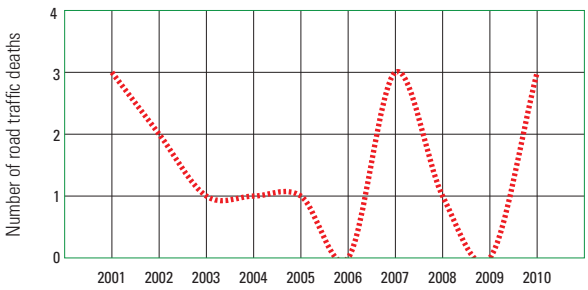
Vital registration system	No
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, HIS–MOH.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, HIS–MOH.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

VENEZUELA (BOLIVARIAN REPUBLIC OF)

Population: 28 979 857
Income group: Middle
Gross national income per capita: US$ 11 660

INSTITUTIONAL FRAMEWORK

Lead agency	National Institute of Transportation and Ground Transit/People's Ministry of Justice and Internal Relations
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2012–2017)
Fatality reduction target	5–10%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2007)	4 051 705
Motorcars	2 982 495
Trucks	838 441
Buses	41 543
Unspecified	189 226
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2008)	7 714[a], 81%M, 19%F
Estimated GDP lost due to road traffic crashes	6.6%[b]

[a] Vital registration data. Defined as died within a year of crash.
[b] PAHO-WHO (2009); Alcohol and Public Policies in Venezuela: Two Studies. Caracas, PAHO-WHO.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	8%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	45% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

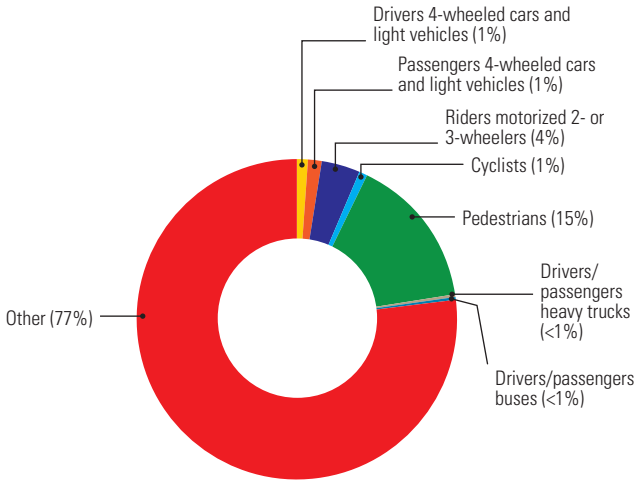
[c] PAHO-WHO (2009); Alcohol and Public Policies in Venezuela: Two Studies. Caracas, PAHO-WHO.
[d] 2008, Ministry of Infrastructure (MINFRA).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	0.4%[e]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

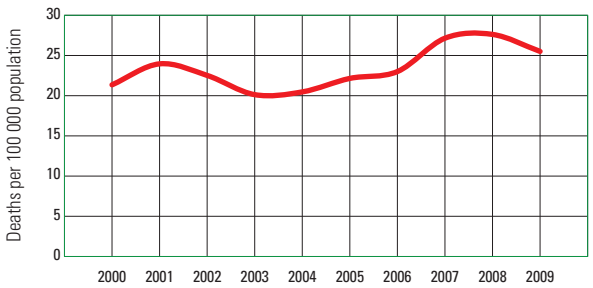
[e] 2001, National Institute of Statistics CENSO.

DEATHS BY ROAD USER CATEGORY



Source: 2008, Annual Mortality, Ministry of People's Power for Health.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Annual mortality, Ministry of People's Power for Health.

Further data on each country can be found in the statistical annex.

Data collected by multisectoral consensus meeting and cleared by the Ministry of People's Power for Health.

VIET NAM

Population: 87 848 460
Income group: Middle
Gross national income per capita: US$ 1 160

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Safety Committee (NTSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	33 166 411[a]
Cars and 4-wheeled light vehicles	556 945
Motorized 2- and 3-wheelers	31 452 503
Heavy trucks	552 244
Buses	97 468
Other	67 607
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

[a] Includes 439 644 destroyed or unaccounted for vehicles.

DATA

Reported road traffic fatalities (2010)	11 029[b]
Estimated GDP lost due to road traffic crashes	2.9%[c]

[b] Police records. Defined as died within 7 days of crash.
[c] Research Master Plan for Road Safety in Viet Nam, Japan International Cooperation Agency (JICA).

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0–0.05 g/dl[d]
BAC limit – young or novice drivers	0–0.05 g/dl[d]
BAC limit – professional/commercial drivers	0–0.05 g/dl[d]
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	90% Drivers[e] 75% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

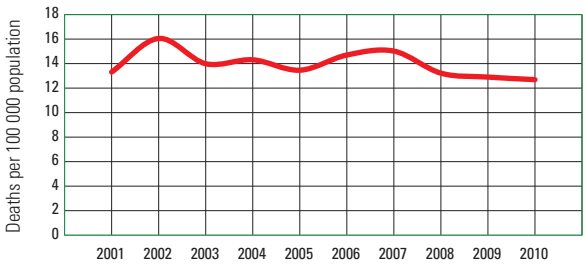
[d] 0.05 g/dl for motorcycle drivers; 0 g/dl for drivers of all other vehicles.
[e] Helmet observation surveys in 3 provinces, 2011 (Hanoi School of Public Health).

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	115
Seriously injured transported by ambulance	10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, NTSC Annual Reports.

Data collected by multisectoral consensus meeting and cleared by Ministry of Transport.

Further data on each country can be found in the statistical annex.

WEST BANK AND GAZA STRIP

Population: 4 039 192
Income group: Middle
Gross national income per capita: US$ 1 250

INSTITUTIONAL FRAMEWORK

Lead agency	Higher Traffic Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	194 702
Cars and 4-wheeled light vehicles	176 196
Motorized 2- and 3-wheelers	556
Heavy trucks	16 265
Buses	1 681
Other	4
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	Yes

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	131[b], 73%M, 27%F
Estimated GDP lost due to road traffic crashes	—

[b] Vital registration data. Defined as died within 30 days of crash.

SAFER ROAD USERS

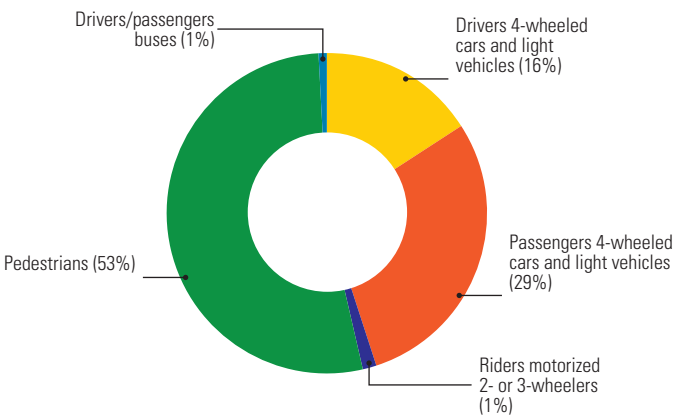
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	101
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	1.2%[c]
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

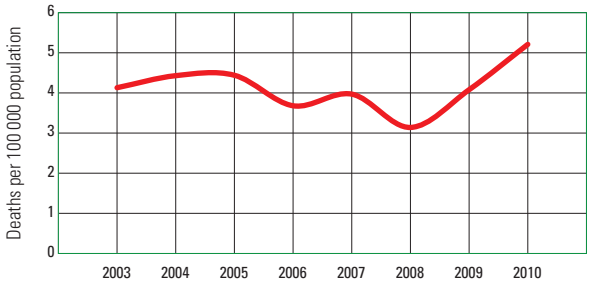
[c] 2010, Palestine Health Information System.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police Department, Ministry of Interior.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Palestinian Health Information Center (PHIC), MOH.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

YEMEN

Population: 24 052 514
Income group: Middle
Gross national income per capita: US$ 1 160

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	969 725
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[a]
Front and rear seat-belts required all imported cars	No

[a] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	2 959[b], 85% M, 16% F
Estimated GDP lost due to road traffic crashes	—

[b] Police records. Defined as died at scene of crash.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	—
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

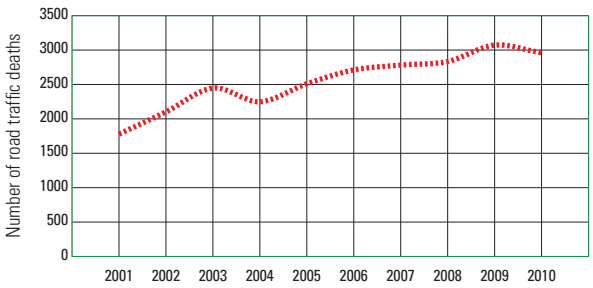
[c] Alcohol consumption legally prohibited.
[d] Not based on BAC.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	195
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: General Directorate of Traffic.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health & Population.

Further data on each country can be found in the statistical annex.

ZAMBIA

Population: 13 088 570
Income group: Middle
Gross national income per capita: US$ 1 070

INSTITUTIONAL FRAMEWORK

Lead agency	Road Transport Safety Agency (RTSA), and Zambia Police (Traffic)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2015)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

SAFER VEHICLES

Total registered vehicles (2010)	337 513[a]
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	—[b]
Front and rear seat-belts required all imported cars	No

[a] Number does not include GRZ registered vehicles.
[b] No car manufacturers/assemblers.

DATA

Reported road traffic fatalities (2010)	1 388[c]
Estimated GDP lost due to road traffic crashes	—

[c] Police records. Defined as died within a year of crash.

SAFER ROAD USERS

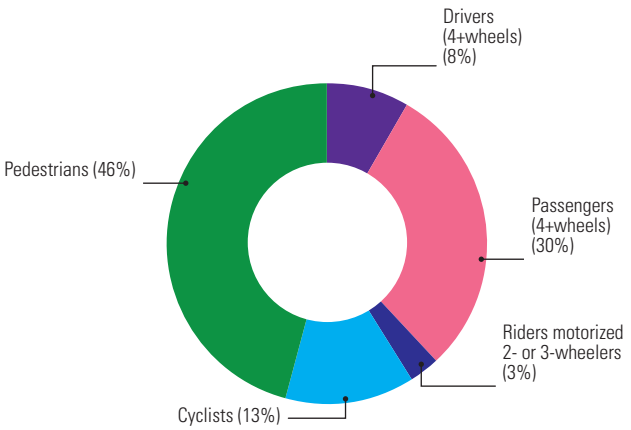
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	65 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	50%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

[d] 2007, Zambia Police.

POST-CRASH CARE

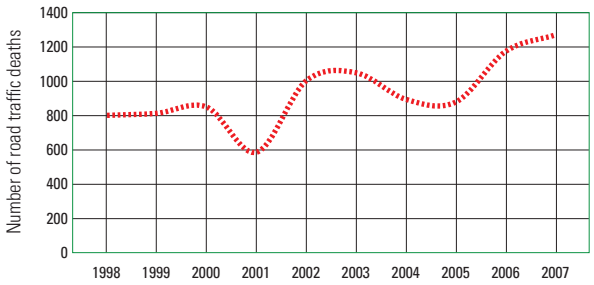
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2011, Zambia Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Transit Bureau.

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

Further data on each country can be found in the statistical annex.

ZIMBABWE

Population: 12 571 454
Income group: Low
Gross national income per capita: US$ 480

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Safety Council of Zimbabwe
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	862 756
Cars and 4-wheeled light vehicles	788 482
Motorized 2- and 3-wheelers	34 361
Heavy trucks	30 514
Buses	9 399
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA

Reported road traffic fatalities (2010)	1 777[a]
Estimated GDP lost due to road traffic crashes	—

[a] Police records. Definition not specified.

SAFER ROAD USERS

Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No[b]
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

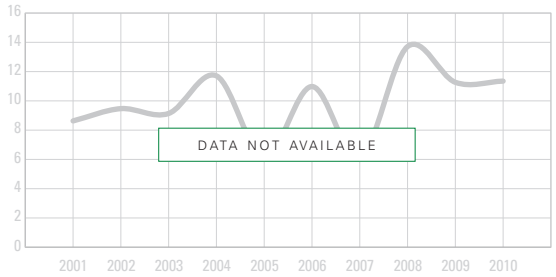
[b] Cases suspected of drink-driving are further investigated.

POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	None
Seriously injured transported by ambulance	11–49%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by Ministry of Health and Child Welfare.

Further data on each country can be found in the statistical annex.

STATISTICAL ANNEX

TABLE A1
NATIONAL DATA COORDINATORS BY COUNTRY/AREA AND WHO REGION

Country/area	Region	Name of national data coordinator(s)
Afghanistan	Eastern Mediterranean	Nadeeb, Safiullah
Albania	Europe	Bozo, Maksim
Andorra	Europe	Rubio, Moises Tomas
Angola	Africa	Chicola, Félix
Argentina	Americas	Rojas, Pablo
Armenia	Europe	Kostanyan, Karen
Australia	Western Pacific	Goldsworthy, John
Azerbaijan	Europe	Talishinskiy, Rustam
Bahamas	Americas	Mortimer, Karen
Bahrain	Eastern Mediterranean	Obeid, Amjad
Bangladesh	South-East Asia	Ullah, A.K.M
Barbados	Americas	Carter Taylor, Denise
Belarus	Europe	Pikirenya, Ivan
Belgium	Europe	Scheers, Miran
Belize	Americas	[a]
Benin	Africa	Chaffa Boni, Christian
Bhutan	South-East Asia	Doma, Karma
Bolivia (Plurinational State of)	Americas	Villena Monje, Silvia
Bosnia and Herzegovina	Europe	Sokić Begovic, Elma; Seranic, Alen
Botswana	Africa	Mokakangwe, Thatayaone
Brazil	Americas	Maciel Miranda, Luiz Otavio
Brunei Darussalam	Western Pacific	Haji Ariffin, Ahmad Amysar; Hj Abdul Karim, Hj Johary
Bulgaria	Europe	Tsenova, Pavlina
Burkina Faso	Africa	Sanon, Casimir
Burundi	Africa	Nizigiyimana, Dionis
Cambodia	Western Pacific	Prak, Piseth Raingsey
Cameroon	Africa	Ngoumbe, Zacharie
Canada	Americas	Gutoskie, Paul
Cape Verde	Africa	Rodrigues, Sandra
Central African Republic	Africa	Gondamovo, Paul
Chad	Africa	Gocke, Mahamat
Chile	Americas	Mimica Porras, Danica
China	Western Pacific	Yan, Jun
Colombia	Americas	Vargas Castillo, Diego Alonso
Comoros	Africa	Yahaïa, Mohamed
Congo	Africa	Kouni Okogna, Jean Roger
Cook Islands	Western Pacific	Tangaroa, Edwina
Costa Rica	Americas	Guzmán Duarte, Teresita
Côte d'Ivoire	Africa	Tidjane, Amadou
Croatia	Europe	Brkic Bilos, Ivana
Cuba	Americas	Basanta Montesinos, Alicia Marlenne
Cyprus	Europe	Pavlou, Pavlos
Czech Republic	Europe	Benesová, Veronika
Democratic People's Republic of Korea	South-East Asia	Chol, Choe
Democratic Republic of the Congo	Africa	Mwaluka Kyembe, Christophe
Denmark	Europe	Hemdorff, Stig
Dominica	Americas	Ricketts, Paul
Dominican Republic	Americas	Gautreau Grullón, Mairení
Ecuador	Americas	de la Torre, Pablo
Egypt	Eastern Mediterranean	Sultan, Mohammed
El Salvador	Americas	Morán de García, Silvia Argentina
Equatorial Guinea	Africa	Obiang, Pedro Mba

Country/area	Region	Name of national data coordinator(s)
Estonia	Europe	Leimann, Maris; Köhler, Kristina
Ethiopia	Africa	Asrat, Abebe
Fiji	Western Pacific	Satakala, Timoci
Finland	Europe	Jääskeläinen, Petri
France	Europe	Alexis, Jacques
Gabon	Africa	Allogo, Jean Jacques
Gambia	Africa	Demba, Bah
Georgia	Europe	Kheladze, Kakha
Germany	Europe	[b]
Ghana	Africa	Afukaar, Francis
Greece	Europe	Papanikolaou, Spiridon
Guatemala	Americas	Morales Sandoval, Salvador
Guinea	Africa	Kezely, Beavogui
Guinea-Bissau	Africa	Armando João, Vinha Afonso
Guyana	Americas	Doorgen, Ramona
Honduras	Americas	Gómez, Oscar Armando
Hungary	Europe	Bényi, Mária
Iceland	Europe	Thorsteinsdottir, Svanhildur
India	South-East Asia	Thargoankar, Arvind
Indonesia	South-East Asia	Widiastuti, Esti
Iran (Islamic Republic of)	Eastern Mediterranean	Haddadi, Mashyaneh
Iraq	Eastern Mediterranean	Al-Ghurabi, Sundus
Ireland	Europe	Hayes, Declan
Israel	Europe	Peleg, Kobi; Maya, Siman-Tov
Italy	Europe	Lecce, Maria Giuseppina
Jamaica	Americas	Barnett, Jasper
Japan	Western Pacific	Obara, Hiromi
Jordan	Eastern Mediterranean	Alhorob, Ameen; Bani Hani, Mohamed
Kazakhstan	Europe	Batpenov, Nurlan
Kenya	Africa	Githinji, Wilfred Mwai
Kiribati	Western Pacific	Rubeiariki, Mweritonga
Kuwait	Eastern Mediterranean	Al-Otaibi, Hamed
Kyrgyzstan	Europe	Toimatov, Samatbek
Lao People's Democratic Republic	Western Pacific	Mektakul, Somnuk
Latvia	Europe	Feldmane, Jana
Lebanon	Eastern Mediterranean	Hawila, Elie; Khoury, Assaad
Lesotho	Africa	Khasiane, Kabi
Liberia	Africa	Dunbar, Nelson
Lithuania	Europe	Laukaitiene, Aida
Luxembourg	Europe	Krippler, Serge
Madagascar	Africa	Randrianarisona, Sonia Aimée
Malawi	Africa	Chirwa, James
Malaysia	Western Pacific	Rahim, Syed Mohamed ; Allyana, Sharifah
Maldives	South-East Asia	Musa, Saudha
Mali	Africa	Maiga, Ousmane
Malta	Europe	Galea, Audrey
Marshall Islands	Western Pacific	Edwards, Russell
Mauritania	Africa	Traore, Abdellahi
Mauritius	Africa	Jewon, Mahmad Saeed
Mexico	Americas	Osuna Rosas, Rodrigo
Micronesia (Federated States of)	Western Pacific	Jesse, Ben
Mongolia	Western Pacific	Uyanga, Zuunai
Montenegro	Europe	Stojanovic, Svetlana
Morocco	Eastern Mediterranean	Boulaajoul, Benacer
Mozambique	Africa	Moiane, Messias

Country/area	Region	Name of national data coordinator(s)
Myanmar	South-East Asia	Lwin, Thit
Namibia	Africa	Shigwedha, Laina
Nepal	South-East Asia	Ghimire, Dhruba
Netherlands	Europe	Methorst, Rob
New Zealand	Western Pacific	MacIver, Kathryn
Nicaragua	Americas	González Kraudy, Roberto
Niger	Africa	Bagoudou, Chékarao
Nigeria	Africa	Igwe, Kenneth
Niue	Western Pacific	Nosa, Manila
Norway	Europe	Linhave, Jakob
Oman	Eastern Mediterranean	Al Wahaibi, Salim; Yazidi, Mohammed
Pakistan	Eastern Mediterranean	Jooma, Rashid
Palau	Western Pacific	Samsel, Losii
Panama	Americas	Moreno Cedeño, Teófilo Valerio
Papua New Guinea	Western Pacific	Terema, Nelson
Paraguay	Americas	Recalde Mora, Nilda
Peru	Americas	Collazos, Joel Gilberto
Philippines	Western Pacific	Benegas-Segarra, Agnes
Poland	Europe	Krawczyk, Emilia
Portugal	Europe	Amann, Gregória Paixão von
Qatar	Eastern Mediterranean	Alyafei, Khalid
Republic of Korea	Western Pacific	Shin, Yunhee
Republic of Moldova	Europe	Zatic, Tatiana
Romania	Europe	Arafat, Raed
Russian Federation	Europe	Kipor, Gennady
Rwanda	Africa	Rurangirwa, Dominique
Saint Kitts and Nevis	Americas	Cromwell, Henry
Saint Lucia	Americas	Jaime, Alina
Saint Vincent and the Grenadines	Americas	Wyllie, Patsy
Samoa	Western Pacific	Vaigafa, Kennedy
San Marino	Europe	Gualtieri, Andrea
Sao Tome and Principe	Africa	Lima, Antonio
Saudi Arabia	Eastern Mediterranean	Alanazi, Faisal
Senegal	Africa	Coulibaly, Siaka
Serbia	Europe	Paunovic, Milena
Seychelles	Africa	Andre, Patrick
Sierra Leone	Africa	Amara, Abou Bakarr
Singapore	Western Pacific	Soh, Wan Khuan
Slovakia	Europe	Smrek, Martin
Slovenia	Europe	Marinko, Vesna; Murkovič, Andraž
Solomon Islands	Western Pacific	Ogaoga, Divinol
South Africa	Africa	Sihlangu, Zanele
Spain	Europe	Lizarbe Alonso, Vicenta
Sri Lanka	South-East Asia	Bandara, J.M.S.J
Sudan	Eastern Mediterranean	Eltahir, Suad
Suriname	Americas	Forster, Allan Denny
Swaziland	Africa	Maphanga, Muzi
Sweden	Europe	Berglind, Åsa
Switzerland	Europe	Jahn, Christoph
Syrian Arab Republic	Eastern Mediterranean	Hasaba, Taufik
Tajikistan	Europe	Razzakov, Abduvali
Thailand	South-East Asia	Panket, Panuwat
The former Yugoslav Republic of Macedonia	Europe	Tozija, Fimka
Timor-Leste	South-East Asia	Sere, Mario
Togo	Africa	Fatonzoun, Mawutoe
Tonga	Western Pacific	Palu, Elizabeth

Country/area	Region	Name of national data coordinator(s)
Trinidad and Tobago	Americas	Lewis, Carla
Tunisia	Eastern Mediterranean	Somrani, Naoufel
Turkey	Europe	Inan, Fazil ; Atila, Tuba
Uganda	Africa	Kwamusi, Paul
Ukraine	Europe	Shtyl, Yuriy
United Arab Emirates	Eastern Mediterranean	Al-Belooshi, Kalthoom
United Kingdom	Europe	Bellis, Mark; Eckley, Lindsay
United Republic of Tanzania	Africa	Kahatano, Johansen
United States of America	Americas	Dellinger, Ann
Uruguay	Americas	Borba, Norberto
Uzbekistan	Europe	Kadirov, Diftikhor
Vanuatu	Western Pacific	Langati, Jeffrety Tila
Venezuela (Bolivarian Republic of)	Americas	Peña, Saúl
Viet Nam	Western Pacific	Trung, Do Minh
West Bank and Gaza Stripa[c]	Eastern Mediterranean	Bitar, Jawad
Yemen	Eastern Mediterranean	Ghazi, Osan
Zambia	Africa	Mwali, Mutaba
Zimbabwe	Africa	Muchena, Ernest

[a] No National Data Coordinator.
[b] Data collected by Federal Highway Research Institute (BASt).
[c] Non member-area.

