



COUNTRY PROFILES

AFGHANISTAN



Population: 30 551 674 • Income group: Low • Gross national income per capita: US\$ 690

INSTITUTIONAL FRAMEWORK	
Lead agency	General Traffic Police Department, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	655 357
Cars and 4-wheeled light vehicles	407 608
Motorized 2- and 3-wheelers	68 090
Heavy trucks	81 416
Buses	20 589
Other	77 654
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 392 ^b (67% M, 9%F)
WHO estimated road traffic fatalities	4 734 (95%CI 4 006–5 461)
WHO estimated rate per 100 000 population	15.5
Estimated GDP lost due to road traffic crashes	—

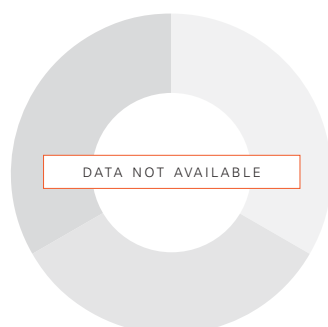
^b Traffic Police Department. Defined as died at scene of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

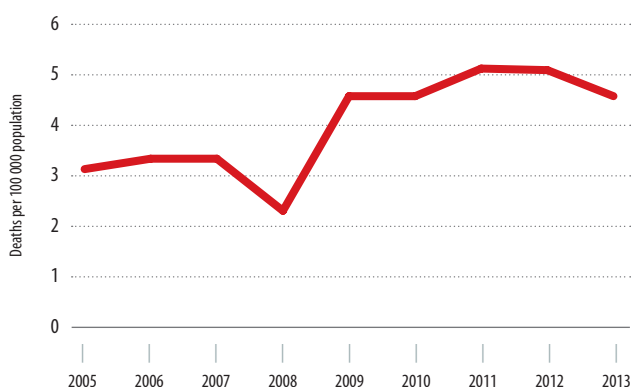
^c Not based on BAC.

^d Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Report (data from 2013).

ALBANIA



Population: 3 173 271 • Income group: Middle • Gross national income per capita: US\$ 4 710

INSTITUTIONAL FRAMEWORK	
Lead agency	Inter-ministerial Committee for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30–50% (2016–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	445 956
Cars and 4-wheeled light vehicles	372 511
Motorized 2- and 3-wheelers	26 774
Heavy trucks	40 874
Buses	5 797
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

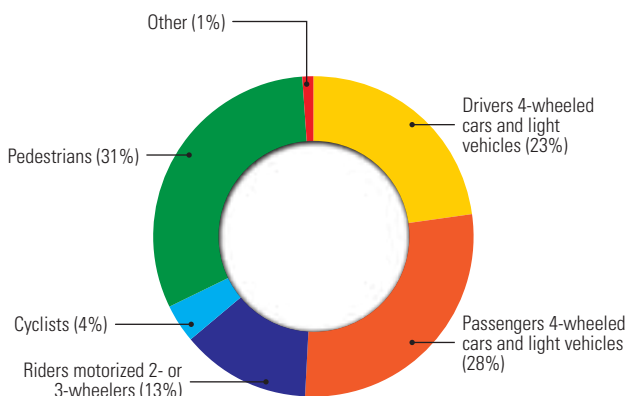
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	127
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	295 ^b (80% M, 20% F)
WHO estimated road traffic fatalities	478 (95%CI 435–521)
WHO estimated rate per 100 000 population	15.1
Estimated GDP lost due to road traffic crashes	1.6% ^c

^b Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information).
Defined as died within 30 days of crash.

^c 2012, Road Safety report.

DEATHS BY ROAD USER CATEGORY

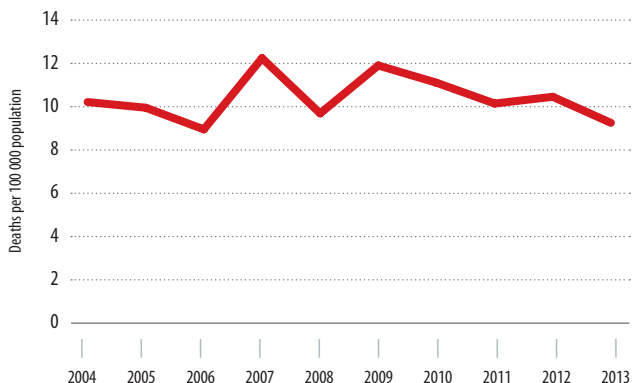


Source: 2013, Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	18% 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	24% Drivers ^d , 16% Front seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport and Infrastructure.