TABLE A2
ROAD TRAFFIC DEATHS AND PROPORTION OF DEATHS BY ROAD USER, BY COUNTRY/AREA

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2010	GNI per capita[b] for 2010 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Estimated number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Afghanistan	31 411 742	410	Low	1 501	6 209	5 538–6 880	19.8
Albania	3 204 284	3 970	Middle	352	408	383–432	12.7
Andorra	84 865	41 750[f]	High	3	3		3.5
Angola	19 081 912	3 960	Middle	4 042	4 407	3 941–4 873	23.1
Argentina	40 412 376	8 620	Middle	5 094	5 094		12.6
Armenia	3 092 072	3 200	Middle	285	558	527–589	18.1
Australia	22 268 384	46 200	High	1 363	1 363		6.1
Austria	8 393 644	46 920	High	552	553		6.6
Azerbaijan	9 187 783	5 380	Middle	1 202	1 202		13.1
Bahamas	342 877	21 970	High	43	47		13.7
Bahrain	1 261 835	15 920	High	73	132		10.5
Bangladesh	148 692 128	700	Low	2 872[f]	17 289	15 415–19 164	11.6
Barbados	273 331	12 660[f]	High	19	20		7.3
Belarus	9 595 421	5 990	Middle	1 190	1 384		14.4
Belgium	10 712 066	45 780	High	840	869		8.1
Belize	311 627	3 640	Middle	41	51		16.4
Benin	8 849 892	780	Low	816	2 119	1 864–2 373	23.9
Bhutan	725 940	1 870	Middle	79	96	88–104	13.2
Bolivia (Plurinational State of)	9 929 849	1 810	Middle	1 681	1 910	1 791–2 030	19.2
Bosnia and Herzegovina	3 760 149	4 740	Middle	336	588	554–621	15.6
Botswana	2 006 945	6 750	Middle	385	417	378–456	20.8
Brazil	194 946 488	9 540	Middle	36 499[f]	43 869		22.5
Brunei Darussalam	398 920	31 800[f]	High	46[f]	27		6.8
Bulgaria	7 494 332	6 320	Middle	775	776		10.4
Burkina Faso	16 468 714	550	Low	966	4 566	3 905–5 227	27.7
Burundi	8 382 849	230	Low	357	1 788	1 523–2 053	21.3
Cambodia	14 138 255	750	Low	1 816	2 431	2 121–2 741	17.2
Cameroon	19 598 889	1 200	Middle	1 353	3 933	3 496–4 370	20.1
Canada	34 016 594	43 250	High	2 227	2 296		6.8
Cape Verde	495 999	3 280	Middle	63	111	98–124	22.4
Central African Republic	4 401 051	470	Low	145	644	558–729	14.6
Chad	11 227 208	710	Low	3 226	3 339		29.7
Chile	17 113 688	10 750	Middle	2 071	2 098		12.3
China	1 348 932 032	4 240	Middle	70 134	275 983		20.5
Colombia	46 294 842	5 520	Middle	5 502	7 225		15.6
Comoros	734 750	750	Low	14	160	136–185	21.8
Congo	4 042 899	2 240	Middle	269	692	614–770	17.1
Cook Islands	20 277	—	Middle	2	2		9.9
Costa Rica	4 658 887	6 860	Middle	700[f]	592		12.7
Côte d'Ivoire	19 737 800	1 170	Middle	699[f]	4 121	3 618–4 625	20.9
Croatia	4 403 330	13 890	High	426	456		10.4
Cuba	11 257 979	5 460[f]	Middle	809	872		7.8
Cyprus	1 103 647	29 450	High	60	84		7.6
Czech Republic	10 492 960	18 490	High	802	802		7.6
Democratic People's Republic of Korea	24 346 229	—	Low	—	2 614	2 378–2 850	10.7
Democratic Republic of the Congo	65 965 796	180	Low	332	13 764	11 720–15 808	20.9
Denmark	5 550 142	59 410	High	255	258		4.7
Dominica	67 763	6 900	Middle	8	8		11.8

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
—	—	—	—	—
43.5	15.1	4.3	36.1	1.1
66.7	0.0	0.0	33.3	0.0
—	—	—	—	—
69.2	10.3	—	14.6	5.9
54.1	—	—	43.9	2.0
67.9[g]	16.4	2.9	12.8	0.1
52.9	15.6	5.8	17.8	8.0
62.6	—	0.7	36.0	0.8
63.6	15.9	2.3	18.2	0.0
44.0	1.3	10.7	38.7	5.3
23.6	15.8	2.8	40.8	17.0
—	—	—	—	—
42.3	6.9	9.4	40.6	0.8
53.9	17.2	9.2	10.9	8.8
—	—	—	—	—
19.4	50.2	3.2	19.0	8.3
60.8	2.5	0.0	5.1	31.7
57.7	—	1.1	36.2	5.0
60.7	12.1	7.1	15.6	4.5
54.9	1.5	0.5	29.7	13.4
22.5	24.8	4.2	23.4	25.2
—	—	—	—	—
62.6	6.2	3.4	22.2	5.7
—	—	—	—	—
—	—	—	—	—
11.8	66.6	4.0	12.0	5.7
—	—	—	—	—
68.6	8.8	1.8	13.9	6.9
—	—	—	—	—
—	—	—	—	—
—	—	—	—	—
35.8	5.3	9.1	39.3	10.5
22.6	34.5	10.4	25.0	7.6
9.9	39.1	5.8	30.8	14.4
27.3	27.3	0.0	45.5	0.0
—	—	—	—	—
0.0	100.0	0.0	0.0	0.0
22.6	28.3	9.4	37.0	2.6
41.8	4.4	2.0	40.1	11.7
48.1	16.4	6.6	24.7	4.2
17.5	13.1	12.5	34.8	22.1
40.0	35.0	3.3	21.7	0.0
48.3	12.0	8.7	18.8	12.2
—	—	—	—	—
71.0	15.0	0.0	5.0	9.0
58.8	12.9	10.2	17.3	0.8
37.5	50.0	—	12.5	0.0

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2010	GNI per capita[b] for 2010 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Estimated number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Dominican Republic	9 927 320	5 020	Middle	2 470	4 143	3 849–4 437	41.7
Ecuador	14 464 739	3 850	Middle	3 222	3 911		27.0
Egypt	81 121 080	2 420	Middle	9 608	10 729		13.2
El Salvador	6 192 993	3 370	Middle	1 017	1 358		21.9
Equatorial Guinea	700 401	13 720	High	53[f]	80	66–94	11.4
Estonia	1 341 140	14 180	High	78	87		6.5
Ethiopia	82 949 544	390	Low	2 506	14 606	12 710–16 502	17.6
Fiji	860 623	3 610	Middle	52	54		6.3
Finland	5 364 546	47 460	High	272	272		5.1
France	62 787 430	42 190	High	3 992	3 992		6.4
Gabon	1 505 463	7 680	Middle	327	338		22.5
Gambia	1 728 394	610	Low	94	325	280–370	18.8
Georgia	4 352 244	2 680	Middle	685	685		15.7
Germany	82 302 468	42 970	High	3 648	3 830		4.7
Ghana	24 391 823	1 250	Middle	1 986	5 407	4 729–6 085	22.2
Greece	11 359 346	26 890	High	1 451[f]	1 385		12.2
Guatemala	14 388 929	2 740	Middle	958	958		6.7
Guinea	9 981 590	390	Low	503	1 956	1 711–2 201	19.6
Guinea-Bissau	1 515 224	580	Low	134	472	398–546	31.2
Guyana	754 493	2 900	Middle	112	210		27.8
Honduras	7 600 524	1 870	Middle	1 217	1 425	1 331–1 520	18.8
Hungary	9 983 645	12 860	High	740	908		9.1
Iceland	320 136	33 890	High	8	9		2.8
India	1 224 614 272	1 260	Middle	130 037	231 027		18.9
Indonesia	239 870 944	2 500	Middle	31 234	42 434	37 195–47 673	17.7
Iran (Islamic Republic of)	73 973 628	4 520[f]	Middle	23 249	25 224		34.1
Iraq	31 671 591	2 380	Middle	5 708	9 962	8 707–11 217	31.5
Ireland	4 469 900	41 720	High	212	212		4.7
Israel	7 418 400	27 270	High	352	352		4.7
Italy	60 550 850	35 530	High	4 237[f]	4 371		7.2
Jamaica	2 741 052	4 700	Middle	319	319		11.6
Japan	126 535 916	42 050	High	5 772[f]	6 625		5.2
Jordan	6 187 227	4 140	Middle	670	1 414	1 250–1 577	22.9
Kazakhstan	16 026 367	7 500	Middle	3 379	3 514		21.9
Kenya	40 512 678	810	Low	2 966	8 484	7 380–9 587	20.9
Kiribati	99 488	2 010	Middle	6	6		6.0
Kuwait	2 736 732	48 900	High	374	452		16.5
Kyrgyzstan	5 334 223	840	Low	850	1 022		19.2
Lao People's Democratic Republic	6 200 894	1 010	Middle	767	1 266	1 098–1 433	20.4
Latvia	2 252 060	11 850	Middle	218	243		10.8
Lebanon	4 227 597	8 750	Middle	533	942	860–1 023	22.3
Lesotho	2 171 318	1 100	Middle	362	616	530–702	28.4
Liberia	3 994 122	210	Low	78[f]	760	642–879	19.0
Lithuania	3 323 611	11 620	Middle	299	369		11.1
Luxembourg	507 448	76 820	High	32	32		6.3
Madagascar	20 713 819	430	Low	422	3 805	3 323–4 287	18.4
Malawi	14 900 841	330	Low	976	2 904	2 515–3 293	19.5
Malaysia	28 401 017	7 760	Middle	6 872	7 085		25.0
Maldives	315 885	6 150	Middle	6	6		1.9
Mali	15 369 809	600	Low	739	3 544	3 104–3 983	23.1
Malta	416 515	18 620	High	15	16		3.8
Marshall Islands	54 009	3 640	Middle	4	4		7.4

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
13.8	57.8	—	24.6	3.8
0.8	4.4	0.4	29.5	64.9
—	—	—	—	—
15.8	5.3	4.8	61.5	12.7
—	—	—	—	—
56.4	9.0	11.5	16.7	6.4
—	—	—	—	—
—	—	—	—	—
61.8	9.2	9.6	12.9	6.6
56.7	23.9	3.7	12.2	3.6
—	—	—	—	—
—	—	—	—	—
—	—	0.3	25.0	74.7
50.4	19.4	10.4	13.1	6.6
16.4	10.6	4.6	43.0	25.5
46.4	30.6	1.0	14.0	8.0
52.7	30.0	—	—	17.4
—	—	—	—	—
—	—	—	—	—
13.0	20.0	15.7	34.8	16.5
38.9[g]	10.6	5.7	44.9	—
44.6	9.2	12.4	26.0	7.8
62.5	12.5	0.0	25.0	0.0
15.5[g]	32.4	4.6	8.7	38.7
6.1	35.7	1.7	21.1	35.4
47.5[g]	22.9	—	28.6	1.1
—	—	—	—	—
67.5	8.0	1.4	19.3	3.8
42.3	12.2	5.1	33.8	6.5
42.4	30.3	7.0	15.7	4.6
36.4	13.8	8.2	36.1	5.6
31.2	17.7	16.2	34.6	0.3
64.0	0.0	0.0	32.5	3.4
68.4	2.4	0.4	24.4	4.4
34.2	6.6	7.9	46.9	4.5
16.7	33.3	0.0	50.0	0.0
—	—	—	—	—
21.7	0.6	0.2	17.7	59.8
14.6	74.4	1.3	6.3	3.4
41.7	10.1	6.0	36.2	6.0
45.4	18.6	0.6	32.8	2.7
—	—	—	—	—
33.8	0.0	0.0	66.3	0.0
43.5	6.0	7.4	36.1	7.0
84.4	3.1	3.1	3.1	6.3
—	—	—	—	—
29.0	3.0	15.0	35.0	18.0
26.0	58.7	2.8	9.1	3.4
50.0	33.3	0.0	16.7	0.0
—	—	—	—	—
53.3	26.7	0.0	20.0	0.0
25.0	0.0	0.0	75.0	0.0

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2010	GNI per capita[b] for 2010 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Estimated number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Mauritania	3 459 773	1 000	Low	163	970	848–1 091	28.0
Mauritius	1 299 172	7 780	Middle	158	158		12.2
Mexico	113 423 052	8 930	Middle	17 301[f]	16 714		14.7
Micronesia (Federated States of)	111 064	2 730	Middle	2	2		1.8
Mongolia	2 756 001	1 870	Middle	477	491		17.8
Montenegro	631 490	6 740	Middle	95	95		15.0
Morocco	31 951 412	2 850	Middle	3 778	5 759	5 091–6 428	18.0
Mozambique	23 390 765	440	Low	2 549	4 315	3 707–4 923	18.5
Myanmar	47 963 010	—	Low	2 464	7 177	6 187–8 166	15.0
Namibia	2 283 289	4 250	Middle	292[f]	571		25.0
Nepal	29 959 364	490	Low	1 689	4 787	4 206–5 367	16.0
Netherlands	16 612 988	48 920	High	640	640		3.9
New Zealand	4 368 136	29 350	High	375	398		9.1
Nicaragua	5 788 163	1 100	Middle	742	1 085	1 008–1 163	18.8
Niger	15 511 953	360	Low	703	3 673	3 157–4 188	23.7
Nigeria	158 423 184	1 170	Middle	5 279	53 339	46 447–60 230	33.7
Niue	1 465	—	Middle	1	1		68.3
Norway	4 883 111	86 390	High	208	208		4.3
Oman	2 782 435	19 260	High	820	845		30.4
Pakistan	173 593 384	1 050	Middle	5 192	30 131	26 751–33 510	17.4
Palau	20 458	6 560	Middle	3	3		14.7
Panama	3 516 820	7 010	Middle	422	494		14.1
Papua New Guinea	6 858 266	1 300	Middle	269[f]	892	834–949	13.0
Paraguay	6 454 548	2 730	Middle	1 206	1 383		21.4
Peru	29 076 512	4 900	Middle	2 514	4 622	4 395–4 848	15.9
Philippines	93 260 800	2 060	Middle	6 739[f]	8 499		9.1
Poland	38 276 660	12 450	High	3 907	4 509		11.8
Portugal	10 675 572	21 830	High	937	1 257		11.8
Qatar	1 758 793	73 060	High	228	247		14.0
Republic of Korea	48 183 586	19 720	High	5 505	6 784		14.1
Republic of Moldova	3 572 885	1 820	Middle	452	496		13.9
Romania	21 486 371	7 850	Middle	2 377	2 377		11.1
Russian Federation	142 958 156	9 880	Middle	26 567	26 567		18.6
Rwanda	10 624 005	520	Low	438	2 118	1 835–2 402	19.9
Saint Kitts and Nevis	52 409	12 360	High	9	9		17.2
Saint Lucia	174 267	6 200	Middle	14	26		14.9
Saint Vincent and the Grenadines	109 333	6 030	Middle	5	5		4.6
Samoa	183 081	3 030	Middle	55[f]	30	29–32	16.4
San Marino	31 533	50 400[f]	High	0	0		0.0
Sao Tome and Principe	165 397	1 250	Middle	33	34		20.6
Saudi Arabia	27 448 086	16 610	High	6 596	6 800		24.8
Senegal	12 433 728	1 080	Middle	277[f]	2 421	2 119–2 723	19.5
Serbia	9 856 222	5 630	Middle	660	813		8.3
Seychelles	86 569	10 460	Middle	13	13		15.0
Sierra Leone	5 867 536	340	Low	357[f]	1 323	1 145–1 501	22.6
Singapore	5 086 418	39 410	High	193	259		5.1
Slovakia	5 462 119	16 030	High	515	515		9.4
Slovenia	2 029 680	23 910	High	138	146		7.2
Solomon Islands	538 148	1 030	Middle	12	79	75–84	14.7
South Africa	50 132 820	6 090	Middle	14 804[f]	15 995		31.9
Spain	46 076 990	31 460	High	2 478	2 478		5.4

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
—	—	—	—	—
19.0	37.3	6.3	36.1	1.3
22.9	4.0	1.0	28.8	43.3
—	—	—	—	—
39.7	18.7	0.2	25.1	16.3
59.0	10.5	1.1	24.2	5.3
38.0	18.9	5.8	26.3	11.0
44.5	—	—	55.5	0.0
26.2	22.9	8.6	26.5	15.9
52.9	0.9	0.0	30.7	15.6
—	—	—	—	—
41.9	15.9	25.3	11.3	5.6
69.1	13.3	2.7	9.3	5.6
66.6[h]	—	—	33.5	0.0
—	—	—	—	—
—	—	—	—	—
100.0	0.0	0.0	0.0	0.0
65.4	12.5	2.4	11.5	8.2
71.5	2.9	2.2	23.4	0.0
16.1[g]	38.6	0.0	40.9	4.4
100.0	0.0	0.0	0.0	0.0
37.9	5.7	5.9	43.6	6.9
29.4	0.0	0.0	38.3	32.3
30.0	41.4	0.7	27.9	—
12.9	1.4	0.9	33.9	50.9
—	—	—	—	—
47.4	8.8	7.2	31.6	5.0
52.6	23.9	3.8	14.7	5.0
63.6	3.1	0.9	32.5	—
24.9	19.7	5.3	37.8	12.3
55.8	6.9	3.5	31.2	2.7
40.9	7.3	7.7	36.5	7.6
53.0	6.7	2.1	33.4	4.8
—	—	—	—	—
66.7	11.1	0.0	11.1	11.1
57.1	0.0	0.0	42.9	0.0
—	—	—	—	—
—	—	—	—	—
0.0	0.0	0.0	0.0	—
—	—	—	—	—
—	—	—	—	—
55.4	—	—	44.6	—
42.7	10.3	9.9	26.1	11.1
—	—	—	—	—
—	—	—	—	—
8.8	46.1	8.3	28.5	8.3
34.6	6.0	7.8	43.7	8.0
49.3	16.7	11.6	18.8	3.6
22.2	0.0	0.0	44.4	33.3
—	—	—	—	—
53.0	19.6	2.7	19.0	5.7

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2010	GNI per capita[b] for 2010 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Estimated number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Sri Lanka	20 859 949	2 260	Middle	2 483	2 854	2 602–3 105	13.7
Sudan	43 551 940	1 300	Middle	3 582	10 935	9 644–12 225	25.1
Suriname	524 636	7 640	Middle	87	103		19.6
Swaziland	1 186 056	2 930	Middle	216	277	249–305	23.4
Sweden	9 379 687	50 580	High	266	278		3.0
Switzerland	7 664 318	71 590	High	327	327		4.3
Syrian Arab Republic	20 410 606	2 750	Middle	2 118	4 669	4 213–5 126	22.9
Tajikistan	6 878 637	810	Low	442	1 244	1 147–1 341	18.1
Thailand	69 122 232	4 150	Middle	13 365	26 312		38.1
The former Yugoslav Republic of Macedonia	2 060 563	4 600	Middle	162	162		7.9
Timor-Leste	1 124 355	2 730	Middle	99	219	193–244	19.5
Togo	6 027 798	550	Low	742	1 037	888–1 187	17.2
Tonga	104 058	3 340	Middle	6	6		5.8
Trinidad and Tobago	1 341 465	15 840	High	200	224		16.7
Tunisia	10 480 934	4 140	Middle	1 208	1 974	1 765–2 184	18.8
Turkey	72 752 324	9 890	Middle	5 253	8 758	7 806–9 709	12.0
Uganda	33 424 683	500	Low	2 954	9 655	8 307–11 004	28.9
Ukraine	45 448 330	2 990	Middle	6 116	6 121		13.5
United Arab Emirates	7 511 690	39 640	High	826	956	833–1079	12.7
United Kingdom	62 035 568	38 140	High	1 905	2 278		3.7
United Republic of Tanzania	44 841 224	530	Low	3 582	10 162	8 893–11 431	22.7
United States of America	310 383 968	47 350	High	32 885	35 490		11.4
Uruguay	3 368 786	10 290	Middle	556	723		21.5
Uzbekistan	27 444 702	1 300	Middle	2 731[f]	3 107		11.3
Vanuatu	239 651	2 630	Middle	4	39	36–42	16.3
Venezuela (Bolivarian Republic of)	28 979 857	11 660	Middle	7 714[f]	10 791		37.2
Viet Nam	87 848 460	1 160	Middle	11 859	21 651		24.7
West Bank and Gaza Strip[i]	4 039 192	1 250[f]	Middle	131	131		3.2
Yemen	24 052 514	1 160	Middle	3 843	5 698	5 065–6 331	23.7
Zambia	13 088 570	1 070	Middle	1 348	3 117	2 750–3 485	23.8
Zimbabwe	12 571 454	480	Low	1 777	1 832		14.6

[a] Population Division of the Department of Economic and Social Affairs of the United Nations Secretariat (April 2011). World population Prospects: The 2010 Revision, Highlights. New York: United Nations.

[b] Gross National Income (GNI) per capita is the dollar value of a country's final income in a year divided by its population using Atlas methodology. Data from World Development Indicators database, World Bank, November 2012. http://data.worldbank.org/indicator/NY.GNP.PCAP.CD/countries.

[c] World Development Indicators (WDI) database: Low income is $1 005 or less, middle income is $1 006 to $12 275, high income is $12 276 or more. Where a precise GNI was not available the WDI estimation of income level was used.

[d] Adjusted for 30-day definition of a road traffic death.

[e] Estimated using negative binomial regression (see Explanatory Note 3 on page 48). The estimation of deaths is for 2010, and the confidence interval is given only for countries in Group 4.

[f] 2010 data not available.

[g] Drivers and passengers (4 + wheels).

[h] Drivers and passengers (all vehicles).

[i] Non-member area.

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
67.5[h]	—	—	32.5	—
—	—	—	33.0	67.0
44.8	36.8	8.1	10.3	0.0
29.7	—	2.7	43.2	24.3
59.4	16.9	7.9	11.7	4.1
39.5	22.0	10.4	22.9	5.2
69.6[h]	—	—	30.4	—
53.0	—	4.6	42.1	0.2
13.3	73.5	3.0	7.8	2.5
58.0	11.1	4.3	19.8	6.8
—	—	—	—	—
—	—	—	—	—
50.0	16.7	0.0	33.3	0.0
70.4	5.3	2.9	21.4	—
43.1	17.0	3.8	27.7	8.5
59.2	8.5	1.6	16.3	14.4
31.4[h]	17.3	10.1	41.2	—
40.3	11.3	5.8	37.9	4.8
55.7	2.7	0.9	28.7	12.1
47.3	21.7	5.8	21.8	3.4
—	18.3	12.7	33.3	35.7
70.0	13.0	2.0	12.0	3.0
—	—	—	—	—
—	—	—	—	—
33.3	0.0	0.0	66.7	0.0
2.6	3.9	0.8	15.3	77.4
—	—	—	—	—
45.0	1.5	0.0	52.7	0.8
—	—	—	—	—
38.2[h]	3.0	13.1	45.8	0.0
—	—	—	—	—

TABLE A3
POST-CRASH RESPONSE BY COUNTRY/AREA

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system exists	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Afghanistan	Subnational	≤10	No	No	No	No	—
Albania	National	≤10	Yes	No	No	Yes	—
Andorra	Multiple	≥75	No	No	Yes	Yes	—
Angola	National	≤10	Yes	Yes	Yes	Yes	—
Argentina	National	≥75	Yes	Yes	Yes	Yes	—
Armenia	Multiple	11–49	Yes	Yes	No	Yes	—
Australia	National	≥75	Yes	Yes	Yes	Yes	—
Austria	National	≥75	Yes	No	No	Yes	3.2
Azerbaijan	National	≥75	Yes	Yes	No	Yes	2.5
Bahamas	Multiple	50–74	—	Yes	No	Yes	—
Bahrain	National	≤10	Yes	Yes	No	Yes	—
Bangladesh	None	≤10	No	No	No	Yes	13.0
Barbados	Multiple	11–49	Yes	No	Yes	Yes	—
Belarus	National	≥75	Yes	Yes	No	Yes	0.4
Belgium	National	—	Yes	Yes	No	Yes	—
Belize	National	≥75	No	No	No	Yes	—
Benin	None	≤10	Yes	Yes	No	No	—
Bhutan	National	50–74	No	Yes	No	Yes	—
Bolivia (Plurinational State of)	Subnational	no ambulance services	Yes	Yes	No	Yes	—
Bosnia and Herzegovina	National	≥75	Yes	Yes	No	Yes	—
Botswana	National	≤10	Yes	—	No	Yes	—
Brazil	Multiple	—	No	Yes	No	Yes	—
Brunei Darussalam	National	≤10	Yes	Yes	No	Yes	—
Bulgaria	National	≥75	Yes	No	Yes	Yes	0.1
Burkina Faso	National	≥75	Yes	No	No	Yes	—
Burundi	National	≤10	No	No	No	Yes	—
Cambodia	Multiple	11–49	Yes	Yes	Yes	Yes	1.2
Cameroon	Multiple	≤10	Yes	No	Yes	Yes	—
Canada	National	≥75	Yes	Yes	No	Yes	—
Cape Verde	None	no ambulance services	No	No	No	Yes	—
Central African Republic	National	≤10	No	No	No	No	—
Chad	None	≤10	No	No	Yes	No	—
Chile	Multiple	—	No	No	Yes	Yes	—
China	National	≥75	Yes	Yes	Yes	Yes	—
Colombia	Subnational	11–49	Yes	Yes	Yes	Yes	3.0
Comoros	Subnational	≤10	Yes	No	—	No	—
Congo	None	≤10	—	No	No	No	—
Cook Islands	National	≥75	No	No	Yes	Yes	—
Costa Rica	National	50–74	Yes	Yes	Yes	Yes	—
Côte d'Ivoire	Multiple	≥75	Yes	No	No	Yes	—
Croatia	National	11–49	Yes	No	Yes	Yes	0.5
Cuba	National	50–74	Yes	Yes	No	Yes	—
Cyprus	National	≥75	No	No	No	Yes	—
Czech Republic	National	11–49	Yes	Yes	No	Yes	—
Democratic People's Republic of Korea	Multiple	≥75	Yes	Yes	—	Yes	—
Democratic Republic of the Congo	None	no ambulance services	—	No	No	Yes	—

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system exists	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Denmark	National	≥75	No	No	Yes	Yes	—
Dominica	National	50–74	Yes	Yes	No	Yes	—
Dominican Republic	National	—	Yes	No	No	No	—
Ecuador	Multiple	≥75	—	—	No	Yes	5.7
Egypt	National	11–49	Yes	Yes	Yes	Yes	—
El Salvador	National	11–49	No	No	Yes	Yes	—
Equatorial Guinea	Multiple	11–49	No	Yes	Yes	Yes	5.0
Estonia	National	≥75	Yes	Yes	No	Yes	—
Ethiopia	Subnational	≤10	Yes	Yes	No	No	5.5
Fiji	National	≤10	Yes	No	Yes	Yes	—
Finland	National	50–74	No	Yes	Yes	Yes	4.0
France	National	≥75	Yes	Yes	Yes	Yes	5.0
Gabon	Multiple	50–74	Yes	Yes	Yes	Yes	—
Gambia	—	≤10	No	No	Yes	Yes	—
Georgia	Multiple	≥75	Yes	Yes	Yes	Yes	—
Germany	National	≥75	Yes	No	No	Yes	—
Ghana	National	≤10	Yes	Yes	No	Yes	—
Greece	Multiple	—	No	No	No	Yes	—
Guatemala	Multiple	≥75	Yes	No	No	Yes	—
Guinea	None	no ambulance services	No	No	No	No	—
Guinea-Bissau	None	≤10	No	No	No	No	—
Guyana	National	—	Yes	—	No	Yes	—
Honduras	National	50–74	No	No	No	Yes	—
Hungary	Multiple	≥75	Yes	Yes	No	Yes	—
Iceland	National	≤10	Yes	Yes	Yes	Yes	—
India	Multiple	11–49	Yes	Yes	No	Yes	2.0
Indonesia	Multiple	≤10	Yes	Yes	No	Yes	—
Iran (Islamic Republic of)	National	50–74	Yes	No	Yes	Yes	6.3
Iraq	Multiple	11–49	Yes	Yes	Yes	Yes	2.0
Ireland	National	50–74	Yes	Yes	No	Yes	—
Israel	National	50–74	Yes	Yes	Yes	Yes	—
Italy	National	50–74	Yes	Yes	No	Yes	1.8
Jamaica	Multiple	≤10	Yes	Yes	Yes	Yes	—
Japan	National	11–49	Yes	Yes	No	Yes	—
Jordan	National	11–49	Yes	Yes	No	Yes	—
Kazakhstan	National	≥75	Yes	Yes	Yes	Yes	—
Kenya	Multiple	≤10	—	—	No	Yes	—
Kiribati	National	≥75	No	No	Yes	Yes	—
Kuwait	National	11–49	No	Yes	No	Yes	—
Kyrgyzstan	National	11–49	Yes	Yes	Yes	Yes	—
Lao People's Democratic Republic	None	≤10	Yes	No	No	No	—
Latvia	National	≥75	Yes	Yes	Yes	Yes	—
Lebanon	National	50–74	Yes	Yes	No	Yes	—
Lesotho	None	≤10	No	No	No	Yes	—
Liberia	National	—	No	No	No	Yes	—
Lithuania	National	≥75	No	Yes	No	Yes	—
Luxembourg	National	≥75	Yes	No	No	Yes	3.7
Madagascar	None	≤10	Yes	No	Yes	Yes	—

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system exists	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Malawi	None	no ambulance services	—	Yes	No	Yes	—
Malaysia	National	≥75	Yes	Yes	No	Yes	—
Maldives	National	≤10	No	No	Yes	Yes	—
Mali	National	≥75	Yes	No	No	Yes	—
Malta	National	50–74	Yes	Yes	Yes	Yes	—
Marshall Islands	National	≤ 10	No	No	Yes	Yes	—
Mauritania	Multiple	11–49	Yes	No	No	No	—
Mauritius	National	11–49	Yes	Yes	Yes	Yes	—
Mexico	Multiple	≥ 75	Yes	Yes	No	Yes	0.6
Micronesia (Federated States of)	None	no ambulance services	No	No	No	Yes	—
Mongolia	Subnational	≤10	No	No	Yes	Yes	—
Montenegro	Multiple	≥75	Yes	No	No	Yes	—
Morocco	National	≥75	Yes	No	No	No	—
Mozambique	—	≤10	Yes	No	Yes	Yes	—
Myanmar	Subnational	≤10	No	No	Yes	Yes	—
Namibia	Multiple	50–74	Yes	Yes	Yes	Yes	—
Nepal	None	≤10	Yes	No	No	Yes	—
Netherlands	National	≥75	Yes	Yes	Yes	Yes	—
New Zealand	National	11–49	Yes	Yes	No	Yes	—
Nicaragua	Multiple	50–74	Yes	No	No	Yes	—
Niger	Multiple	≤10	Yes	No	No	Yes	—
Nigeria	National	11–49	Yes	Yes	No	Yes	—
Niue	National	50–74	No	Yes	No	Yes	—
Norway	National	≥75	Yes	Yes	Yes	Yes	—
Oman	National	50–74	Yes	No	No	Yes	1.4
Pakistan	Subnational	11–49	Yes	No	No	Yes	—
Palau	National	≥75	No	No	Yes	Yes	—
Panama	National	≥75	Yes	Yes	Yes	Yes	—
Papua New Guinea	National	—	—	—	No	No	—
Paraguay	National	50–74	Yes	No	Yes	Yes	—
Peru	Multiple	≤10	Yes	Yes	Yes	Yes	4.0
Philippines	National	≤10	Yes	Yes	Yes	Yes	—
Poland	Multiple	50–74	Yes	Yes	Yes	Yes	25.0
Portugal	National	≥75	No	Yes	Yes	Yes	3.0
Qatar	National	≥75	Yes	No	No	Yes	9.0
Republic of Korea	National	11–49	Yes	Yes	Yes	Yes	—
Republic of Moldova	National	≥75	Yes	Yes	No	Yes	—
Romania	National	≥75	Yes	Yes	No	Yes	—
Russian Federation	National	11–49	Yes	Yes	Yes	Yes	0.6
Rwanda	National	≤10	—	—	Yes	No	—
Saint Kitts and Nevis	National	≥75	Yes	No	No	Yes	—
Saint Lucia	National	≥75	Yes	No	No	Yes	15.0
Saint Vincent and the Grenadines	Multiple	≤10	Yes	No	No	Yes	—
Samoa	Multiple	11–49	Yes	Yes	Yes	Yes	—
San Marino	Multiple	50–74	Yes	Yes	Yes	Yes	—
Sao Tome and Principe	None	≤10	No	No	Yes	Yes	—
Saudi Arabia	National	50–74	Yes	Yes	No	Yes	—
Senegal	National	≥75	Yes	No	No	Yes	—
Serbia	Multiple	≥75	Yes	No	No	Yes	—
Seychelles	National	≥75	Yes	Yes	No	Yes	—

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system exists	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Sierra Leone	None	no ambulance services	—	No	No	No	—
Singapore	National	≥75	Yes	Yes	—	Yes	—
Slovakia	National	≥75	Yes	Yes	No	Yes	—
Slovenia	National	50–74	Yes	No	Yes	Yes	—
Solomon Islands	National	≤10	No	No	No	No	—
South Africa	Multiple	50–74	Yes	Yes	No	Yes	—
Spain	National	≥75	No	Yes	No	Yes	2.1
Sri Lanka	Subnational	≤10	No	No	No	Yes	—
Sudan	National	11–49	Yes	No	No	Yes	—
Suriname	National	≥75	No	No	Yes	Yes	—
Swaziland	Multiple	50–74	Yes	Yes	No	Yes	—
Sweden	National	≥75	Yes	Yes	Yes	Yes	6.0
Switzerland	National	—	Yes	Yes	No	—	—
Syrian Arab Republic	Multiple	11–49	Yes	Yes	Yes	Yes	—
Tajikistan	National	11–49	No	Yes	No	Yes	—
Thailand	National	50–74	Yes	No	Yes	Yes	4.6[a]
The former Yugoslav Republic of Macedonia	National	11–49	Yes	No	Yes	Yes	11.5
Timor-Leste	National	—	No	No	Yes	No	—
Togo	Multiple	11–49	No	No	No	Yes	—
Tonga	Multiple	—	No	No	Yes	Yes	—
Trinidad and Tobago	National	≥75	Yes	Yes	Yes	Yes	—
Tunisia	Multiple	—	Yes	Yes	Yes	Yes	—
Turkey	National	≥75	Yes	Yes	Yes	Yes	—
Uganda	None	≤10	No	No	No	No	10.7
Ukraine	National	≥75	No	No	—	Yes	—
United Arab Emirates	National	≥75	Yes	Yes	Yes	Yes	—
United Kingdom	National	—	Yes	Yes	Yes	Yes	—
United Republic of Tanzania	National	≤10	Yes	Yes	No	No	—
United States of America	National	≥75	Yes	Yes	Yes	Yes	—
Uruguay	National	≥75	No	No	No	Yes	—
Uzbekistan	National	≥75	Yes	Yes	Yes	Yes	—
Vanuatu	National	≤10	No	No	No	No	—
Venezuela (Bolivarian Republic of)	Multiple	11–49	Yes	Yes	Yes	Yes	0.4
Viet Nam	National	≤10	Yes	Yes	Yes	Yes	—
West Bank and Gaza Strip[b]	National	≤10	Yes	Yes	Yes	Yes	1.2
Yemen	National	11–49	Yes	No	Yes	Yes	—
Zambia	Multiple	≤10	No	Yes	No	Yes	—
Zimbabwe	None	11–49	Yes	Yes	No	Yes	—

[a] Of admitted patients.
[b] Non-member area.