ALGERIA



Population: 39 208 194 • Income group: Middle • Gross national income per capita: US\$ 5 330

INSTITUTIONAL FRAMEWORK	
Lead agency	National Centre for Prevention and Road Safety (CNPSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2013–2018)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	7 308 539
Cars and 4-wheeled light vehicles	4 677 596
Motorized 2- and 3-wheelers	20 102
Heavy trucks	526 133
Buses	125 161
Other	1 959 547
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

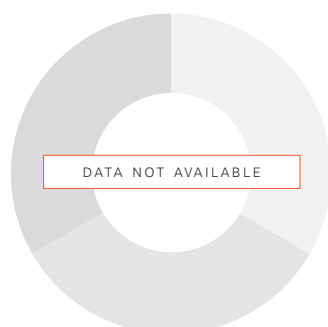
DATA	
Reported road traffic fatalities (2013)	4 540 ^b (82% M)
WHO estimated road traffic fatalities	9 337 (95%CI 7 985–10 689)
WHO estimated rate per 100 000 population	23.8
Estimated GDP lost due to road traffic crashes	—

^b National Centre for Prevention and Road Safety (CNPSR). Defined as died within 30 days of crash. Note: There are no data on % deaths of females.

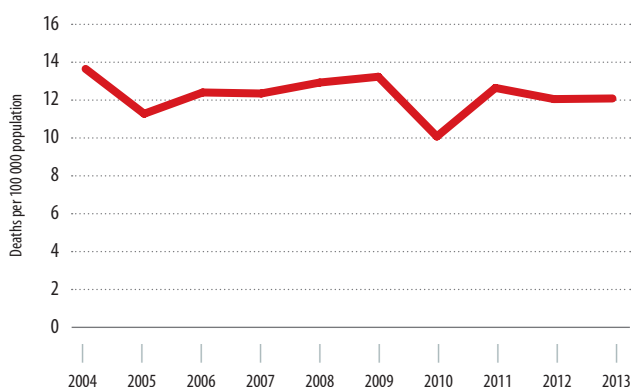
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.01 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	90% Drivers ^c , 90% Front seats ^c
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	Yes

^c National Centre for Prevention and Road Safety (CNPSR) (data from 2013).

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Centre for Prevention and Road Safety (CNPSR).



Population: 79 218 • Income group: High • Gross national income per capita: US\$ 43 110

INSTITUTIONAL FRAMEWORK	
Lead agency	Unit for Mobility ("Àrea de Mobilitat")
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategies	Partially funded
Fatality reduction target	Yes (not specified)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	76 394
Cars and 4-wheeled light vehicles	56 635
Motorized 2- and 3-wheelers	12 985
Heavy trucks	809
Buses	219
Other	5 746
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

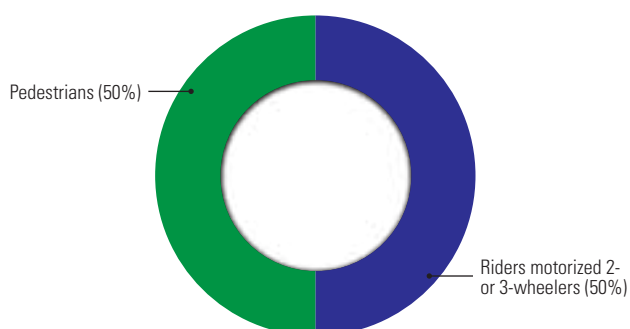
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	2 ^b (50% M, 50% F)
WHO estimated road traffic fatalities	6
WHO estimated rate per 100 000 population	7.6
Estimated GDP lost due to road traffic crashes	—

^b Police Department. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY

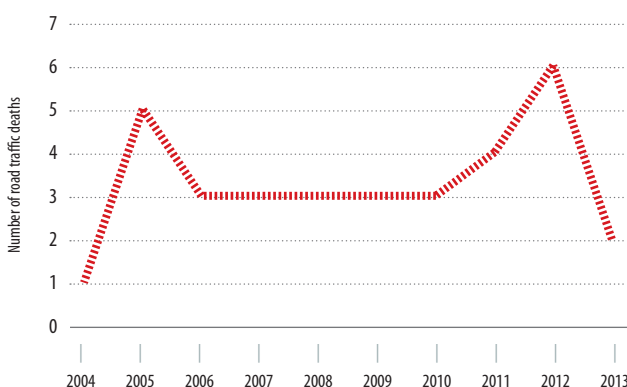


Source: 2013, Police Department.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	70% Front seats ^c , 10% Rear seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 3 2 4 5 6 ⑦ 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c 2013, Police Department.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Department.