TABLE A4
SPEED LAWS AND ENFORCEMENT BY COUNTRY/AREA

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	Around schools (km/h)	
Afghanistan	Yes	No	40	40	20	3
Albania	Yes	Yes	40	80	20	7
Andorra	Yes	Yes	50	—	50	9
Angola	Yes	No	60	80	20–40	4
Argentina	Yes	No	40–60	80–110	20	7
Armenia	Yes	Yes	60	60	40	5
Australia	Subnational	Yes	50	110	—	8
Austria	Yes	Yes	50	100	—	7
Azerbaijan	Yes	Yes	60	60	60	8
Bahamas	Yes	No	40	72	24	6
Bahrain	Yes	No	60–80	50	30–50	5
Bangladesh	Yes	Yes	50	50	25–40	3
Barbados	Yes	No	40	60	60	4
Belarus	Yes	No	60	90	40	7
Belgium	Yes	Yes	50	90	30	6
Belize	Yes	No	40	40	25	2
Benin	Yes	Yes	50	50	50	4
Bhutan	Yes	No	30	50	—	2
Bolivia (Plurinational State of)	Yes	No	40	40	10	2
Bosnia and Herzegovina	Yes	Yes	50	80	30–50	6
Botswana	Yes	Yes	60	60	60	8
Brazil	Yes	Yes	30–80	60–110	30–80	6
Brunei Darussalam	Yes	No	80	65	—	6
Bulgaria	Yes	No	50	90	—	7
Burkina Faso	Yes	Yes	50	—	30	3
Burundi	Yes	Yes	—	—	40	3
Cambodia	Yes	No	40	90	—	7
Cameroon	Yes	Yes	60	—	30	3
Canada	Subnational	Yes	—	—	—	6
Cape Verde	Yes	Yes	50	—	—	5
Central African Republic	Yes	Yes	60	60	40	3
Chad	Yes	No	60	—	40	2
Chile	Yes	Yes	60	100	30	4
China	Yes	Yes	30–50	40–70	—	4
Colombia	Yes	Yes	80	120	30	3
Comoros	Subnational	No	30	70	20	3
Congo	Subnational	Yes	40–60	50–110	30	2
Cook Islands	Yes	No	50	50	50	2
Costa Rica	Yes	No	40	40	25	8
Côte d'Ivoire	Yes	Yes	60	110	30	9
Croatia	Yes	Yes	50	90	40	7
Cuba	Yes	Yes	50	60	40	8
Cyprus	Yes	Yes	50	80	30–50	7
Czech Republic	Yes	Yes	50	90	30–50	7
Democratic People's Republic of Korea	Yes	No	70	—	10–20	10
Democratic Republic of the Congo	Yes	No	60	90	20	5
Denmark	Yes	No	50	80	—	5
Dominica	Subnational	No	—	—	—	3
Dominican Republic	Subnational	No	35	60	25	3

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	Around schools (km/h)	
Ecuador	Yes	Yes	50	90	30	7
Egypt	Yes	Yes	60	60	40	4
El Salvador	Yes	No	50	—	10	4
Equatorial Guinea	Yes	Yes	20	50	20	4
Estonia	Yes	Yes	50	90	20	8
Ethiopia	Yes	Yes	60	70	30	5
Fiji	Yes	Yes	50	80	40	3
Finland	Yes	Yes	50	80	—	9
France	Yes	Yes	50	90	30	9
Gabon	Yes	Yes	60	80	—	4
Gambia	Yes	No	25	30	25	4
Georgia	Yes	No	60	60	30	8
Germany	Yes	No	50	100	—	—
Ghana	Yes	No	50	80	30	4
Greece	Yes	Yes	50	90	—	6
Guatemala	Yes	Yes	30–90	40–100	30	3
Guinea	Yes	No	60	90	—	2
Guinea-Bissau	Yes	No	50	50	50	2
Guyana	Yes	No	50	50	50	4
Honduras	Yes	No	40	60	20	5
Hungary	Yes	Yes	50	90	—	7
Iceland	Yes	Yes	50	80–90	30–50	7
India	Yes	Yes	60	40	25	3
Indonesia	Yes	Yes	60	60	25	4
Iran (Islamic Republic of)	Yes	No	50–60	75	30–50	6
Iraq	Yes	No	60	—	30	6
Ireland	Yes	Yes	50	100	30–60	—
Israel	Yes	Yes	50	80–90	50	4
Italy	Yes	Yes	50	90	50	7
Jamaica	Yes	No	50	50–80	50–80	6
Japan	Yes	Yes	—	—	—	7
Jordan	Yes	Yes	70–90	60–70	40	8
Kazakhstan	Yes	Yes	60	110	20	7
Kenya	Yes	Yes	50	100	50	3
Kiribati	Yes	No	40	60	40	2
Kuwait	Yes	No	80	40	40	2
Kyrgyzstan	Yes	Yes	60	60	20–40	3
Lao People's Democratic Republic	Yes	No	40	80	30	6
Latvia	Yes	Yes	50	90	—	7
Lebanon	Yes	Yes	80	50	40	6
Lesotho	Yes	No	50	80	50	2
Liberia	Yes	No	40	—	24	0
Lithuania	Yes	Yes	50	90	50	7
Luxembourg	Yes	Yes	50	90	50	6
Madagascar	Yes	Yes	50	—	30	3
Malawi	Yes	No	50	80	—	5
Malaysia	Yes	Yes	50	90	30	5
Maldives	Yes	No	30	30	—	6
Mali	Yes	Yes	50	50	30	3

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	Around schools (km/h)	
Malta	Yes	No	50	80	—	8
Marshall Islands	Subnational	No	40	40	24	7
Mauritania	Yes	Yes	80	80	—	3
Mauritius	Yes	No	90	80	40	5
Mexico	Yes	Yes	50	—	25	4
Micronesia (Federated States of)	Subnational	—	—	—	—	—
Mongolia	Yes	No	60	80	—	3
Montenegro	Yes	Yes	50	80	40	5
Morocco	Yes	Yes	60	100	40	7
Mozambique	Yes	Yes	60	120	30-60	5
Myanmar	Yes	No	48	48	15	5
Namibia	Yes	No	60	100	40	5
Nepal	Yes	No	40	80	—	3
Netherlands	Yes	Yes	50	80	15-50	7
New Zealand	Yes	Yes	50	100	50	8
Nicaragua	Yes	Yes	45	45	25	3
Niger	Yes	Yes	50	60	50	1
Nigeria	Yes	Yes	50	50	50	1
Niue	Yes	No	40	60	40	2
Norway	Yes	Yes	50	80	40–50	7
Oman	Yes	No	100	80	60	5
Pakistan	Yes	Yes	95	65	40	3
Palau	Yes	No	40	—	24	7
Panama	Yes	No	40	60–80	30	8
Papua New Guinea	Yes	No	60	75	25	0
Paraguay	Yes	Yes	50	80–110	10	4
Peru	Yes	Yes	60	60	30	3
Philippines	Yes	Yes	40	—	20	3
Poland	Yes	Yes	50	90–100	—	5
Portugal	Yes	Yes	50	90	50	8
Qatar	Yes	Yes	80	40	—	7
Republic of Korea	Yes	Yes	80	80	30	8
Republic of Moldova	Yes	No	50	50	—	6
Romania	Yes	Yes	50	50	30	8
Russian Federation	Yes	Yes	60	60	—	6
Rwanda	Yes	Yes	40	60	30	8
Saint Kitts and Nevis	Yes	No	32	64	32	6
Saint Lucia	—	—	25	25	24	0
Saint Vincent and the Grenadines	Yes	No	32	—	—	8
Samoa	Yes	No	40	56	24	7
San Marino	Yes	No	50	50	30	6
Sao Tome and Principe	Yes	No	30–40	50–60	30	3
Saudi Arabia	Yes	No	80	—	—	7
Senegal	Yes	Yes	50	90	50	3
Serbia	Yes	Yes	50	80	30	5
Seychelles	Yes	No	40	65	40	3
Sierra Leone	Yes	No	40	50	—	2
Singapore	Yes	No	70	—	—	7
Slovakia	Yes	No	50	90	50	6
Slovenia	Yes	Yes	50	90	30–50	6
Solomon Islands	Yes	No	60	—	—	3
South Africa	Yes	Yes	60	100	60	3

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	Around schools (km/h)	
Spain	Yes	Yes	50	90	50	7
Sri Lanka	Yes	No	50	70	—	4
Sudan	Yes	Yes	50	30	25	6
Suriname	Yes	No	30–40	40–80	30	6
Swaziland	Yes	Yes	60	80	60	3
Sweden	Yes	Yes	50	80	30	6
Switzerland	Yes	Yes	50	80	—	7
Syrian Arab Republic	Yes	Yes	80	60	30	8
Tajikistan	Yes	Yes	60	60	20	8
Thailand	Yes	Yes	80	90	—	3
The former Yugoslav Republic of Macedonia	Yes	No	60	40	30	7
Timor-Leste	Yes	No	50	45	—	4
Togo	Yes	No	40	60	—	6
Tonga	Yes	No	40	65	40	7
Trinidad and Tobago	Yes	No	50	50	50	0
Tunisia	Yes	Yes	50	—	50	4
Turkey	Yes	Yes	50	90	—	8
Uganda	Yes	No	50	80	30	3
Ukraine	Yes	Yes	60	60	—	7
United Arab Emirates	Yes	Yes	80	60	40	9
United Kingdom	Yes	Yes	48	97	48	—
United Republic of Tanzania	Subnational	No	30–50	—	50	4
United States of America	Subnational	—	—	—	—	—
Uruguay	Yes	No	45	90	20	3
Uzbekistan	Yes	No	70	70	50	10
Vanuatu	Yes	Yes	40	45	20	1
Venezuela (Bolivarian Republic of)	Subnational	No	40	15	15	3
Viet Nam	Yes	No	50	—	—	7
West Bank and Gaza Strip[a]	Yes	No	50	50	30	4
Yemen	Yes	Yes	60	—	—	1
Zambia	Yes	Yes	65	80	40	6
Zimbabwe	Yes	Yes	60	60	—	7

[a] Non WHO member-area.

TABLE A5
DRINKING AND DRIVING LAWS, ENFORCEMENT AND ROAD TRAFFIC DEATHS ATTRIBUTED TO ALCOHOL BY COUNTRY/AREA

Country/area	National drink–driving law	Drink–driving is defined by BAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Afghanistan	No[a]	—	—	—	—
Albania	Yes	Yes	0.05	0.05	0.05
Andorra	Yes	Yes	0.05	0.05	0.02
Angola	Yes	Yes	0.06	0.06	0.06
Argentina	Yes	Yes	0.05	0.05	0.00
Armenia	Yes	Yes	0.04	0.04	0.04
Australia	Subnational	Yes	0.05	0.00	0.00
Austria	Yes	Yes	0.05	0.01	0.01
Azerbaijan	Yes	Yes	0.00	0.00	0.00
Bahamas	Yes	Yes	0.08	0.08	0.08
Bahrain	Yes	Yes	0.08	0.08	0.08
Bangladesh	Yes[a]	No	—	—	—
Barbados	Yes	No	—	—	—
Belarus	Yes	Yes	0.029	0.029	0.029
Belgium	Yes	Yes	0.05	0.05	0.05
Belize	Yes	Yes	0.08	0.08	0.08
Benin	Yes	Yes	0.05	0.05	0.05
Bhutan	Yes	Yes	0.08	0.08	0.00
Bolivia (Plurinational State of)	Yes	Yes	—	—	0.05[c]
Bosnia and Herzegovina	Yes	Yes	0.03	0.00	0.00
Botswana	Yes	Yes	0.08	0.08	0.08
Brazil	Yes	Yes	0.02	0.02	0.02
Brunei Darussalam	Yes[a]	Yes	0.08	0.08	0.08
Bulgaria	Yes	Yes	0.05	0.05	0.05
Burkina Faso	Yes	No	—	—	—
Burundi	Yes	No	—	—	—
Cambodia	Yes	Yes	0.05	0.05	0.05
Cameroon	Yes	Yes	0.08	0.08	0.08
Canada	Yes	Yes	0.05–0.08	0.00	0.05–0.08
Cape Verde	Yes	Yes	0.08	0.08	0.08
Central African Republic	Yes	Yes	0.08	0.08	0.08
Chad	Yes	No	—	—	—
Chile	Yes	Yes	0.03	0.03	0.03
China	Yes	Yes	0.02	0.02	0.02
Colombia	Yes	Yes	0.039	0.039	0.039
Comoros	Yes[a]	No	—	—	—
Congo	Yes	Yes	0.08	0.08	0.08
Cook Islands	Yes	Yes	0.08	0.08	0.08
Costa Rica	Yes	Yes	0.05	0.05	0.05
Côte d'Ivoire	Yes	Yes	0.08	0.08	0.08
Croatia	Yes	Yes	0.05	0.00	0.00
Cuba	Yes	Yes	0.05	0.00	0.00
Cyprus	Yes	Yes	0.05	0.05	0.05
Czech Republic	Yes	Yes	0.00	0.00	0.00
Democratic People's Republic of Korea	Yes	Yes	0.00	0.00	0.00
Democratic Republic of the Congo	Yes	Yes	0.01	0.01	0.01
Denmark	Yes	Yes	0.05	0.05	0.05

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %
—	—	—
Yes	6	21.0
Yes	8	0.0
Yes	5	—
Yes	6	33.0
Yes	6	5.8
Yes	8	30.0
Yes	9	6.0
Yes	7	31.0
Yes	5	—
Yes	4	1.8
—	—	—
No	0	—
Yes	8	17.3
Yes	5	25.0[b]
Yes	4	—
Yes	3	—
Yes	5	—
Yes	6	—
Yes	6	3.6 / 5.2[d]
Yes	7	4.7
Yes	6	—
Yes	9	9.0
Yes	7	3.7
No	2	—
No	4	—
Yes	3	16.0
Yes	3	—
Yes	6	33.0
No	3	—
Yes	3	—
No	1	—
Yes	5	18.0
Yes	9	3.0
Yes	4	18.0
No	2	—
—	2	—
Yes	6	100.0
Yes	8	—
Yes	5	—
Yes	8	30.3
Yes	6	—
Yes	8	43.3
Yes	5	13.6
Yes	10	—
Yes	4	—
Yes	5	20.0

Country/area	National drink–driving law	Drink–driving is defined by BAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Dominica	Yes	Yes	0.08	0.08	0.08
Dominican Republic	Yes	Yes	0.05	0.03	0.03
Ecuador	Yes	Yes	0.03	0.03	0.01
Egypt	Yes	No	—	—	—
El Salvador	Yes	Yes	0.05	0.05	0.05
Equatorial Guinea	Yes	Yes	0.015	0.015	0.015
Estonia	Yes	Yes	0.02	0.02	0.02
Ethiopia	Yes	Yes	0.08	0.08	0.08
Fiji	Yes	Yes	0.08	0.08	0.08
Finland	Yes	Yes	0.05	0.05	0.05
France	Yes	Yes	0.05	0.05	0.02–0.05[e]
Gabon	Yes	Yes	0.08	0.08	0.08
Gambia	Yes	No	—	—	—
Georgia	Yes	Yes	0.02	0.02	0.02
Germany	Yes	Yes	0.05	0.00	0.00
Ghana	Yes	Yes	0.08	0.00	0.08
Greece	Yes	Yes	0.05	0.02	0.02
Guatemala	Yes	Yes	—	—	—
Guinea	Yes	Yes	0.08	0.08	0.08
Guinea-Bissau	Yes	No	—	—	—
Guyana	Yes	Yes	0.08	0.08	0.08
Honduras	Yes	Yes	0.07	0.07	0.07
Hungary	Yes	Yes	0.00	0.00	0.00
Iceland	Yes	Yes	0.05	0.05	0.05
India	Yes	Yes	0.03	0.03	0.03
Indonesia	Yes	No	—	—	—
Iran (Islamic Republic of)	Yes[a]	No	—	—	—
Iraq	Yes	Yes	0.08	0.08	0.08
Ireland	Yes	Yes	0.08	0.08	0.08
Israel	Yes	Yes	0.05	0.01	0.01
Italy	Yes	Yes	0.05	0.00	0.00
Jamaica	Yes	Yes	0.08	0.08	0.08
Japan	Yes	Yes	0.03	0.03	0.03
Jordan	Yes	Yes	0.08	0.08	0.08
Kazakhstan	Yes	No	—	—	—
Kenya	Yes	No	—	—	—
Kiribati	Yes	Yes	0.08	0.08	0.08
Kuwait	Yes[a]	No	—	—	—
Kyrgyzstan	Yes	No	—	—	—
Lao People's Democratic Republic	Yes	Yes	0.08	0.08	0.08
Latvia	Yes	Yes	0.05	0.02	0.05
Lebanon	Yes	Yes	0.05	0.05	0.05
Lesotho	Yes	Yes	0.08	0.08	0.08
Liberia	Yes	Yes	0.05	0.05	0.05
Lithuania	Yes	Yes	0.04	0.02	0.02
Luxembourg	Yes	Yes	0.05	0.02	0.02
Madagascar	Yes	Yes	0.08	0.08	0.08
Malawi	Yes	Yes	0.08	0.08	0.08
Malaysia	Yes	Yes	0.08	0.08	0.08
Maldives	No[a]	—	—	—	—
Mali	Yes[a]	Yes	0.03	0.03	0.03
Malta	Yes	Yes	0.08	0.08	0.08
Marshall Islands	Yes	No	—	—	—
Mauritania	Yes[a]	—	—	—	—

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %
No	2	—
Yes	2	—
Yes	8	4.0
Yes	4	—
Yes	5	—
Yes	3	60.0
Yes	8	15.0
No	3	—
Yes	6	6.0
Yes	9	23.5
Yes	8	30.8
Yes	4	—
No	2	—
Yes	8	38.5
Yes	—	11.0
Yes	3	—
Yes	7	—
Yes	2	61.0
No	2	—
No	3	—
Yes	6	—
Yes	8	4.0
Yes	8	8.3
Yes	8	20.0
Yes	3	—
No	5	—
Yes	7	—
No	8	—
No	—	11.0
Yes	7	10.0
Yes	7	—
Yes	3	2.0
Yes	8	6.3
Yes	5	0.0
Yes	7	2.3
No	2	—
Yes	5	67.0
Yes	7	—
Yes	3	59.0
Yes	3	50.0
Yes	8	10.1
Yes	3	12.8
Yes	5	—
No	5	—
Yes	8	21.0
No	4	34.5
Yes	3	—
Yes	5	—
Yes	4	23.3
—	—	—
Yes	3	—
Yes	4	—
Yes	8	—
—	5	—

Country/area	National drink–driving law	Drink–driving is defined by BAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Mauritius	Yes	Yes	0.05	0.05	0.05
Mexico	Yes	Yes	0.05–0.08	0.05–0.08	0.02
Micronesia (Federated States of)	Subnational	—	—	—	—
Mongolia	Yes	Yes	0.05	0.05	0.05
Montenegro	Yes	Yes	0.05	0.05	0.00
Morocco	Yes[a]	Yes	0.02	0.02	0.02
Mozambique	Yes	Yes	0.06	0.06	0.00
Myanmar	Yes	Yes	0.07	0.00	0.00
Namibia	Yes	Yes	0.08	0.08	0.08
Nepal	Yes	No	—	—	—
Netherlands	Yes	Yes	0.05	0.02	0.05
New Zealand	Yes	Yes	0.08	0.00	0.08
Nicaragua	Yes	Yes	0.05	0.05	0.05
Niger	Yes	No	—	—	—
Nigeria	Yes	Yes	0.05	0.05	0.05
Niue	Yes	Yes	0.08	0.08	0.08
Norway	Yes	Yes	0.02	0.02	0.02
Oman	Yes	Yes	0.08	0.08	0.08
Pakistan	Yes[a]	No	—	—	—
Palau	Yes	Yes	0.10	0.10	0.10
Panama	Yes	Yes	0.05	0.05	0.05
Papua New Guinea	Yes	No	—	—	—
Paraguay	Subnational	Yes	—	—	—
Peru	Yes	Yes	0.05	0.05	0.025
Philippines	Yes	No	—	—	—
Poland	Yes	Yes	0.02	0.02	0.02
Portugal	Yes	Yes	0.049	0.049	0.049
Qatar	Yes	Yes	0.00	0.00	0.00
Republic of Korea	Yes	Yes	0.05	0.05	0.05
Republic of Moldova	Yes	Yes	0.03	0.03	0.03
Romania	Yes	Yes	0.00	0.00	0.00
Russian Federation	Yes	Yes	0.00	0.00	0.00
Rwanda	Yes	Yes	0.08	0.08	0.08
Saint Kitts and Nevis	Yes	Yes	0.08	0.08	0.08
Saint Lucia	Yes	Yes	0.08	0.08	0.08
Saint Vincent and the Grenadines	Yes	No	—	—	—
Samoa	Yes	Yes	0.04	0.04	0.04
San Marino	Yes	Yes	0.05	0.05	0.05
Sao Tome and Principe	No	—	—	—	—
Saudi Arabia	Yes[a]	No	—	—	—
Senegal	Yes	No	—	—	—
Serbia	Yes	Yes	0.03	0.00	0.00
Seychelles	Yes	Yes	0.08	0.08	0.08
Sierra Leone	Yes	Yes	—	—	—
Singapore	Yes	Yes	0.08	0.08	0.08
Slovakia	Yes	Yes	0.00	0.00	0.00
Slovenia	Yes	Yes	0.05	0.00	0.00
Solomon Islands	Yes	No	—	—	—
South Africa	Yes	Yes	0.05	0.05	0.02
Spain	Yes	Yes	0.05	0.03	0.03
Sri Lanka	Yes	Yes	0.08	0.08	0.08
Sudan	Yes[a]	No	—	—	—
Suriname	Yes	Yes	0.05	0.05	0.05

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %
Yes	5	31.7
Yes	6	23.4
—	1	—
Yes	5	28.4
Yes	7	30.0
Yes	6	—
Yes	5	—
Yes	5	—
Yes	5	30.0
Yes	3	—
Yes	7	20.0
Yes	7	32.0
Yes	1	7.0
No	1	—
Yes	2	—
Yes	4	100.0
Yes	7	15.0
Yes	7	0.6
No	3	—
No	8	100.0
Yes	8	—
No	2	25.0
Yes	4	60.0
Yes	5	—
No	0	1.4
Yes	8	9.4
Yes	8	31.0
No	7	2.0
Yes	7	16.5
No	6	8.6
Yes	8	7.9
Yes	7	7.8
Yes	8	—
Yes	3	0.1
—	0	—
No	8	—
Yes	9	10.0
Yes	7	—
—	—	—
No	8	—
No	3	—
Yes	5	5.5
Yes	5	50.0
—	2	—
Yes	9	11.0
Yes	5	7.5
Yes	7	36.0
No	3	—
Yes	2	55.0
Yes	6	31.0
Yes	6	—
No	7	—
Yes	5	—

Country/area	National drink–driving law	Drink–driving is defined by BAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Swaziland	Yes	Yes	0.05	0.05	0.05
Sweden	Yes	Yes	0.02	0.02	0.02
Switzerland	Yes	Yes	0.05	0.05	0.05
Syrian Arab Republic	Yes[a]	Yes	0.05	0.05	0.05
Tajikistan	Yes	Yes	0.03	0.03	0.03
Thailand	Yes	Yes	0.05	0.05	0.00
The former Yugoslav Republic of Macedonia	Yes	Yes	0.05	0.00	0.01
Timor-Leste	Yes	Yes	0.05	0.05	0.05
Togo	No	—	—	—	—
Tonga	Yes	Yes	0.03	0.03	0.03
Trinidad and Tobago	Yes	Yes	0.08	0.08	0.08
Tunisia	Yes	Yes	0.05	0.05	0.00
Turkey	Yes	Yes	0.05	0.05	0.00
Uganda	Yes	Yes	0.08	0.08	0.00
Ukraine	Yes	Yes	0.02	0.02	0.02
United Arab Emirates	Yes[a]	Yes	0.01	0.01	0.01
United Kingdom	Yes	Yes	0.08	0.08	0.08
United Republic of Tanzania	Yes	Yes	0.08	0.08	0.00
United States of America	Subnational	Yes	0.08	0.00–0.02	0.04
Uruguay	Yes	Yes	0.03	0.03	0.00
Uzbekistan	Yes[a]	Yes	0.00	0.00	0.00
Vanuatu	Yes	No	—	—	—
Venezuela (Bolivarian Republic of)	Yes	Yes	0.08	0.08	0.08
Viet Nam	Yes	Yes	0-0.05	0-0.05	0-0.05
West Bank and Gaza Strip[f]	Yes	Yes	0.05	0.05	0.05
Yemen	Yes[a]	No	—	—	—
Zambia	Yes	Yes	0.08	0.08	0.08
Zimbabwe	Yes	Yes	0.08	0.08	0.08

[a] Alcohol consumption is prohibited.
[b] Of drivers and pedestrians.
[c] Applies to public transport drivers only.
[d] 3.6% in the Federation, 5.2% in the Republic of Srpska.
[e] 0.05 g/dl for truck drivers and 0.02 g/dl for drivers of buses or coaches.
[f] Non-member area.