ANGOLA



Population: 21 471 618 • Income group: Middle • Gross national income per capita: US\$ 5 170

INSTITUTIONAL FRAMEWORK	
Lead agency	National Council of Road Traffic Planning (CNVOT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Yes (not specified)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	581 530
Cars and 4-wheeled light vehicles	403 794
Motorized 2- and 3-wheelers	103 104
Heavy trucks	68 530
Buses	1 477
Other	4 625
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

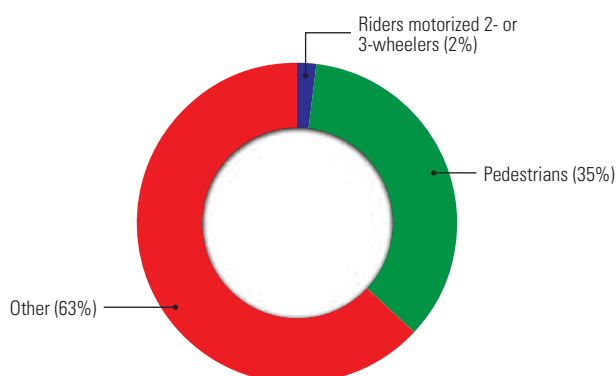
DATA	
Reported road traffic fatalities (2013)	4 305 ^b (84% M, 16%F)
WHO estimated road traffic fatalities	5 769 (95%CI 4 626–6 912)
WHO estimated rate per 100 000 population	26.9
Estimated GDP lost due to road traffic crashes	—

^b National Road Traffic Directorate (DNVT)/ General Command of Traffic Polic (CGPN). Defined as died at scene of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	60% Drivers ^c , 40% 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 , 15% Rear seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

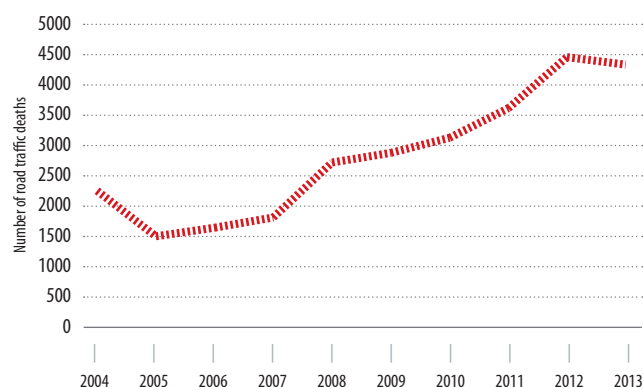
^c 2013, DNVT/CGPN.

DEATHS BY ROAD USER CATEGORY



Source: DNVT/CGPN (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: DNVT/CGPN.

ANTIGUA AND BARBUDA



Population: 89 985 • Income group: High • Gross national income per capita: US\$ 13 050

INSTITUTIONAL FRAMEWORK	
Lead agency	Royal Police Force – Traffic Department, Ministry of National Security and Labour
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	29 989
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

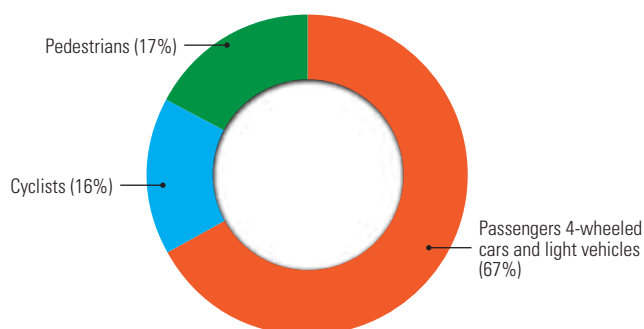
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	6 ^b
WHO estimated road traffic fatalities	6
WHO estimated rate per 100 000 population	6.7
Estimated GDP lost due to road traffic crashes	—

^b Royal Police Force of Antigua and Barbuda. Defined as 1 year and 1 day.

DEATHS BY ROAD USER CATEGORY



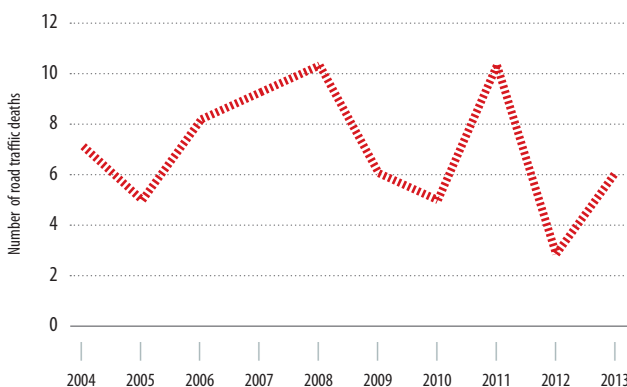
Source: Police (Data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~32 km/h ^c
Max rural speed limit	~64 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	No
Enforcement	① 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	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c Applies in the City of Saint John's and in designated speed limit areas.

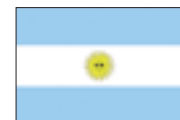
^d Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police, Hospital, & Death Registry.

ARGENTINA



Population: 41 446 246 • Income group: Middle • Gross national income per capita: US\$ 6 290

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Agency (ANSV)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2008–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	23 120 241
Cars and 4-wheeled light vehicles	16 834 231
Motorized 2- and 3-wheelers	5 499 148
Heavy trucks	703 160
Buses	83 702
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	107
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	5 209 ^b (79% M, 21% F)
WHO estimated road traffic fatalities	5 619
WHO estimated rate per 100 000 population	13.6
Estimated GDP lost due to road traffic crashes	1.2% ^c

^b National Direction of Road Safety Observatory, ANSV. Defined as died within 30 days of crash.

^c Cost of Road Traffic Crashes in Argentina – ANSV- PAHO/ARG.

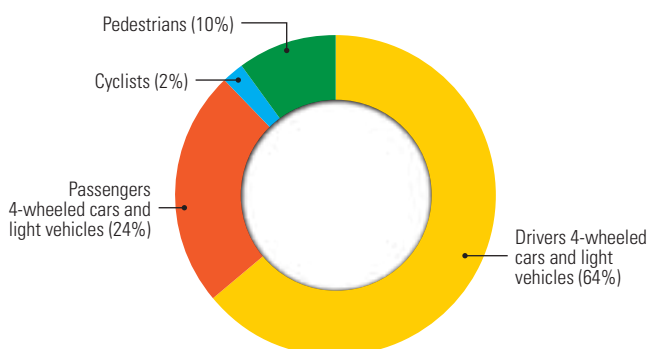
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^d
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	27% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	61% Drivers ^e , 40% 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	37% Front seats ^e , 26% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	34% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	Yes

^d ≤ 0.02 g/dl for motorcycle drivers.

^e ANSV.

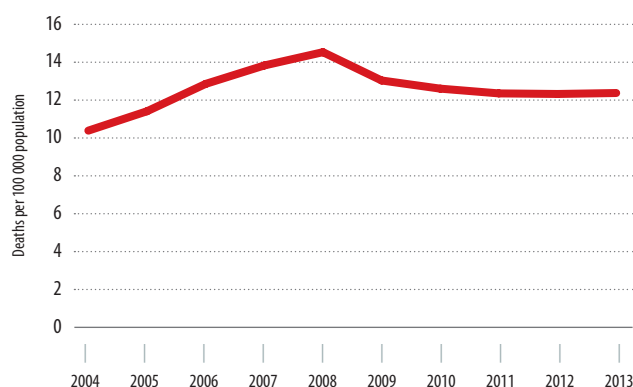
^f 2013, Third observational study in Argentina about behavior and road culture. National Direction of Road Safety Observatory.

DEATHS BY ROAD USER CATEGORY



Source: National Direction of Road Safety Observatory, ANSV (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Direction of Road Safety Observatory, ANSV.

ARMENIA



Population: 2 976 566 • Income group: Middle • Gross national income per capita: US\$ 3 800

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

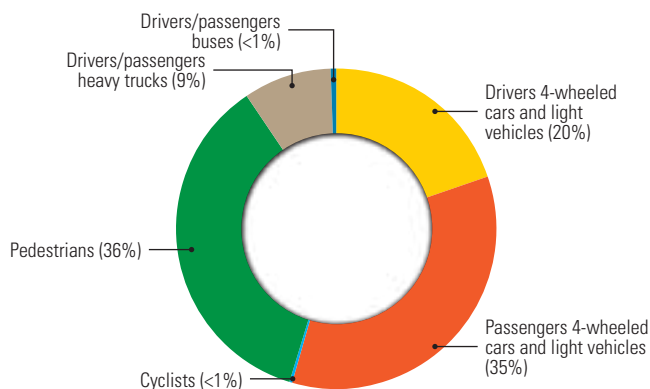
DATA

Reported road traffic fatalities (2013)	316 ^b (83% M, 17% F)
WHO estimated road traffic fatalities	546 (95%CI 503–588)
WHO estimated rate per 100 000 population	18.3
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Road Police of the Republic of Armenia. Defined as died within 30 days of crash.

^c 2006, Road Safety Management Capacity and Investment needs, European and Central Asian Sustainable Social Development (ECSSD), World Bank.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road Police of Republic of Armenia.

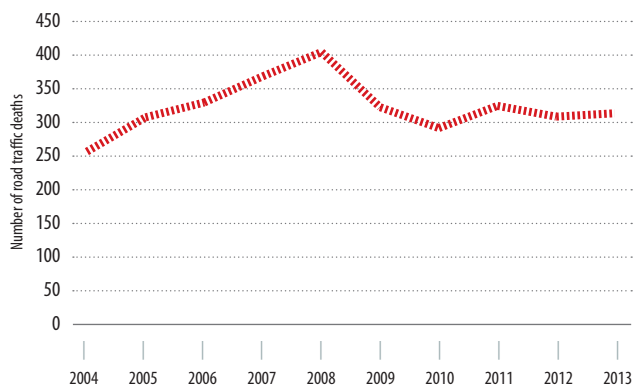
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d The limit in residential areas is reduced to 60 km/h.