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %
No	6	9.0
Yes	5	22.0
Yes	6	17.0
Yes	8	—
Yes	9	1.9
Yes	5	25.8
Yes	8	1.0
No	3	—
—	—	—
Yes	7	—
Yes	4	—
No	3	3.4
Yes	8	—
Yes	2	—
Yes	5	3.4
Yes	8	1.3
Yes	—	19.0
No	3	—
No	—	32.0
Yes	7	38.0
Yes	10	—
—	7	—
Yes	5	7.5
Yes	3	—
Yes	4	—
No	3	—
Yes	2	50.0
No	1	—

TABLE A6
HELMET LAWS, ENFORCEMENT AND WEARING RATES BY COUNTRY /AREA

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		There are helmet standards
		Drivers	Adult passengers	All road types	All engine types	
Afghanistan	No	—	—	—	—	—
Albania	Yes	Yes	Yes	Yes	Yes	Yes
Andorra	Yes	Yes	Yes	Yes	Yes	Yes
Angola	Yes	Yes	Yes	Yes	No	—
Argentina	Yes	Yes	Yes	Yes	Yes	Yes
Armenia	Yes	Yes	Yes	Yes	Yes	No
Australia	Subnational	Yes	Yes	Yes	Yes	Yes
Austria	Yes	Yes	Yes	Yes	Yes	Yes
Azerbaijan	Yes	Yes	Yes	Yes	Yes	No
Bahamas	Yes	Yes	Yes	Yes	Yes	No
Bahrain	Yes	Yes	Yes	Yes	Yes	No
Bangladesh	Yes	Yes	Yes	Yes	Yes	No
Barbados	Yes	Yes	Yes	Yes	Yes	Yes
Belarus	Yes	Yes	Yes	Yes	Yes	Yes
Belgium	Yes	Yes	Yes	Yes	Yes	Yes
Belize	Yes	Yes	Yes	Yes	Yes	No
Benin	Yes	Yes	Yes	Yes	Yes	No
Bhutan	Yes	Yes	Yes	Yes	Yes	Yes
Bolivia (Plurinational State of)	Yes	Yes	Yes	Yes	Yes	No
Bosnia and Herzegovina	Yes	Yes	Yes	Yes	Yes	No
Botswana	Yes	Yes	Yes	Yes	Yes	Yes
Brazil	Yes	Yes	Yes	Yes	Yes	Yes
Brunei Darussalam	Yes	Yes	Yes	Yes	Yes	Yes
Bulgaria	Yes	Yes	Yes	Yes	Yes	No
Burkina Faso	Yes	Yes	Yes	Yes	Yes	Yes
Burundi	No	—	—	—	—	—
Cambodia	Yes	Yes	No	Yes	Yes	Yes
Cameroon	Yes	Yes	Yes	Yes	Yes	No
Canada	Subnational	Yes	Yes	Yes	Yes	Yes
Cape Verde	Yes	Yes	Yes	Yes	Yes	No
Central African Republic	Yes	Yes	Yes	Yes	Yes	Yes
Chad	Yes	Yes	Yes	Yes	Yes	No
Chile	Yes	Yes	Yes	Yes	Yes	Yes
China	Yes	Yes	Yes	Yes	Yes	Yes
Colombia	Yes	Yes	Yes	Yes	Yes	Yes
Comoros	Yes	Yes	Yes	Yes	Yes	No
Congo	Yes	Yes	Yes	Yes	Yes	No
Cook Islands	Yes	Yes	Yes	Yes	Yes	Yes
Costa Rica	Yes	Yes	Yes	Yes	Yes	No
Côte d'Ivoire	Yes	Yes	Yes	Yes	No	Yes
Croatia	Yes	Yes	Yes	Yes	Yes	Yes
Cuba	Yes	Yes	Yes	Yes	Yes	Yes
Cyprus	Yes	Yes	Yes	Yes	Yes	Yes
Czech Republic	Yes	Yes	Yes	Yes	Yes	Yes
Democratic People's Republic of Korea	Yes	Yes	Yes	Yes	Yes	Yes
Democratic Republic of the Congo	Yes	Yes	Yes	Yes	Yes	No
Denmark	Yes	Yes	Yes	Yes	Yes	Yes
Dominica	No	—	—	—	—	—
Dominican Republic	Yes	Yes	No	Yes	Yes	No

Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers		Estimated helmet wearing rate (%)
	Minimum age (years)/ height (cm)	Required to wear a helmet	
—	—	—	—
6	None	Yes	65.0% All riders, 40.0% Passengers
9	5	Yes	98.0% Drivers, 98.0% Passengers
7	—	Yes	—
6	None	Yes	46.2% Drivers, 23.7% Passengers
1	12	Yes	—
8	8	Yes	99.0% Drivers
9	12	Yes	95.0% All riders
5	None	Yes	—
6	—	Yes	—
7	None	Yes	—
4	None	Yes	—
8	None	Yes	—
9	12	Yes	—
8	8	Yes	—
6	None	Yes	80.0% Drivers, 15.0% Passengers
2	None	Yes	—
10	None	Yes	—
2	None	No	—
5	12	Yes	—
10	None	Yes	100.0% Drivers, 100.0% Passengers
7	7	Yes	—
10	None	Yes	—
4	12	Yes	80.0% Drivers, 30.0% Passengers
1	5	Yes	9.2% All riders
—	—	—	—
6	None	No	65.0% Drivers, 9.0% Passengers
1	5	Yes	—
10	None	Yes	99.0% Drivers, 99.0% Passengers
8	7	Yes	—
2	12 years / 120 cm	Yes	—
5	None	Yes	—
9	None	Yes	98.0% Drivers, 99.0% Passengers
2	None	Yes	—
6	None	Yes	99.0% Drivers, 40.0% Passengers
2	6 years / 70 cm	Yes	—
3	5	Yes	3.0% Drivers, 0.0% Passengers
1	None	No	—
8	None	Yes	99.5% Drivers, 99.1% Passengers
5	None	Yes	—
8	12	Yes	50.0% Drivers
9	7	Yes	—
6	12	Yes	75.0% Drivers, 68.3% Passengers
8	12	Yes	90.0% Drivers, 80.0% Passengers
10	17	Yes	—
2	12 years / 120 cm	Yes	—
5	135 cm	Yes	96.0%–99.0% All riders
—	—	—	—
3	None	No	—

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		There are helmet standards
		Drivers	Adult passengers	All road types	All engine types	
Ecuador	Yes	Yes	Yes	Yes	Yes	Yes
Egypt	Yes	Yes	No	Yes	No	No
El Salvador	Yes	Yes	Yes	Yes	Yes	No
Equatorial Guinea	Yes	Yes	Yes	Yes	Yes	Yes
Estonia	Yes	Yes	Yes	Yes	Yes	Yes
Ethiopia	Yes	Yes	Yes	Yes	Yes	Yes
Fiji	Yes	No	No	Yes	Yes	No
Finland	Yes	Yes	Yes	Yes	Yes	Yes
France	Yes	Yes	Yes	Yes	Yes	Yes
Gabon	Yes	Yes	Yes	Yes	Yes	No
Gambia	No	—	—	—	—	—
Georgia	Yes	Yes	Yes	Yes	Yes	No
Germany	Yes	Yes	Yes	Yes	Yes	Yes
Ghana	Yes	Yes	Yes	Yes	Yes	No
Greece	Yes	Yes	Yes	Yes	Yes	Yes
Guatemala	Yes	Yes	Yes	Yes	Yes	No
Guinea	Yes	Yes	Yes	Yes	Yes	No
Guinea-Bissau	Yes	Yes	Yes	Yes	Yes	Yes
Guyana	Yes	Yes	Yes	Yes	Yes	Yes
Honduras	Yes	Yes	Yes	Yes	Yes	No
Hungary	Yes	Yes	Yes	Yes	Yes	Yes
Iceland	Yes	Yes	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes	Yes	Yes
Iran (Islamic Republic of)	Yes	Yes	Yes	Yes	Yes	Yes
Iraq	Yes	Yes	No	Yes	Yes	No
Ireland	Yes	Yes	Yes	Yes	Yes	—
Israel	Yes	Yes	Yes	Yes	Yes	Yes
Italy	Yes	Yes	Yes	Yes	Yes	Yes
Jamaica	Yes	Yes	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes	Yes	Yes
Jordan	Yes	Yes	Yes	Yes	Yes	No
Kazakhstan	Yes	Yes	Yes	Yes	No	-
Kenya	Yes	Yes	Yes	Yes	Yes	Yes
Kiribati	No	—	—	—	—	—
Kuwait	Yes	Yes	Yes	Yes	Yes	No
Kyrgyzstan	Yes	Yes	Yes	Yes	No	No
Lao People's Democratic Republic	Yes	Yes	Yes	Yes	Yes	No
Latvia	Yes	Yes	Yes	Yes	Yes	Yes
Lebanon	Yes	Yes	Yes	Yes	Yes	No
Lesotho	Yes	Yes	Yes	Yes	Yes	Yes
Liberia	No	—	—	—	—	—
Lithuania	Yes	Yes	Yes	Yes	Yes	No
Luxembourg	Yes	Yes	Yes	Yes	Yes	Yes
Madagascar	Yes	Yes	Yes	Yes	Yes	Yes
Malawi	Yes	Yes	Yes	Yes	Yes	No
Malaysia	Yes	Yes	Yes	Yes	Yes	Yes
Maldives	Yes	Yes	Yes	No	No	No
Mali	Yes	Yes	Yes	Yes	No	Yes
Malta	Yes	Yes	Yes	Yes	Yes	Yes
Marshall Islands	Yes	Yes	Yes	Yes	Yes	No
Mauritania	Yes	Yes	Yes	Yes	Yes	No
Mauritius	Yes	Yes	Yes	Yes	Yes	Yes
Mexico	Subnational	Yes	Yes	Yes	Yes	Yes

Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers		Estimated helmet wearing rate (%)
	Minimum age (years)/ height (cm)	Required to wear a helmet	
7	None	Yes	71.0% Drivers, 71.0% Passengers
2	None	No	—
6	None	Yes	—
7	12 years / 135 cm	Yes	—
9	12	Yes	—
6	None	Yes	—
7	None	Yes	—
9	None	Yes	—
9	—	—	88.0%–96.0% All riders
5	5	Yes	—
—	—	—	—
6	12	Yes	—
—	None	Yes	97.0% Drivers, 98.0% Passengers
4	None	Yes	34.2% Drivers, 1.9% Passengers
6	5	Yes	74.0% Drivers, 34.0% Passengers
3	None	Yes	40.0% All riders
2	None	Yes	—
2	12 years / 150 cm	Yes	—
8	None	Yes	—
9	None	Yes	—
8	None	Yes	95.0% Drivers, 95.0% Passengers
10	None	Yes	—
2	None	Yes	50.0% Drivers, <10% Passengers
8	None	Yes	80.0% Drivers, 52.0% Passengers
4	None	Yes	30.0% Drivers, 10.0% Passengers
4	None	No	—
—	None	Yes	—
8	—	Yes	95.0% Drivers, 95.0% Passengers
7	5	Yes	92.4% All riders
1	None	Yes	5.9% Drivers, 4.6% Passengers
9	None	Yes	—
5	None	Yes	55.0% Drivers, 45.0% Passengers
7	12	Yes	—
4	None	Yes	—
—	—	—	—
2	None	No	—
3	12	Yes	—
8	15	Yes	60.0% All riders, 75.0% Drivers
7	14	Yes	—
5	None	Yes	32.4% Drivers, 2.0% Passengers
4	None	Yes	—
—	—	—	—
8	12	Yes	—
9	12	Yes	—
3	None	Yes	65.0% Drivers, 40.0% Passengers
8	16	Yes	—
5	None	Yes	76.0% All riders
8	None	No	—
2	None	Yes	—
10	None	Yes	—
7	7	Yes	—
1	—	Yes	—
9	None	Yes	—
5	None	Yes	75.0% Drivers, 83.7% Passengers

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		There are helmet standards
		Drivers	Adult passengers	All road types	All engine types	
Micronesia (Federated States of)	Subnational	—	—	—	—	—
Mongolia	Yes	Yes	Yes	Yes	Yes	No
Montenegro	Yes	Yes	Yes	Yes	Yes	No
Morocco	Yes	Yes	Yes	Yes	Yes	Yes
Mozambique	Yes	Yes	Yes	Yes	Yes	No
Myanmar	Yes	Yes	Yes	Yes	Yes	Yes
Namibia	Yes	Yes	Yes	Yes	Yes	Yes
Nepal	Yes	Yes	Yes	Yes	Yes	No
Netherlands	Yes	Yes	Yes	Yes	No	Yes
New Zealand	Yes	Yes	Yes	Yes	Yes	Yes
Nicaragua	Yes	Yes	Yes	Yes	Yes	No
Niger	Yes	Yes	Yes	Yes	Yes	No
Nigeria	Yes	Yes	Yes	Yes	Yes	Yes
Niue	Yes	Yes	Yes	Yes	Yes	No
Norway	Yes	Yes	Yes	Yes	Yes	Yes
Oman	Yes	Yes	Yes	Yes	Yes	No
Pakistan	Yes	Yes	Yes	Yes	Yes	Yes
Palau	Yes	Yes	Yes	Yes	Yes	Yes
Panama	Yes	Yes	Yes	Yes	Yes	No
Papua New Guinea	Yes	Yes	Yes	Yes	Yes	No
Paraguay	Yes	Yes	Yes	Yes	Yes	No
Peru	Yes	Yes	Yes	Yes	Yes	No
Philippines	Yes	Yes	Yes	Yes	Yes	Yes
Poland	Yes	Yes	Yes	Yes	Yes	Yes
Portugal	Yes	Yes	Yes	Yes	Yes	Yes
Qatar	Yes	Yes	Yes	Yes	No	Yes
Republic of Korea	Yes	Yes	Yes	Yes	Yes	Yes
Republic of Moldova	Yes	Yes	Yes	Yes	Yes	No
Romania	Yes	Yes	Yes	Yes	Yes	Yes
Russian Federation	Yes	Yes	Yes	Yes	Yes	Yes
Rwanda	Yes	Yes	Yes	Yes	—	No
Saint Kitts and Nevis	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucia	Yes	Yes	Yes	Yes	Yes	No
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Yes	Yes	Yes
San Marino	Yes	Yes	Yes	Yes	Yes	Yes
Sao Tome and Principe	Yes	Yes	Yes	Yes	Yes	No
Saudi Arabia	Yes	Yes	Yes	Yes	Yes	—
Senegal	Yes	Yes	Yes	Yes	Yes	No
Serbia	Yes	Yes	Yes	Yes	Yes	Yes
Seychelles	Yes	Yes	Yes	Yes	Yes	No
Sierra Leone	Yes	Yes	Yes	Yes	Yes	Yes
Singapore	Yes	Yes	Yes	Yes	Yes	Yes
Slovakia	Yes	Yes	Yes	Yes	Yes	Yes
Slovenia	Yes	Yes	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Yes	Yes	Yes
South Africa	Yes	Yes	Yes	Yes	Yes	Yes
Spain	Yes	Yes	Yes	Yes	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes	Yes	Yes
Sudan	Yes	Yes	No	Yes	Yes	No
Suriname	Yes	Yes	Yes	Yes	No	Yes
Swaziland	Yes	Yes	Yes	Yes	Yes	No
Sweden	Yes	Yes	Yes	Yes	Yes	Yes

Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers		Estimated helmet wearing rate (%)
	Minimum age (years)/ height (cm)	Required to wear a helmet	
—	—	—	—
2	12	Yes	—
6	7	Yes	70.0% Drivers, 5.0% Passengers
6	None	Yes	79.0% Drivers, 24.0% Passengers
3	8	Yes	—
6	None	Yes	48.0 - 51.0% All riders
6	17	Yes	12.0% All riders
7	None	Yes	—
7	None	Yes	91-94% Drivers, 84.0% Passengers
9	None	Yes	—
6	None	Yes	—
2	None	Yes	—
2	None	Yes	—
7	None	Yes	—
8	None	Yes	99.0% Drivers, 99.0% Passengers
9	None	Yes	—
2	None	Yes	10.0% All riders
10	None	Yes	—
9	None	Yes	98.0% Drivers, 95.0% Passengers
5	None	Yes	—
5	13	Yes	45.0% Drivers, 20.0% Passengers
2	None	Yes	—
5	None	Yes	51.3% All riders, 86.7% Drivers
9	None	Yes	—
9	7	Yes	94.0% Drivers, 94.0% Passengers
8	None	Yes	—
6	18	Yes	—
5	12	Yes	—
8	None	Yes	89.0% Drivers, 76.0% Passengers
5	12	Yes	—
7	None	Yes	—
6	None	Yes	95.0% Drivers, 20.0% Passengers
6	None	Yes	53.3% Drivers, 18.0% Passengers
8	None	Yes	—
8	—	Yes	5.0% All riders, 35.0% Drivers
9	None	Yes	—
7	None	No	—
4	None	Yes	—
5	None	Yes	53.7% Drivers, 13.8% Passengers
5	12	Yes	—
8	None	Yes	—
3	None	Yes	—
9	10	Yes	—
7	12	Yes	—
7	12	Yes	—
5	—	Yes	—
6	None	Yes	95.0% Drivers, 90.0% Passengers
9	12	Yes	98.0% Drivers, 91.0% Passengers
6	None	Yes	99.0% Drivers, 87.0% Passengers
6	None	No	—
5	10	Yes	90.0% Drivers, 90.0% Passengers
7	16	Yes	90.0% Drivers, 70.0% Passengers
7	None	Yes	90.0% Drivers, 90.0% Passengers

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		There are helmet standards
		Drivers	Adult passengers	All road types	All engine types	
Switzerland	Yes	Yes	Yes	Yes	Yes	Yes
Syrian Arab Republic	Yes	Yes	Yes	Yes	No	Yes
Tajikistan	Yes	Yes	Yes	Yes	Yes	No
Thailand	Yes	Yes	Yes	Yes	Yes	Yes
The former Yugoslav Republic of Macedonia	Yes	Yes	Yes	Yes	Yes	Yes
Timor-Leste	Yes	Yes	Yes	Yes	Yes	No
Togo	Yes	Yes	Yes	Yes	Yes	No
Tonga	Yes	Yes	Yes	Yes	Yes	No
Trinidad and Tobago	Yes	Yes	Yes	Yes	Yes	Yes
Tunisia	Yes	Yes	Yes	Yes	Yes	Yes
Turkey	Yes	Yes	Yes	Yes	Yes	Yes
Uganda	Yes	Yes	Yes	Yes	Yes	No
Ukraine	Yes	Yes	Yes	Yes	Yes	No
United Arab Emirates	Yes	Yes	Yes	Yes	Yes	No
United Kingdom	Yes	Yes	Yes	Yes	Yes	Yes
United Republic of Tanzania	Yes	Yes	No	Yes	Yes	No
United States of America	Subnational	—	—	—	—	Yes
Uruguay	Yes	Yes	Yes	Yes	Yes	Yes
Uzbekistan	Yes	Yes	Yes	Yes	Yes	—
Vanuatu	Yes	Yes	Yes	Yes	Yes	No
Venezuela (Bolivarian Republic of)	Yes	Yes	Yes	Yes	Yes	No
Viet Nam	Yes	Yes	Yes	Yes	Yes	Yes
West Bank and Gaza Strip[b]	Yes	Yes	Yes	Yes	Yes	No
Yemen	No	—	—	—	—	—
Zambia	Yes	Yes	Yes	Yes	Yes	—
Zimbabwe	Yes	Yes	Yes	Yes	Yes	No

[a] No child passengers allowed on motorized two-wheelers.
[b] Non-member area.

Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers		Estimated helmet wearing rate (%)
	Minimum age (years)/ height (cm)	Required to wear a helmet	
8	None	Yes	100.0% Drivers
6	None	No	—
7	None	Yes	—
6	None	Yes	53.0% Drivers, 19.0% Passengers
7	14	Yes	—
5	7	Yes	—
4	7	Yes	—
7	—	Yes	—
8	None	Yes	—
6	6	Yes	—
8	None	Yes	50.0% All riders, 50.0% Drivers
1	None	Yes	—
5	12	Yes	—
8	None	Yes	90.0% Drivers, 90.0% Passengers
—	None	Yes	—
2	None	No	—
—	—	—	55.0% Drivers, 51.0% Passengers
5	None	Yes	60.0% All riders
10	—	Not applicable[a]	—
8	—	Yes	—
1	None	Yes	45.0% All riders
9	—	Yes	90.0% All riders, 75.0% Drivers
5	None	Yes	—
—	—	—	—
5	—	Yes	—
8	None	Yes	—

TABLE A7
SEAT-BELT AND CHILD RESTRAINT LAWS, ENFORCEMENT AND WEARING RATES BY COUNTRY/AREA

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0–10)
	There is a national seat-belt law	The law applies to front and rear occupants	
Afghanistan	No	—	—
Albania	Yes	Yes	7
Andorra	Yes	No	7
Angola	Yes	Yes	8
Argentina	Yes	Yes	5
Armenia	Yes	Yes	7
Australia	Subnational	Yes	7
Austria	Yes	Yes	6
Azerbaijan	Yes	Yes	5
Bahamas	Yes	Yes	6
Bahrain	Yes	No	3
Bangladesh	Yes	No	3
Barbados	Yes	Yes	7
Belarus	Yes	Yes	7
Belgium	Yes	Yes	5
Belize	Yes	No	7
Benin	No	—	—
Bhutan	Yes	Yes	5
Bolivia (Plurinational State of)	Yes	No	2
Bosnia and Herzegovina	Yes	Yes	5
Botswana	Yes	No	8
Brazil	Yes	Yes	6
Brunei Darussalam	Yes	No	6
Bulgaria	Yes	Yes	7
Burkina Faso	No	—	—
Burundi	No	—	—
Cambodia	Yes	No	5
Cameroon	Yes	No	3
Canada	Subnational	Yes	8
Cape Verde	Yes	No	7
Central African Republic	Yes	Yes	4
Chad	Yes	No	1
Chile	Yes	Yes	4
China	Yes	Yes	2
Colombia	Yes	Yes	5
Comoros	No	—	—
Congo	Yes	Yes	3
Cook Islands	No	—	—
Costa Rica	Yes	Yes	7
Côte d'Ivoire	Yes	No	5
Croatia	Yes	Yes	8
Cuba	Yes	Yes	7
Cyprus	Yes	Yes	7
Czech Republic	Yes	Yes	8
Democratic People's Republic of Korea	Yes	Yes	10
Democratic Republic of the Congo	Yes	No	7
Denmark	Yes	Yes	2

Estimated seat-belt wearing rate(s)				Child restraints	
Drivers only (%)	Front seat occupants (%)	Rear seat occupants (%)	All seat occupants (%)	There is a national child restraint law	Effectiveness of child restraint law enforcement (respondent consensus) (scale 0–10)
—	—	—	—	No	—
75.0	62.0	2.0	—	Yes	4
60.0	60.0	10.0	60.0	Yes	5
—	—	—	—	Yes	4
39.3	29.1	10.8	33.3	Yes	4
—	—	—	—	Yes	1
—	97.0	92.0	—	Subnational	6
87.0	86.0	65.0	86.0	Yes	9
—	—	—	—	No	—
—	—	—	—	Yes	6
23.2	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	Yes	5
—	—	—	—	Yes	7
85.6	85.7	50.0	—	Yes	6
70.0	60.0	30.0	52.0	No	—
—	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	No	—
20.0	20.0	5.0	—	Yes	6
—	—	—	—	No	—
—	—	—	—	Yes	6
72.0	—	—	—	Yes	5
80.0	85.0	30.0	65.0	Yes	4
—	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	Yes	—
—	—	—	—	No	—
95.7	95.5	89.2	95.3	Subnational	8
—	—	—	—	Yes	0
—	—	—	—	Yes	0
—	—	—	—	No	—
52.0	51.0	10.0	—	Yes	4
—	—	—	—	No	—
57.0	59.0	—	—	Yes	1
—	—	—	—	No	—
15.0	2.0	0.0	—	No	—
—	—	—	—	No	—
82.0	79.3	47.9	75.2	Yes	9
50.0	30.0	10.0	15.0	No	—
63.0	83.0	52.0	67.0	Yes	5
—	—	—	—	Yes	0
85.9	85.9	13.4	—	Yes	3
80.0	90.0	60.0	80.0	Yes	9
—	—	—	—	No	—
—	—	—	—	Yes	0
92.0	—	93.0	—	Yes	4

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0–10)
	There is a national seat-belt law	The law applies to front and rear occupants	
Dominica	Yes	Yes	2
Dominican Republic	Yes	No	4
Ecuador	Yes	Yes	6
Egypt	Yes	No	5
El Salvador	Yes	No	5
Equatorial Guinea	Yes	Yes	3
Estonia	Yes	Yes	8
Ethiopia	Yes	Yes	9
Fiji	Yes	Yes	3
Finland	Yes	Yes	8
France	Yes	Yes	9
Gabon	Yes	No	7
Gambia	Yes	No	9
Georgia	Yes	No	9
Germany	Yes	Yes	—
Ghana	Yes	Yes	3
Greece	Yes	Yes	7
Guatemala	Yes	Yes	4
Guinea	Yes	No	5
Guinea-Bissau	No	—	—
Guyana	Yes	No	8
Honduras	Yes	Yes	7
Hungary	Yes	Yes	7
Iceland	Yes	Yes	8
India	Yes	Yes	2
Indonesia	Yes	No	8
Iran (Islamic Republic of)	Yes	Yes	5
Iraq	Yes	Yes	8
Ireland	Yes	Yes	—
Israel	Yes	Yes	8
Italy	Yes	Yes	6
Jamaica	Yes	Yes	5
Japan	Yes	Yes	7
Jordan	Yes	No	6
Kazakhstan	Yes	Yes	6
Kenya	Yes	Yes	3
Kiribati	Yes	Yes	1
Kuwait	Yes	No	1
Kyrgyzstan	Yes	Yes	8
Lao People's Democratic Republic	Yes	No	2
Latvia	Yes	Yes	7
Lebanon	Yes	No	5
Lesotho	Yes	No	2
Liberia	No	—	—
Lithuania	Yes	Yes	7
Luxembourg	Yes	Yes	8
Madagascar	Yes	No	3
Malawi	Yes	No	5
Malaysia	Yes	Yes	4
Maldives	Yes	Yes	7
Mali	Yes	Yes	8
Malta	Yes	Yes	8
Marshall Islands	Yes	No	7

Estimated seat-belt wearing rate(s)				Child restraints	
Drivers only (%)	Front seat occupants (%)	Rear seat occupants (%)	All seat occupants (%)	There is a national child restraint law	Effectiveness of child restraint law enforcement (respondent consensus) (scale 0–10)
—	—	—	—	No	—
—	—	—	—	No	—
63.0	58.0	—	60.0	Yes	1
—	—	—	—	No	—
—	—	—	—	Yes	—
—	—	—	—	No	—
94.0	95.0	73.0	87.0	Yes	8
96.0	—	—	—	Yes	1
—	—	—	—	Yes	2
92.0	93.0	84.0	91.0	Yes	8
—	—	—	96.0–99.0	Yes	8
—	—	—	-	Subnational	—
—	—	—	—	Yes	1
95.0	89.0	—	—	Yes	5
98.0	98.0	97.0	98.0	Yes	—
17.6	4.9	—	—	Yes	0
78.0	72.0	21.0	—	Yes	5
50.3	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	No	—
79.2	79.2	49.3	77.0	Yes	7
90.0	90.0	73.0	82.0	Yes	8
27.0	—	—	—	No	—
—	—	—	—	No	—
90.0	80.0	—	—	No	—
—	—	—	—	No	—
90.0	90.0	79.0	89.0	Yes	—
96.0	91.0	69.0	—	Yes	6
63.3	—	10.3	—	Yes	5
50.6	43.9	4.0	—	Yes	2
99.2	97.0	63.7	87.9	Yes	7
60.0	70.0	50.0	60.0	No	—
—	—	—	—	Yes	6
—	—	—	—	No	—
—	—	—	—	Yes	0
—	—	—	—	No	—
—	—	—	—	Yes	4
—	—	—	—	—	—
—	88.2	45.5	—	Yes	8
13.7	13.7	—	—	No	—
—	—	—	—	—	—
—	—	—	—	No	—
—	—	—	—	Yes	8
81.0	78.0	60.0	79.0	Yes	7
65.0	45.0	—	—	No	—
—	—	—	—	—	—
85.7	76.8	10.0	—	No	—
—	—	—	—	No	—
—	—	—	—	Yes	1
—	96.3	7.7	—	Yes	8
—	—	—	—	No	—

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0–10)
	There is a national seat-belt law	The law applies to front and rear occupants	
Mauritania	Yes	Yes	4
Mauritius	Yes	Yes	8
Mexico	Yes	No	5
Micronesia (Federated States of)	No	—	—
Mongolia	Yes	Yes	6
Montenegro	Yes	Yes	3
Morocco	Yes	Yes	8
Mozambique	Yes	Yes	5
Myanmar	No	—	—
Namibia	Yes	Yes	5
Nepal	Yes	Yes	1
Netherlands	Yes	Yes	7
New Zealand	Yes	Yes	9
Nicaragua	Yes	No	6
Niger	No	—	—
Nigeria	Yes	No	6
Niue	No	—	—
Norway	Yes	Yes	8
Oman	Yes	No	9
Pakistan	Yes	No	3
Palau	No	—	—
Panama	Yes	Yes	8
Papua New Guinea	Yes	Yes	3
Paraguay	Yes	Yes	5
Peru	Yes	Yes	7
Philippines	Yes	Yes	8
Poland	Yes	Yes	6
Portugal	Yes	Yes	8
Qatar	Yes	No	6
Republic of Korea	Yes	Yes	8
Republic of Moldova	Yes	Yes	6
Romania	Yes	Yes	8
Russian Federation	Yes	Yes	6
Rwanda	Yes	Yes	9
Saint Kitts and Nevis	Yes	No	7
Saint Lucia	Yes	No	9
Saint Vincent and the Grenadines	Yes	Yes	9
Samoa	Yes	No	10
San Marino	Yes	Yes	8
Sao Tome and Principe	No	—	—
Saudi Arabia	Yes	Yes	8
Senegal	Yes	No	4
Serbia	Yes	Yes	5
Seychelles	Yes	No	4
Sierra Leone	Yes	Yes	3
Singapore	Yes	Yes	8
Slovakia	Yes	Yes	4
Slovenia	Yes	Yes	7
Solomon Islands	No	—	—
South Africa	Yes	Yes	1
Spain	Yes	Yes	7
Sri Lanka	Yes	No	—

Estimated seat-belt wearing rate(s)				Child restraints	
Drivers only (%)	Front seat occupants (%)	Rear seat occupants (%)	All seat occupants (%)	There is a national child restraint law	Effectiveness of child restraint law enforcement (respondent consensus) (scale 0–10)
—	—	—	—	Subnational	—
93.8	97.4	0.2	63.8	No	—
58.0	29.1	4.2	54.1	Subnational	1
—	—	—	—	No	—
—	—	—	—	Yes	0
56.0	41.0	10.0	18.0	No	—
51.0	52.0	—	—	No	—
—	—	—	—	Yes	1
—	—	—	—	No	—
44.6	55.0	1.0	56.0	Yes	1
—	—	—	—	No	—
96.9	96.6	82.0	95.8	Yes	7
96.0	96.0	88.0	—	Yes	8
—	—	—	—	Yes	—
—	—	—	—	No	—
76.0	—	—	—	No	—
—	—	—	—	No	—
94.0	92.0	90.0	92.0	Yes	9
95.0	90.0	1.4	—	No	—
4.0	—	—	—	No	—
—	—	—	—	No	—
90.0	90.0	10.0	—	Yes	7
—	—	—	—	No	—
87.0	85.0	50.0	—	No	—
—	—	—	—	No	—
79.7	—	—	—	No	—
85.6	79.0	42.0	—	Yes	6
89.6	85.6	28.2	—	Yes	8
—	—	—	—	No	—
88.5	78.2	6.3	—	Yes	3
—	—	—	—	Yes	2
47.0	49.0	—	—	No	—
77.0	97.0	7.5	—	Yes	5
—	—	—	—	No	—
95.0	90.0	50.0	95.0	Yes	6
—	—	—	—	No	—
—	—	—	—	Yes	8
—	—	—	—	Yes	10
—	—	—	—	Yes	7
—	—	—	—	No	—
—	—	—	—	Yes	1
—	—	—	—	—	—
65.0–85.0	55.0–85.0	10.0–35.0	—	Yes	2
25.0	15.0	5.0	15.0	No	—
—	—	—	—	No	—
—	—	—	—	Yes	7
—	—	—	—	Yes	6
91.6	92.9	69.1	—	Yes	8
—	—	—	—	No	—
58.6	67.0	—	—	Yes	1
88.6	87.7	79.5	87.0	Yes	6
79.0	46.0	—	—	No	—

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0–10)
	There is a national seat-belt law	The law applies to front and rear occupants	
Sudan	Yes	No	10
Suriname	Yes	Yes	8
Swaziland	Yes	Yes	7
Sweden	Yes	Yes	7
Switzerland	Yes	Yes	7
Syrian Arab Republic	Yes	No	9
Tajikistan	Yes	Yes	4
Thailand	Yes	No	6
The former Yugoslav Republic of Macedonia	Yes	Yes	8
Timor-Leste	Yes	Yes	2
Togo	No	—	—
Tonga	No	—	—
Trinidad and Tobago	Yes	No	8
Tunisia	Yes	No	6
Turkey	Yes	Yes	8
Uganda	Yes	Yes	1
Ukraine	Yes	No	4
United Arab Emirates	Yes	No	8
United Kingdom	Yes	Yes	—
United Republic of Tanzania	Yes	No	4
United States of America	Subnational	—	—
Uruguay	Yes	Yes	5
Uzbekistan	Yes	Yes	10
Vanuatu	Yes	Yes	1
Venezuela (Bolivarian Republic of)	Yes	Yes	2
Viet Nam	Yes	No	7
West Bank and Gaza Strip[a]	Yes	Yes	7
Yemen	Yes	No	5
Zambia	Yes	Yes	8
Zimbabwe	Yes	No	4

[a] Non-member area.

Estimated seat-belt wearing rate(s)				Child restraints	
Drivers only (%)	Front seat occupants (%)	Rear seat occupants (%)	All seat occupants (%)	There is a national child restraint law	Effectiveness of child restraint law enforcement (respondent consensus) (scale 0–10)
—	—	—	—	No	—
80.0	80.0	20.0	10.0	Yes	4
60.0	70.0	30.0	50.0	No	—
96.0	96.0	87.0	95.0	Yes	7
89.0	89.0	79.0	—	Yes	7
90.0	90.0	—	—	No	—
—	—	—	—	Yes	1
61.0	42.0	—	—	No	—
—	—	—	60.1	No	—
—	—	—	—	Yes	—
—	—	—	—	No	—
—	—	—	—	No	—
—	—	—	—	Yes	3
—	—	—	—	No	—
50.0	50.0	—	—	Yes	5
—	—	—	—	No	—
—	—	—	—	Yes	2
81.0	78.0	5.0	81.0	No	—
96.5	96.0	90.5	—	Yes	—
—	—	—	—	No	—
86.0	84.0	70.0	85.0	Subnational	—
—	—	—	—	Yes	2
—	—	—	—	—	—
—	—	—	—	No	—
—	—	—	—	Yes	5
—	—	—	—	No	—
—	—	—	—	Yes	1
—	—	—	—	No	—
—	—	—	—	Yes	5
—	—	—	—	No	—

TABLE A8
MOBILE PHONE LAWS BY COUNTRY/AREA

Country/area	Legislation on mobile phone use while driving	Law applies to		Data on the use of mobile phones while driving available
		Hand-held phones	Hand-held and hands-free phones	
Afghanistan	No	—	—	No
Albania	Yes	Yes	No	No
Andorra	Yes	Yes	No	No
Angola	Yes	Yes	No	Yes
Argentina	Yes	Yes	Yes	Yes
Armenia	Yes	Yes	No	Yes
Australia	Subnational	Yes	No	Yes
Austria	Yes	Yes	No	Yes
Azerbaijan	Yes	Yes	No	No
Bahamas	No	—	—	No
Bahrain	Yes	Yes	No	Yes
Bangladesh	Yes	Yes	Yes	No
Barbados	No	—	—	No
Belarus	Yes	Yes	No	No
Belgium	Yes	Yes	No	No
Belize	No	—	—	No
Benin	Yes	Yes	Yes	No
Bhutan	Yes	Yes	Yes	No
Bolivia (Plurinational State of)	No	—	—	No
Bosnia and Herzegovina	Yes	Yes	No	Yes
Botswana	Yes	Yes	No	Yes
Brazil	Yes	Yes	No	No
Brunei Darussalam	Yes	Yes	No	Yes
Bulgaria	Yes	Yes	No	No
Burkina Faso	Yes	Yes	No	No
Burundi	No	—	—	No
Cambodia	Yes	Yes	No	Yes
Cameroon	Yes	Yes	Yes	No
Canada	Subnational	Yes	No	Yes
Cape Verde	Yes	Yes	No	Yes
Central African Republic	No	—	—	No
Chad	No	—	—	No
Chile	Yes	Yes	No	Yes
China	Yes	Yes	No	—
Colombia	Yes	Yes	No	No
Comoros	No	—	—	No
Congo	Yes	—	—	No
Cook Islands	No	—	—	No
Costa Rica	Yes	Yes	No	Yes
Côte d'Ivoire	No	—	—	No
Croatia	Yes	Yes	No	Yes
Cuba	Yes	Yes	No	—
Cyprus	Yes	Yes	No	No
Czech Republic	Yes	Yes	No	Yes
Democratic People's Republic of Korea	Yes	Yes	Yes	No
Democratic Republic of the Congo	No	—	—	Yes
Denmark	Yes	Yes	No	No
Dominica	No	—	—	No
Dominican Republic	Yes	Yes	No	No
Ecuador	Yes	Yes	No	No