^e 2013, Road Police of Republic of Armenia.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Police of Republic of Armenia.

AUSTRALIA



Population: 23 342 553 • Income group: High • Gross national income per capita: US\$ 65 390

INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Infrastructure and Regional Development
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	30% annually (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	17 180 596
Cars and 4-wheeled light vehicles	15 871 827
Motorized 2- and 3-wheelers	744 732
Heavy trucks	416 902
Buses	93 034
Other	54 101
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

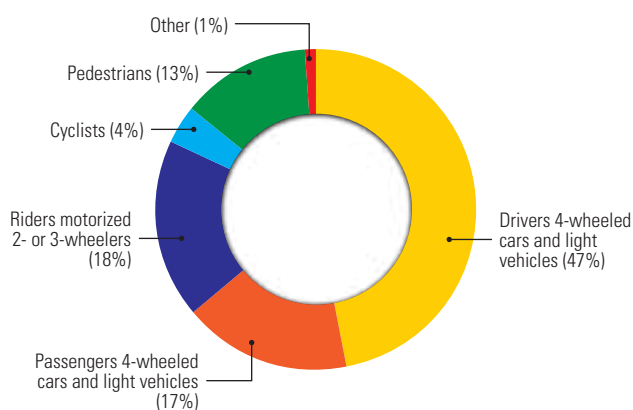
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	000
Permanently disabled due to road traffic crash	15% ^b

^b Cost of road crashes in Australia, 2006.

DATA	
Reported road traffic fatalities (2013)	1 192 ^b (72% M, 28% F)
WHO estimated road traffic fatalities	1 252
WHO estimated rate per 100 000 population	5.4
Estimated GDP lost due to road traffic crashes	2.1% ^b

^c Australian Road Deaths Database, Department of Infrastructure and Regional Development. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Australian Road Deaths Database.

SAFER ROAD USERS*	
Speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100–130 km/h
Max motorway speed limit	100–130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Drink–driving law	Yes
BAC limit – general population	0.049 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	30% ^d
Motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers ^e
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 ^f 96% Rear seats ^f
Child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
Drug-driving law	Yes

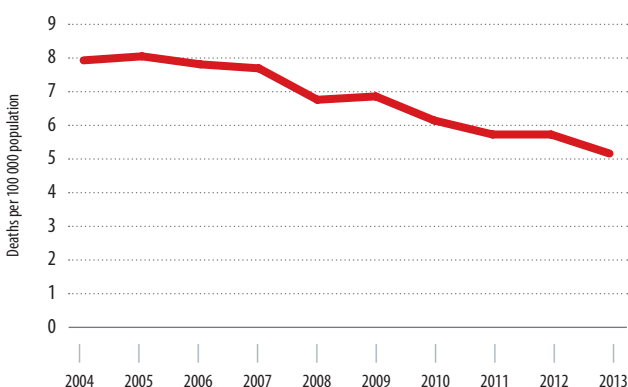
^d 2002–2006, Fatal Road Crash Database, Department of Infrastructure and Regional Development.

^e Haworth, N. et al. (1997) Case-Control Study of Motorcycle Crashes, CR174, Federal Office of Road Safety, Canberra.

^f Petroulias, T. 2014. Community Attitudes to Road Safety: 2013 survey report, Department of Infrastructure and Regional Development, Canberra.

* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Australian Road Deaths Database and Australian Bureau of Statistics.

AUSTRIA



Population: 8 495 145 • Income group: High • Gross national income per capita: US\$ 50 430

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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	6 384 971
Cars and 4-wheeled light vehicles	4 641 308
Motorized 2- and 3-wheelers	743 648
Heavy trucks	870 412
Buses	9 579
Other	120 024
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	3.5% ^b

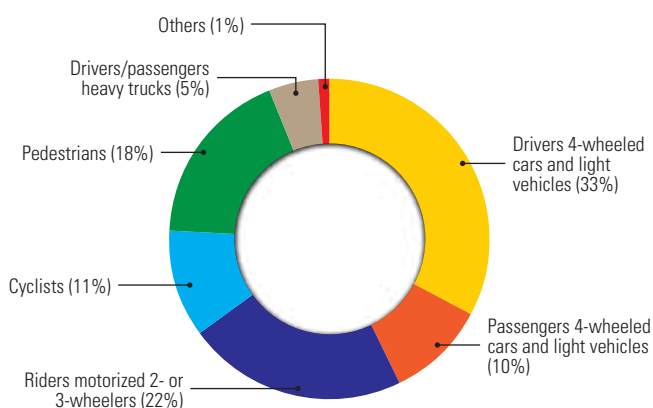
^b 2011, Austrian Road Safety Board.

DATA	
Reported road traffic fatalities (2013)	455 ^c (75% M, 25% F)
WHO estimated road traffic fatalities	455
WHO estimated rate per 100 000 population	5.4
Estimated GDP lost due to road traffic crashes	3.3% ^d

^c Statistics Austria. Defined as died within 30 days of crash.

^d 2012, Austrian Ministry for Transport, Innovation and Technology and Statistics Austria.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Austria.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	> 95% All riders ^f
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 ^g , 65% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	45% ^h
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

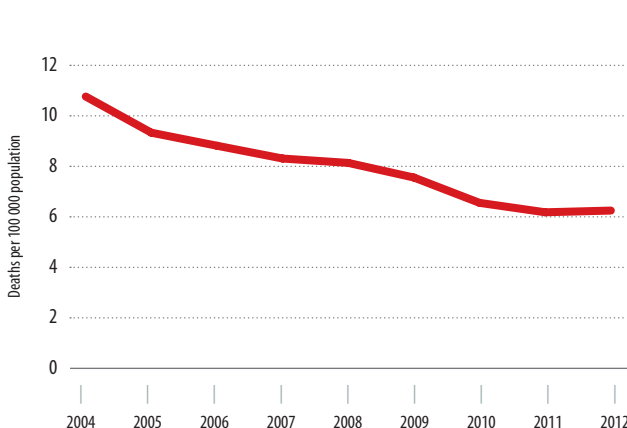
^e 2013, Statistics Austria.

^f 2007, Austrian Road Safety Board.

^g 2008–10, Austrian Road Safety Board.

^h 2011, Austrian Road Safety Board.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Austria.

AZERBAIJAN



Population: 9 413 420 • Income group: Middle • Gross national income per capita: US\$ 7 350

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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012	1 135 936
Cars and 4-wheeled light vehicles	958 594
Motorized 2- and 3-wheelers	2 067
Heavy trucks	130 019
Buses	29 647
Other	15 609
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	2.5% ^b

^b 2010, Information Department of the Ministry of Health.

DATA	
Reported road traffic fatalities (2012)	1 168 ^c (80% M, 20% F)
WHO estimated road traffic fatalities	943
WHO estimated rate per 100 000 population	10.0
Estimated GDP lost due to road traffic crashes	—

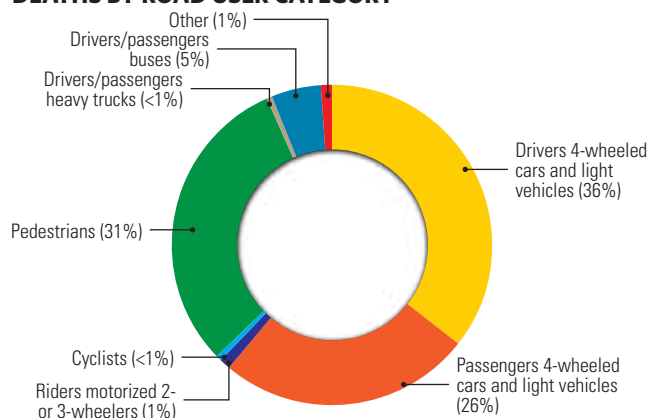
^c State Statistical Committee. Defined as died within 7 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	31% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Not based on BAC.

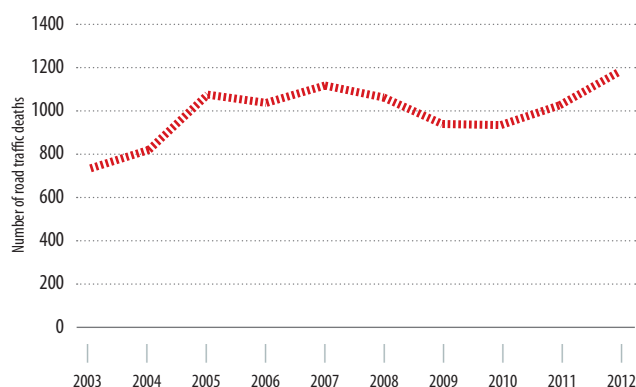
^e 2010, State Road Police.

DEATHS BY ROAD USER CATEGORY



Source: 2012, State Statistical Committee.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Statistical Committee.