Country/area	Legislation on mobile phone use while driving	Law applies to		Data on the use of mobile phones while driving available
		Hand-held phones	Hand-held and hands-free phones	
Egypt	Yes	Yes	No	No
El Salvador	Yes	Yes	Yes	Yes
Equatorial Guinea	Yes	Yes	Yes	Yes
Estonia	Yes	Yes	No	Yes
Ethiopia	Yes	Yes	Yes	No
Fiji	Yes	Yes	Yes	No
Finland	Yes	Yes	No	Yes
France	Yes	Yes	Yes	Yes
Gabon	No	—	—	No
Gambia	Yes	Yes	No	No
Georgia	Yes	Yes	No	Yes
Germany	Yes	Yes	No	Yes
Ghana	No	—	—	No
Greece	Yes	Yes	No	Yes
Guatemala	Yes	Yes	Yes	No
Guinea	Yes	Yes	Yes	No
Guinea-Bissau	No	—	—	No
Guyana	Yes	Yes	No	No
Honduras	Yes	Yes	No	No
Hungary	Yes	Yes	No	No
Iceland	Yes	Yes	No	Yes
India	Subnational	—	—	No
Indonesia	Yes	Yes	Yes	No
Iran (Islamic Republic of)	Yes	Yes	Yes	Yes
Iraq	Yes	Yes	No	No
Ireland	Yes	Yes	No	Yes
Israel	Yes	Yes	No	No
Italy	Yes	Yes	No	Yes
Jamaica	No	—	—	No
Japan	Yes	Yes	No	Yes
Jordan	Yes	Yes	No	Yes
Kazakhstan	Yes	Yes	No	No
Kenya	Yes	Yes	Yes	No
Kiribati	No	—	—	—
Kuwait	Yes	Yes	No	Yes
Kyrgyzstan	Yes	Yes	No	Yes
Lao People's Democratic Republic	Yes	Yes	Yes	No
Latvia	Yes	Yes	No	No
Lebanon	Yes	Yes	Yes	No
Lesotho	—	—	—	No
Liberia	No	—	—	No
Lithuania	Yes	Yes	No	Yes
Luxembourg	Yes	Yes	No	No
Madagascar	Yes	Yes	No	No
Malawi	Yes	—	—	—
Malaysia	Yes	Yes	No	Yes
Maldives	Yes	Yes	Yes	Yes
Mali	Yes	Yes	No	Yes
Malta	Yes	Yes	No	Yes
Marshall Islands	No	—	—	Yes

Country/area	Legislation on mobile phone use while driving	Law applies to		Data on the use of mobile phones while driving available
		Hand-held phones	Hand-held and hands-free phones	
Mauritania	Yes	Yes	Yes	—
Mauritius	Yes	Yes	Yes	No
Mexico	Subnational	Yes	No	No
Micronesia (Federated States of)	No	—	—	No
Mongolia	Yes	Yes	No	No
Montenegro	Yes	Yes	Yes	Yes
Morocco	Yes	Yes	No	No
Mozambique	Yes	Yes	Yes	No
Myanmar	No	—	—	No
Namibia	Yes	Yes	No	Yes
Nepal	No	—	—	Yes
Netherlands	Yes	Yes	No	Yes
New Zealand	Yes	Yes	No	Yes
Nicaragua	Yes	Yes	No	No
Niger	No	—	—	No
Nigeria	Yes	Yes	Yes	Yes
Niue	No	—	—	No
Norway	Yes	Yes	No	No
Oman	Yes	Yes	No	Yes
Pakistan	Subnational	Yes	No	No
Palau	No	—	—	No
Panama	Yes	Yes	No	Yes
Papua New Guinea	No	—	—	No
Paraguay	No	—	—	No
Peru	Yes	Yes	No	No
Philippines	Subnational	—	—	Yes
Poland	Yes	Yes	No	No
Portugal	Yes	Yes	No	No
Qatar	Yes	Yes	No	—
Republic of Korea	Yes	Yes	No	—
Republic of Moldova	Yes	Yes	No	No
Romania	Yes	Yes	No	No
Russian Federation	Yes	Yes	No	Yes
Rwanda	Subnational	—	—	No
Saint Kitts and Nevis	Yes	Yes	No	No
Saint Lucia	No	—	—	No
Saint Vincent and the Grenadines	No	—	—	No
Samoa	Yes	Yes	Yes	Yes
San Marino	Yes	Yes	No	No
Sao Tome and Principe	No	—	—	No
Saudi Arabia	Yes	Yes	No	Yes
Senegal	Yes	Yes	Yes	No
Serbia	Yes	Yes	Yes	No
Seychelles	No	—	—	No
Sierra Leone	Yes	Yes	No	No
Singapore	Yes	Yes	No	No
Slovakia	Yes	Yes	No	No
Slovenia	Yes	Yes	No	No
Solomon Islands	No	—	—	No
South Africa	Yes	Yes	No	Yes
Spain	Yes	Yes	No	Yes
Sri Lanka	Yes	Yes	No	No
Sudan	Yes	Yes	Yes	No
Suriname	Yes	Yes	No	Yes

Country/area	Legislation on mobile phone use while driving	Law applies to		Data on the use of mobile phones while driving available
		Hand-held phones	Hand-held and hands-free phones	
Swaziland	Yes	Yes	No	Yes
Sweden	No	—	—	No
Switzerland	Yes	Yes	No	Yes
Syrian Arab Republic	Yes	Yes	Yes	Yes
Tajikistan	Yes	Yes	No	Yes
Thailand	Yes	Yes	No	Yes
The former Yugoslav Republic of Macedonia	Yes	Yes	No	Yes
Timor-Leste	Yes	Yes	Yes	No
Togo	No	—	—	Yes
Tonga	No	—	—	No
Trinidad and Tobago	Yes	Yes	No	No
Tunisia	Yes	Yes	No	No
Turkey	Yes	Yes	Yes	Yes
Uganda	Yes	Yes	No	No
Ukraine	Yes	Yes	No	No
United Arab Emirates	Yes	Yes	No	Yes
United Kingdom	Yes	Yes	No	Yes
United Republic of Tanzania	No	—	—	No
United States of America	Subnational	—	—	Yes
Uruguay	No	—	—	No
Uzbekistan	Yes	Yes	Yes	Yes
Vanuatu	No	—	—	No
Venezuela (Bolivarian Republic of)	Yes	Yes	No	No
Viet Nam	Yes	Yes	Yes	No
West Bank and Gaza Strip[a]	Yes	Yes	No	No
Yemen	Yes	Yes	No	No
Zambia	Yes	Yes	Yes	No
Zimbabwe	Yes	Yes	No	No

[a] Non-member area.

TABLE A9
ROAD SAFETY MANAGEMENT, STRATEGIES AND TARGETS BY COUNTRY / AREA

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Afghanistan	No	—	No	No	No
Albania	Yes	Yes	Yes	Yes	Yes
Andorra	Yes	No	Yes	Yes	Yes
Angola	Yes	Yes	No	No	No
Argentina	Yes	Yes	Yes	Yes	Yes
Armenia	Yes	Yes	Yes	Yes	Yes
Australia	Yes	Yes	Yes	Yes	Yes
Austria	Yes	Yes	Yes	Yes	Yes
Azerbaijan	Yes	Yes	Yes	Yes	Yes
Bahamas	Yes	Yes	Yes	Yes	Yes
Bahrain	Yes	No	Yes	Yes	Yes
Bangladesh	Yes	No	Yes	Yes	Yes
Barbados	Yes	Yes	Yes	Yes	Yes
Belarus	Yes	No	Yes	Yes	No
Belgium	Yes	No	Yes	Yes	No
Belize	Yes	Yes	Yes	Yes	Yes
Benin	Yes	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	Yes	Yes
Bolivia (Plurinational State of)	Yes	No	Yes	Yes	Yes
Bosnia and Herzegovina	Yes	Yes	Yes	Yes	Yes
Botswana	Yes	Yes	Yes	Yes	Yes
Brazil	Yes	Yes	Yes	Yes	No
Brunei Darussalam	Yes	Yes	Yes	Yes	Yes
Bulgaria	Yes	No	Yes	Yes	Yes
Burkina Faso	Yes	Yes	Yes	Yes	Yes
Burundi	Yes	Yes	Yes	Yes	No
Cambodia	Yes	Yes	Yes	Yes	Yes
Cameroon	Yes	Yes	Yes	Yes	Yes
Canada	Yes	Yes	Yes	Yes	Yes
Cape Verde	Yes	Yes	Yes	Yes	Yes
Central African Republic	Yes	Yes	Yes	Yes	Yes
Chad	Yes	—	Yes	No	No
Chile	Yes	Yes	Yes	Yes	Yes
China	Yes	Yes	Yes	No	No
Colombia	Yes	Yes	Yes	Yes	No
Comoros	Yes	No	Yes	Yes	Yes
Congo	Yes	Yes	Yes	Yes	Yes
Cook Islands	Yes	Yes	Yes	Yes	Yes
Costa Rica	Yes	No	Yes	Yes	Yes
Côte d'Ivoire	Yes	Yes	Yes	Yes	Yes
Croatia	No	—	No	No	No
Cuba	Yes	No	Yes	Yes	Yes
Cyprus	Yes	Yes	Yes	Yes	No
Czech Republic	Yes	Yes	Yes	Yes	No
Democratic People's Republic of Korea	Yes	Yes	Yes	Yes	No
Democratic Republic of the Congo	Yes	Yes	Yes	Yes	Yes
Denmark	No	—	No	No	No
Dominica	Yes	No	Yes	Yes	No
Dominican Republic	No	—	No	No	No
Ecuador	Yes	Yes	Yes	Yes	Yes

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
Yes	Partially	No	No
Yes	Fully	Yes	Yes
Yes	Partially	Yes	—
Yes	—	—	—
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	No	No
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Fully	Yes	No
Yes	Partially	No	No
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	No	No
Yes	Partially	No	No
No	—	—	—
Yes	Partially	Yes	Yes
Yes	—	No	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	Yes	No
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
Yes	—	Yes	Yes
No	—	—	—
Yes	Not funded	Yes	Yes
No	—	—	—
No	—	—	—
Yes	Partially	Yes	No

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Egypt	Yes	No	Yes	Yes	Yes
El Salvador	Yes	Yes	Yes	Yes	Yes
Equatorial Guinea	Yes	Yes	Yes	Yes	Yes
Estonia	Yes	Yes	Yes	No	Yes
Ethiopia	Yes	Yes	Yes	Yes	Yes
Fiji	Yes	Yes	Yes	Yes	Yes
Finland	Yes	Yes	Yes	Yes	No
France	Yes	Yes	Yes	Yes	Yes
Gabon	Yes	Yes	Yes	Yes	Yes
Gambia	Yes	No	Yes	No	No
Georgia	Yes	No	Yes	Yes	Yes
Germany	Yes	Yes	Yes	No	No
Ghana	Yes	Yes	Yes	Yes	Yes
Greece	Yes	No	Yes	Yes	Yes
Guatemala	Yes	Yes	Yes	Yes	Yes
Guinea	Yes	No	Yes	No	Yes
Guinea-Bissau	Yes	No	Yes	Yes	No
Guyana	Yes	Yes	Yes	Yes	No
Honduras	Yes	No	Yes	Yes	Yes
Hungary	No	—	No	No	No
Iceland	Yes	Yes	Yes	Yes	Yes
India	No	—	No	No	No
Indonesia	No	—	No	No	No
Iran (Islamic Republic of)	Yes	No	Yes	Yes	Yes
Iraq	Yes	No	Yes	Yes	Yes
Ireland	Yes	Yes	Yes	Yes	No
Israel	Yes	Yes	Yes	No	No
Italy	Yes	Yes	Yes	Yes	Yes
Jamaica	Yes	Yes	Yes	Yes	No
Japan	Yes	Yes	No	No	No
Jordan	Yes	Yes	Yes	Yes	Yes
Kazakhstan	Yes	Yes	Yes	Yes	Yes
Kenya	Yes	Yes	Yes	Yes	Yes
Kiribati	Yes	No	Yes	Yes	Yes
Kuwait	Yes	Yes	Yes	Yes	Yes
Kyrgyzstan	Yes	Yes	Yes	Yes	Yes
Lao People's Democratic Republic	Yes	Yes	Yes	Yes	Yes
Latvia	Yes	No	Yes	Yes	Yes
Lebanon	No	—	No	No	No
Lesotho	Yes	Yes	Yes	Yes	Yes
Liberia	No	—	No	No	No
Lithuania	Yes	No	Yes	Yes	No
Luxembourg	Yes	Yes	Yes	Yes	Yes
Madagascar	Yes	Yes	Yes	Yes	Yes
Malawi	Yes	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes	No
Maldives	Yes	Yes	Yes	Yes	Yes
Mali	Yes	Yes	Yes	Yes	Yes
Malta	Yes	Yes	Yes	Yes	Yes
Marshall Islands	Yes	Yes	Yes	Yes	Yes
Mauritania	Yes	Yes	Yes	Yes	Yes
Mauritius	Yes	Yes	Yes	Yes	Yes
Mexico	Yes	Yes	Yes	Yes	Yes
Micronesia (Federated States of)	No	—	No	No	No

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Fully	Yes	No
Yes	Partially	—	—
No	—	—	—
Yes	Partially	Yes	No
Yes	Not funded	No	No
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	No
Yes	Fully	No	No
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	No	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Fully	Yes	Yes
Yes	Partially	No	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Not funded	Yes	No
Yes	Fully	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Fully	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	Yes
Yes	Fully	No	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	—	—	—
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
No	—	—	—
Yes	Partially	No	No
No	—	—	—
Yes	Not funded	No	No
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
No	—	—	—

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Mongolia	Yes	Yes	Yes	No	Yes
Montenegro	Yes	Yes	Yes	Yes	Yes
Morocco	Yes	No	Yes	Yes	Yes
Mozambique	Yes	Yes	Yes	Yes	Yes
Myanmar	Yes	Yes	Yes	Yes	Yes
Namibia	Yes	No	Yes	No	Yes
Nepal	No	—	No	No	No
Netherlands	Yes	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	Yes	Yes
Nicaragua	No	—	No	No	No
Niger	Yes	No	Yes	Yes	No
Nigeria	Yes	Yes	Yes	Yes	Yes
Niue	Yes	No	Yes	Yes	No
Norway	Yes	Yes	Yes	Yes	Yes
Oman	Yes	Yes	Yes	Yes	No
Pakistan	Yes	Yes	Yes	Yes	Yes
Palau	Yes	Yes	Yes	Yes	Yes
Panama	Yes	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	No	Yes	Yes	Yes
Paraguay	Yes	No	Yes	Yes	Yes
Peru	Yes	Yes	Yes	No	Yes
Philippines	Yes	Yes	Yes	Yes	Yes
Poland	Yes	Yes	Yes	Yes	No
Portugal	Yes	Yes	Yes	Yes	Yes
Qatar	Yes	—	Yes	Yes	No
Republic of Korea	Yes	—	Yes	Yes	Yes
Republic of Moldova	No	—	No	No	No
Romania	Yes	Yes	Yes	Yes	Yes
Russian Federation	Yes	Yes	Yes	Yes	Yes
Rwanda	Yes	Yes	Yes	Yes	Yes
Saint Kitts and Nevis	No	—	No	No	No
Saint Lucia	Yes	Yes	Yes	Yes	No
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Yes	Yes
San Marino	Yes	No	Yes	Yes	Yes
Sao Tome and Principe	Yes	Yes	Yes	Yes	Yes
Saudi Arabia	Yes	Yes	Yes	Yes	No
Senegal	Yes	Yes	Yes	Yes	Yes
Serbia	Yes	Yes	Yes	Yes	Yes
Seychelles	Yes	Yes	Yes	Yes	Yes
Sierra Leone	Yes	No	Yes	Yes	Yes
Singapore	Yes	Yes	Yes	Yes	Yes
Slovakia	No	—	No	No	No
Slovenia	Yes	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	No	Yes	No
South Africa	Yes	Yes	Yes	No	Yes
Spain	Yes	Yes	Yes	Yes	Yes
Sri Lanka	Yes	No	Yes	No	No
Sudan	Yes	No	Yes	Yes	Yes
Suriname	No	—	No	No	No
Swaziland	Yes	Yes	Yes	Yes	Yes
Sweden	Yes	Yes	Yes	Yes	Yes
Switzerland	Yes	Yes	Yes	Yes	Yes
Syrian Arab Republic	Yes	Yes	Yes	Yes	Yes

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	No	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
No	—	—	—
Yes	Partially	Yes	No
No	—	—	—
Yes	Fully	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	No	No
Yes	Partially	No	No
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Not funded	Yes	No
Yes	Not funded	Yes	No
No	—	—	—
Yes	Fully	Yes	Yes
Yes	Not funded	Yes	—
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
No	—	—	—
No	—	—	—
No	—	—	—
Yes	Partially	Yes	No
Yes	Fully	No	No
No	—	—	—
Yes	Fully	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
No	—	—	—
No	—	—	—
Yes	Partially	No	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	—	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	No	No
Yes	Partially	Yes	Yes

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Tajikistan	Yes	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	Yes	No	Yes
The former Yugoslav Republic of Macedonia	Yes	Yes	Yes	Yes	Yes
Timor-Leste	Yes	No	Yes	Yes	Yes
Togo	Yes	Yes	Yes	No	Yes
Tonga	Yes	Yes	Yes	Yes	Yes
Trinidad and Tobago	No	—	No	No	No
Tunisia	Yes	Yes	Yes	No	Yes
Turkey	Yes	No	Yes	Yes	Yes
Uganda	Yes	Yes	Yes	Yes	Yes
Ukraine	Yes	Yes	Yes	Yes	Yes
United Arab Emirates	Yes	Yes	Yes	Yes	Yes
United Kingdom	Yes	Yes	Yes	Yes	Yes
United Republic of Tanzania	No	—	No	No	No
United States of America	Yes	Yes	Yes	Yes	Yes
Uruguay	Yes	No	Yes	Yes	Yes
Uzbekistan	Yes	Yes	Yes	Yes	Yes
Vanuatu	No	—	No	No	No
Venezuela (Bolivarian Republic of)	Yes	Yes	Yes	Yes	Yes
Viet Nam	Yes	Yes	Yes	Yes	Yes
West Bank and Gaza Strip[a]	Yes	Yes	Yes	Yes	Yes
Yemen	No	—	No	No	No
Zambia	Yes	Yes	Yes	Yes	Yes
Zimbabwe	Yes	No	Yes	Yes	Yes

[a] Non-member area.

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
Yes	Partially	No	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	No	No
No	—	—	—
Yes	Partially	No	No
No	—	—	—
Yes	Partially	No	No
Yes	Not funded	Yes	No
No	—	—	—
Yes	—	No	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Fully	Yes	Yes
Yes	Not funded	Yes	No
Yes	Fully	—	—
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	No	No
Yes	Not funded	No	No
Yes	—	—	—
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	No

TABLE A10
SAFER MOBILITY BY COUNTRY / AREA

Country/area	Vehicles	There are policies that			Road audits		
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high-speed traffic	On new roads	On existing roads	Conducted by an independent assessor
Afghanistan	731 428	No	Yes	No	Yes	Yes	No
Albania	419 893	Yes	Yes	Subnational	Yes	Yes	No
Andorra	70 914	Subnational	Yes	Yes	—	Yes	Yes
Angola	212 467	No	—	No	Yes	Yes	Yes
Argentina	14 163 125	Subnational	Yes	Subnational	Yes	Yes	Yes
Armenia	300 091	No	Yes	No	Yes	Yes	Yes
Australia	16 061 098	Yes	Yes	Yes	Yes	Partial	No
Austria	6 091 881	Yes	Yes	Subnational	Yes	Partial	Yes
Azerbaijan	982 553	No	No	No	Yes	Yes	No
Bahamas	131 365	No	No	No	Yes	Yes	No
Bahrain	462 015	No	No	No	Yes	Yes	No
Bangladesh	1 624 862	No	Yes	Subnational	Yes	Yes	No
Barbados	133 835	No	No	No	Yes	Partial	No
Belarus	3 829 244	No	Yes	Yes	Yes	Yes	Yes
Belgium	7 050 618	Yes	Yes	Subnational	No	No	—
Belize	—	No	No	No	Yes	Yes	Yes
Benin	25 613	No	Yes	Yes	No	Partial	Yes
Bhutan	57 618	No	Yes	No	No	No	—
Bolivia (Plurinational State of)	910 333	No	No	No	No	Yes	No
Bosnia and Herzegovina	815 232	No	No	No	Yes	Yes	Yes
Botswana	394 548	No	No	No	No	No	—
Brazil	64 817 974	Yes	Yes	Yes	Yes	Yes	—
Brunei Darussalam	349 279	No	Subnational	No	Yes	Partial	No
Bulgaria	3 284 837	Subnational	Subnational	Subnational	Yes	Partial	No
Burkina Faso	884 750	No	Subnational	Yes	Yes	Yes	Yes
Burundi	30 045[a]	No	No	No	Yes	Partial	—
Cambodia	1 652 534	No	Yes	No	Yes	Yes	Yes
Cameroon	443 018	No	No	Yes	No	Partial	Yes
Canada	21 387 132	Subnational	Subnational	Subnational	No	Yes	Yes
Cape Verde	64 282	No	No	No	Yes	Partial	No
Central African Republic	4 781	No	No	No	Yes	No	—
Chad	243 644	No	No	No	No	Yes	Yes
Chile	3 375 523	Yes	Yes	Subnational	Yes	Yes	No
China	207 061 286	No	Subnational	Subnational	Yes	No	—
Colombia	7 229 373	Subnational	Yes	Yes	Yes	Partial	Yes
Comoros	29 970	No	No	No	No	No	—
Congo	25 202	No	No	No	—	No	—
Cook Islands	9 439	No	No	No	Yes	—	—
Costa Rica	923 591	No	No	Yes	Yes	Partial	Yes
Côte d'Ivoire	474 873	No	No	Subnational	Yes	Partial	Yes
Croatia	1 969 587	Subnational	Subnational	Subnational	Yes	Partial	—
Cuba	607 675	Subnational	Subnational	Subnational	Yes	Yes	Yes
Cyprus	774 492[b]	Yes	Yes	Yes	Yes	Partial	No
Czech Republic	7 262 647	Yes	Subnational	Subnational	Yes	Partial	Yes
Democratic People's Republic of Korea	—	Yes	—	Yes	Yes	Yes	Yes
Democratic Republic of the Congo	350 000	No	No	No	Yes	Partial	Yes
Denmark	3 108 962	No	No	No	Yes	Partial	Yes
Dominica	23 566	No	No	No	Yes	Yes	No

Vehicle standards		Legislation for imported new cars requires				
Signatory to World Forum on Harmonization of vehicle standards	New cars subjected to New Car Assessment Programme	Front and rear seat-belts	Airbags	Anti-lock Braking System	Electronic Stability Control	Demerit/Penalty Point System in Place
No	No	No	No	No	No	Yes
No	No	Yes	Yes	Yes	Yes	Yes
Yes	No	Yes	No	No	No	No
No	No	Yes	Yes	Yes	Yes	Yes
Yes	No	Yes	Yes	Yes	No	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	No	No	Yes	Yes
Yes	No	Yes	Yes	Yes	No	Yes
No	No	No	No	No	No	Yes
—	—	Yes	Yes	Yes	No	No
No	No	Yes	No	No	No	No
No	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	Yes
Yes	No	Yes	No	No	No	No
Yes	No	Yes	No	No	No	No
Yes	Yes	No	No	No	No	Yes
No	No	No	No	No	No	No
—	—	No	No	No	No	Yes
No	No	No	No	No	No	Yes
No	No	Yes	No	No	No	Yes
No	No	No	No	No	No	Yes
No	No	Yes	No	Yes	No	Yes
Yes	No	Yes	No	No	No	No
Yes	No	No	No	No	No	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	Yes	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
Yes	No	Yes	No	No	Yes	Yes
No	No	Yes	No	No	No	Yes
No	No	Yes	No	Yes	No	No
No	No	Yes	Yes	Yes	Yes	No
No	Yes	Yes	No	No	No	No
No	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	Yes
—	—	No	No	No	No	No
No	No	Yes	Yes	No	No	Yes
—	—	Yes	No	No	No	No
No	No	Yes	No	No	No	Yes
—	—	Yes	No	No	No	Yes
No	Yes	Yes	No	No	No	Yes
Yes	No	Yes	No	No	No	Yes
No	No	Yes	Yes	Yes	Yes	Yes
No	No	Yes	No	No	No	No
Yes	No	Yes	No	No	No	Yes
No	No	No	No	No	No	No

Country/area	Vehicles	There are policies that			Road audits		
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high-speed traffic	On new roads	On existing roads	Conducted by an independent assessor
Dominican Republic	2 734 740	No	Yes	No	Yes	No	No
Ecuador	1 039 364	Yes	Yes	Yes	Yes	Partial	Yes
Egypt	5 853 728	No	Yes	No	Yes	Yes	No
El Salvador	715 345[c]	No	No	No	Yes	Partial	Yes
Equatorial Guinea	8 503	No	Yes	No	Yes	Yes	Yes
Estonia	664 644	Yes	Yes	Yes	Yes	Partial	No
Ethiopia	377 943	Yes	Yes	Yes	Yes	Partial	Yes
Fiji	77 625	No	No	No	Yes	Partial	No
Finland	5 331 582[d]	Yes	Yes	Yes	Yes	Yes	Yes
France	34 276 000	Yes	Yes	Yes	Yes	Yes	Yes
Gabon	195 000	No	—	No	Yes	Yes	No
Gambia	17 416	No	No	—	Yes	Partial	No
Georgia	736 470	Subnational	Subnational	Subnational	Yes	Yes	Yes
Germany	50 184 000	Yes	No	Yes	Yes	Yes	Yes
Ghana	1 122 700	No	Yes	No	Yes	Yes	Yes
Greece	7 910 565	No	Yes	No	Yes	—	—
Guatemala	2 118 516	Subnational	Subnational	No	No	No	—
Guinea	33 943	No	No	No	Yes	Partial	No
Guinea-Bissau	54 153	No	No	No	No	No	—
Guyana	12 363	No	No	No	Yes	Partial	No
Honduras	983 800	No	No	No	Yes	No	—
Hungary	3 608 834	Yes	Yes	Yes	Yes	Partial	Yes
Iceland	296 479	Yes	Yes	Yes	Yes	Yes	Yes
India	114 952 000	Yes	Yes	Subnational	Yes	Partial	Yes
Indonesia	72 692 951	Yes	Yes	Subnational	Yes	Partial	No
Iran (Islamic Republic of)	20 657 627	Yes	Yes	Subnational	Yes	Partial	No
Iraq	3 391 057	No	Yes	No	Yes	No	—
Ireland	2 416 387	No	Yes	Yes	Yes	Partial	Yes
Israel	2 458 716	Yes	Yes	Yes	No	No	—
Italy	52 586 499	Subnational	Subnational	Subnational	Yes	Yes	Yes
Jamaica	502 265	Yes	Yes	Yes	No	No	—
Japan	89 871 090	Yes	Yes	Yes	No	Yes	No
Jordan	1 075 453	Subnational	Yes	Subnational	Yes	Partial	—
Kazakhstan	3 249 966	—	—	—	Yes	Yes	Yes
Kenya	1 389 864	No	Yes	No	Yes	Yes	No
Kiribati	1 618	No	No	—	Yes	Yes	No
Kuwait	1 570 000	No	Yes	No	Yes	Yes	No
Kyrgyzstan	430 314	No	Subnational	No	Yes	Yes	Yes
Lao People's Democratic Republic	1 008 788	Subnational	Yes	No	Yes	Partial	Yes
Latvia	806 462	No	No	No	Yes	Partial	No
Lebanon	1 525 738	No	No	No	Yes	Partial	Yes
Lesotho	—	No	No	No	Yes	Yes	Yes
Liberia	1 030 951	No	No	No	Yes	Yes	No
Lithuania	1 910 373	Yes	Yes	Yes	Yes	Partial	No
Luxembourg	444 353	Yes	Yes	Yes	Yes	Partial	Yes
Madagascar	166 112	No	Subnational	No	Yes	Partial	No
Malawi	173 800	No	No	Yes	Yes	Partial	Yes
Malaysia	20 188 565	Subnational	Yes	Yes	Yes	Partial	—
Maldives	50 052	No	No	No	No	No	—
Mali	211 906	No	No	Yes	Yes	Partial	Yes
Malta	425 517	No	Yes	No	Yes	Yes	Yes
Marshall Islands	1 892	No	No	No	No	Partial	No

Vehicle standards		Legislation for imported new cars requires				
Signatory to World Forum on Harmonization of vehicle standards	New cars subjected to New Car Assessment Programme	Front and rear seat-belts	Airbags	Anti-lock Braking System	Electronic Stability Control	Demerit/Penalty Point System in Place
—	—	—	—	—	—	No
No	Yes	Yes	Yes	No	No	Yes
—	—	No	No	No	No	No
No	No	No	No	No	No	No
No	No	Yes	No	Yes	Yes	No
Yes	No	Yes	No	Yes	No	No
No	No	Yes	No	No	No	Yes
No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	No	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	Yes	No	No	No	No
—	—	No	No	No	No	No
No	No	No	No	No	No	No
Yes	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
—	—	Yes	No	No	No	Yes
No	No	No	No	No	No	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	Yes	Yes	Yes	Yes	No
Yes	No	Yes	Yes	Yes	No	Yes
Yes	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	Yes
No	Yes	No	No	No	No	No
No	No	No	No	No	No	No
No	No	Yes	Yes	Yes	No	Yes
No	No	No	No	No	No	No
No	No	Yes	Yes	No	No	Yes
—	—	Yes	Yes	Yes	Yes	Yes
No	Yes	Yes	Yes	No	No	Yes
No	No	Yes	No	No	No	Yes
Yes	Yes	Yes	No	No	Yes	Yes
No	No	Yes	No	Yes	No	Yes
No	No	Yes	Yes	Yes	Yes	No
—	—	Yes	Yes	No	No	No
—	—	Yes	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	Yes	No	No	No	No
Yes	No	Yes	No	Yes	No	Yes
Yes	No	No	No	No	No	No
No	No	No	No	No	No	No
No	Yes	No	No	No	No	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	No	No	No	Yes
No	No	No	No	No	No	No
No	No	Yes	No	No	No	Yes
Yes	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
—	—	Yes	No	No	No	No
Yes	No	Yes	Yes	Yes	Yes	Yes
No	No	Yes	No	No	No	Yes

Country/area	Vehicles	There are policies that			Road audits		
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high-speed traffic	On new roads	On existing roads	Conducted by an independent assessor
Mauritania	388 305	No	Yes	No	Yes	Yes	No
Mauritius	384 115	No	No	No	Yes	Yes	Yes
Mexico	30 904 659	Subnational	Yes	Subnational	No	Yes	No
Micronesia (Federated States of)	8 337	Subnational	Subnational	No	Yes	No	—
Mongolia	365 959	Subnational	Yes	No	Yes	Partial	Yes
Montenegro	187 913	No	No	No	Yes	Yes	Yes
Morocco	2 791 004	No	Yes	Yes	No	Yes	No
Mozambique	380 343	No	No	No	Yes	Yes	No
Myanmar	2 326 639	No	Yes	Subnational	Yes	Yes	No
Namibia	229 806	Yes	No	Yes	Yes	Partial	Yes
Nepal	1 178 911	No	No	No	Yes	Partial	—
Netherlands	9 340 006	Yes	Yes	Yes	No	Yes	No
New Zealand	3 227 000	Yes	Yes	Yes	Yes	Yes	Yes
Nicaragua	445 974	No	Yes	No	No	No	—
Niger	155 115	No	Yes	No	No	Partial	Yes
Nigeria	12 545 177	No	Yes	No	Yes	Partial	Yes
Niue	848	No	No	No	No	No	—
Norway	3 134 652	Yes	Yes	Yes	Yes	Yes	No
Oman	804 233	No	Subnational	No	Yes	Partial	Yes
Pakistan	7 853 022	No	Subnational	Subnational	Yes	No	—
Palau	5 774	No	No	No	Yes	Yes	Yes
Panama	612 000	No	Yes	Yes	Yes	Yes	Yes
Papua New Guinea	—	No	No	No	No	No	—
Paraguay	919 247	No	—	No	No	Yes	Yes
Peru	3 155 614	Subnational	Subnational	Subnational	No	Partial	Yes
Philippines	6 634 855	Yes	Yes	Subnational	Yes	No	—
Poland	22 024 697	Yes	Yes	Yes	Yes	Yes	No
Portugal	8 730 885	Subnational	Subnational	Subnational	Yes	Partial	Yes
Qatar	754 439	—	Yes	—	Yes	Partial	No
Republic of Korea	19 710 776	Yes	Yes	Yes	Yes	—	—
Republic of Moldova	640 727	No	No	No	Yes	Yes	No
Romania	5 027 936	Subnational	Subnational	—	—	—	—
Russian Federation	43 325 312	No	Yes	Subnational	Yes	Yes	Yes
Rwanda	93 532	No	No	No	Yes	Partial	Yes
Saint Kitts and Nevis	22 209	No	No	No	Yes	Partial	No
Saint Lucia	56 601	No	No	No	Yes	No	—
Saint Vincent and the Grenadines	27 176	No	No	No	Yes	Partial	No
Samoa	14 965	—	—	Subnational	Yes	Yes	Yes
San Marino	56 190	No	No	Yes	Yes	Yes	No
Sao Tome and Principe	1 101	No	No	No	Yes	Yes	Yes
Saudi Arabia	6 599 216	No	Yes	No	Yes	Yes	No
Senegal	326 352	No	Yes	No	No	No	—
Serbia	2 419 569	No	Yes	Yes	No	No	Yes
Seychelles	15 316	Subnational	No	No	Yes	Yes	No
Sierra Leone	45 006	No	No	No	No	No	—
Singapore	945 829	Yes	Yes	No	Yes	Yes	Yes
Slovakia	2 339 358	Yes	Yes	Yes	Yes	Yes	Yes
Slovenia	1 374 900	Yes	Yes	Yes	Yes	No	—
Solomon Islands	16 798	No	No	No	No	No	—
South Africa	9 587 781	Subnational	Yes	Yes	No	Partial	No
Spain	31 086 035	Yes	Yes	Yes	Yes	Yes	No

Vehicle standards		Legislation for imported new cars requires				
Signatory to World Forum on Harmonization of vehicle standards	New cars subjected to New Car Assessment Programme	Front and rear seat-belts	Airbags	Anti-lock Braking System	Electronic Stability Control	Demerit/Penalty Point System in Place
—	—	Yes	No	No	No	No
—	—	Yes	No	No	No	No
Yes	Yes	Yes	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	Yes
Yes	No	No	No	No	No	Yes
Yes	Yes	Yes	No	Yes	No	Yes
No	No	Yes	No	No	No	Yes
No	Yes	No	No	No	No	Yes
No	No	Yes	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	No	Yes
Yes	Yes	Yes	Yes	No	No	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
—	—	Yes	—	—	—	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	No	No	No	Yes
No	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
No	No	No	No	No	No	No
No	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
—	—	No	No	No	No	No
No	No	Yes	No	No	No	Yes
Yes	No	Yes	No	No	No	Yes
Yes	Yes	Yes	No	Yes	Yes	Yes
Yes	No	Yes	No	No	No	No
Yes	Yes	Yes	—	Yes	No	Yes
No	Yes	Yes	Yes	Yes	No	Yes
No	No	Yes	No	No	No	Yes
—	—	Yes	Yes	—	—	Yes
Yes	No	Yes	No	No	No	No
No	No	No	No	No	No	No
No	No	Yes	No	No	No	No
No	No	Yes	No	No	No	Yes
—	—	Yes	No	—	—	—
Yes	No	Yes	No	Yes	No	Yes
No	No	Yes	No	No	No	No
No	No	Yes	No	No	No	No
—	—	Yes	Yes	No	No	Yes
No	No	Yes	No	No	No	No
Yes	Yes	Yes	No	Yes	No	Yes
No	No	Yes	No	No	No	No
No	Yes	Yes	No	Yes	No	No
No	No	Yes	No	No	No	Yes
Yes	No	Yes	No	Yes	No	No
Yes	No	Yes	Yes	No	No	Yes
—	—	No	No	No	No	No
Yes	No	Yes	No	No	No	Yes
Yes	No	Yes	No	No	No	Yes

Country/area	Vehicles	There are policies that			Road audits		
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high-speed traffic	On new roads	On existing roads	Conducted by an independent assessor
Sri Lanka	3 954 311	No	Yes	No	No	No	—
Sudan	116 711	No	No	No	Yes	Yes	No
Suriname	190 746	No	No	No	No	Yes	No
Swaziland	153 013	No	No	No	Yes	Yes	No
Sweden	5 231 589	Yes	Yes	Yes	Yes	Partial	No
Switzerland	5 524 496	Yes	Yes	Subnational	No	No	—
Syrian Arab Republic	2 070 357	Yes	Yes	No	Yes	Yes	No
Tajikistan	357 869	Yes	Subnational	No	Yes	Yes	Yes
Thailand	28 484 829	No	Yes	No	No	No	No
The former Yugoslav Republic of Macedonia	355 131	Subnational	Yes	No	Yes	Yes	Yes
Timor-Leste	9 660	No	No	No	Yes	Partial	No
Togo	49 378	No	Yes	Subnational	No	No	—
Tonga	5 806	No	No	No	Yes	Partial	Yes
Trinidad and Tobago	321 191	No	No	No	Yes	—	—
Tunisia	1 489 075	No	Yes	No	Yes	Partial	Yes
Turkey	15 095 603	Subnational	Yes	No	Yes	Yes	No
Uganda	635 656	No	No	No	Yes	Yes	No
Ukraine	14 427 680	No	Yes	No	Yes	Yes	Yes
United Arab Emirates	2 260 000	Subnational	Yes	Subnational	Yes	Yes	Yes
United Kingdom	35 170 629	Yes	Yes	Subnational	Yes	Yes	No
United Republic of Tanzania	977 468	No	No	Yes	Yes	No	—
United States of America	258 957 503	Yes	Yes	Subnational	No	Yes	No
Uruguay	1 287 012	No	Subnational	Subnational	No	Yes	No
Uzbekistan	—	—	—	No	Yes	Yes	—
Vanuatu	5 153	Subnational	No	—	—	—	—
Venezuela (Bolivarian Republic of)	4 051 705	No	Yes	No	Yes	No	—
Viet Nam	33 166 411	Subnational	Yes	Yes	Yes	Yes	No
West Bank and Gaza Strip[e]	194 702	No	No	No	Yes	Partial	Yes
Yemen	969 725	No	Yes	No	Yes	Yes	No
Zambia	337 513[f]	No	No	No	No	No	—
Zimbabwe	862 756	No	No	Yes	Yes	Yes	No

[a] Civilian vehicles.
[b] Trailers are not included.
[c] Up to July 2011.
[d] Includes trailers.
[e] Non-member area.
[f] Number does not include vehicles registered to the Government of the Republic of Zambia (GRZ).
[g] Subnational.

Vehicle standards		Legislation for imported new cars requires				
Signatory to World Forum on Harmonization of vehicle standards	New cars subjected to New Car Assessment Programme	Front and rear seat-belts	Airbags	Anti-lock Braking System	Electronic Stability Control	Demerit/Penalty Point System in Place
No	No	No	No	No	No	No
No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	No	No	No	No
No	No	Yes	Yes	Yes	No	No
Yes	Yes	Yes	No	No	No	No
Yes	No	Yes	No	No	No	No
No	Yes	Yes	Yes	Yes	No	Yes
Yes	No	Yes	Yes	Yes	Yes	Yes
Yes	No	Yes	No	No	No	Yes
Yes	No	Yes	Yes	Yes	No	Yes
No	Yes	Yes	No	Yes	Yes	Yes
No	No	—	—	—	—	No
No	No	No	No	No	No	No
—	—	No	No	No	No	No
Yes	No	Yes	No	No	No	Yes
Yes	No	Yes	No	No	No	Yes
No	No	Yes	No	No	No	No
Yes	No	No	No	Yes	No	Yes
No	No	Yes	Yes	Yes	No	Yes
Yes	No	Yes	No	No	No	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	No	Yes	No[g]
No	No	Yes	No	No	No	No
—	—	Yes	No	No	No	No
—	—	Yes	—	—	—	No
No	Yes	Yes	No	No	No	No
Yes	No	Yes	No	Yes	No	No
No	No	Yes	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	—	No
—	—	Yes	No	No	No	No
No	No	No	No	No	No	Yes

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