BAHAMAS



Population: 377 374 • Income group: High • Gross national income per capita: US\$ 21 570

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Traffic Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	20% (2002–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	144 388
Cars and 4-wheeled light vehicles	135 872
Motorized 2- and 3-wheelers	1 061
Heavy trucks	6 268
Buses	1 187
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

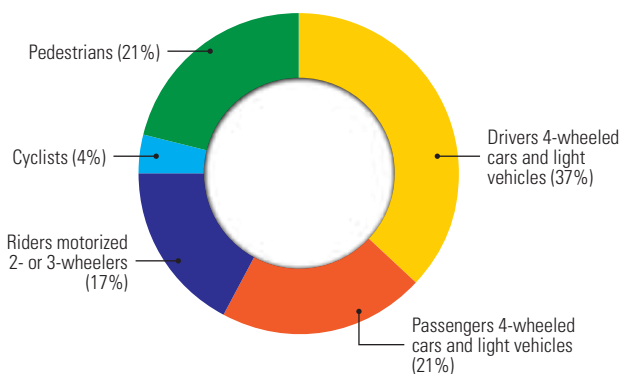
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	919
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	52 ^b (81% M, 19% F)
WHO estimated road traffic fatalities	52
WHO estimated rate per 100 000 population	13.8
Estimated GDP lost due to road traffic crashes	—

^b Royal Bahamas Police Force Traffic Division. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY

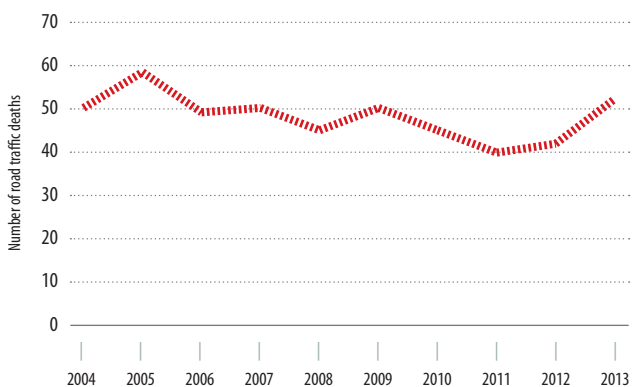


Source: Royal Bahamas Police Force (Data from 2013).

SAFER ROAD USERS	
Speed limit law*	Yes
Max urban speed limit	24–72 km/h
Max rural speed limit	48–72 km/h
Max motorway speed limit	—
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

* These data take into consideration subnational laws.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Bahamas Police Force.

BAHRAIN



Population: 1 332 171 • Income group: High • Gross national income per capita: US\$ 19 700

INSTITUTIONAL FRAMEWORK

Lead agency	Supreme Council of Traffic
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	545 155
Cars and 4-wheeled light vehicles	475 625
Motorized 2- and 3-wheelers	11 435
Heavy trucks	45 972
Buses	12 123
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	86 ^b (85% M, 15%F)
WHO estimated road traffic fatalities	107
WHO estimated rate per 100 000 population	8.0
Estimated GDP lost due to road traffic crashes	—

^b Traffic statistics 2013, GDT, MOI, Kingdom of Bahrain (2014). Defined as unlimited time period following crash.

SAFER ROAD USERS

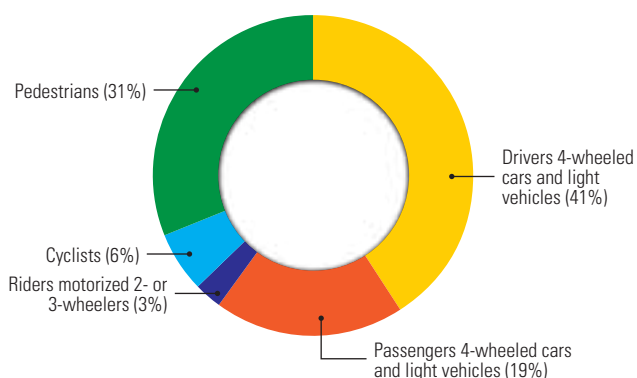
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	3% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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	20% Drivers ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	⑩ 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Law is not based on BAC.

^d General Traffic Directorate, Ministry of Interior (data from 2013).

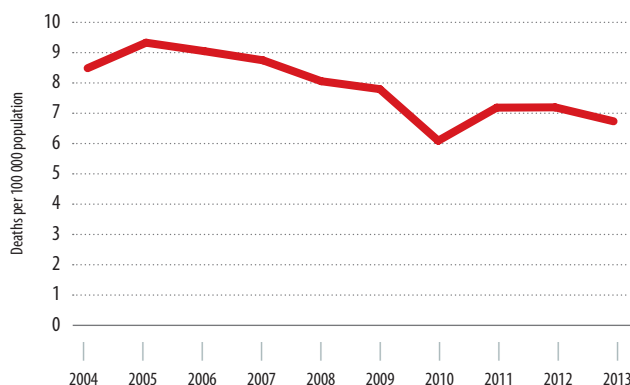
^e 2014, Use of "Smart Phones" While Driving: Challenges and Conceptual Remedy Design", Graduation Study project conducted by Bahrain University Engineering College.

DEATHS BY ROAD USER CATEGORY



Source: Traffic statistics 2013, GDT, MOI, Kingdom of Bahrain (2014) (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic statistics 2013, GDT, MOI, Kingdom of Bahrain 2014, Central Informatics Organization (population data).

BANGLADESH



Population: 156 594 962 • Income group: Low • Gross national income per capita: US\$ 1 010

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council (NRSC)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2014	2 088 566
Cars and 4-wheeled light vehicles	547 423
Motorized 2- and 3-wheelers	1 336 339
Heavy trucks	141 850
Buses	59 500
Other	3 454
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

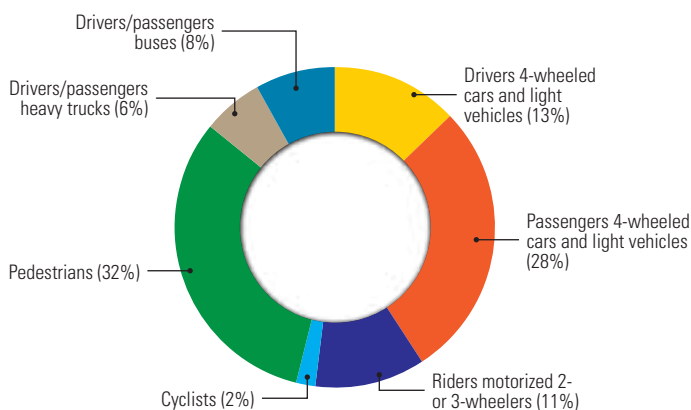
DATA

Reported road traffic fatalities (2012)	2 538 ^b (57% M, 17% F)
WHO estimated road traffic fatalities	21 316 (95%CI 17 349–25 283)
WHO estimated rate per 100 000 population	13.6
Estimated GDP lost due to road traffic crashes	1.6% ^c

^b Police First Information Report (FIR). Defined as died at scene of crash.

^c Transport Research Laboratory, UK (data from 2003).

DEATHS BY ROAD USER CATEGORY



Source: Road Transport Authority Annual Report (data from 2012).

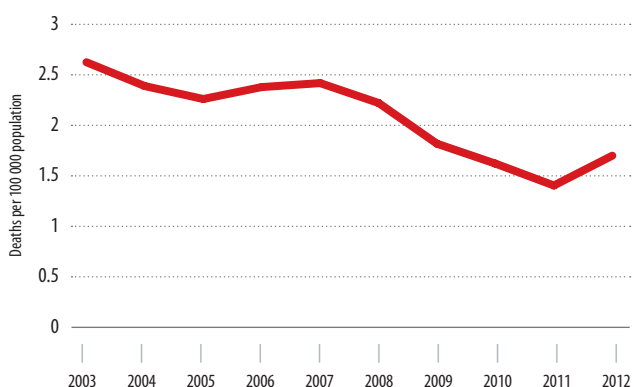
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	~112 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d Not based on BAC.

^e Alcohol consumption legally prohibited.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Transport Authority Annual Report (data from 2012).

BARBADOS



Population: 284 644 • Income group: High • Gross national income per capita: US\$ 15 080

INSTITUTIONAL FRAMEWORK	
Lead agency	"(1) The Ministry of Transport and Works (MTW) (2) Barbados National Road Safety Committee"
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (by 2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	112 118
Cars and 4-wheeled light vehicles	103 905
Motorized 2- and 3-wheelers	2 043
Heavy trucks	5 302
Buses	868
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

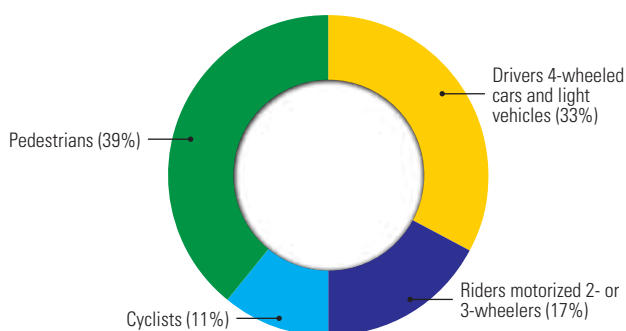
DATA	
Reported road traffic fatalities (2013)	18 ^b (89% M, 11%F)
WHO estimated road traffic fatalities	19
WHO estimated rate per 100 000 population	6.7
Estimated GDP lost due to road traffic crashes	—

^b Royal Barbados Police Force. Defined as died within a year of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c Not based on BAC.

DEATHS BY ROAD USER CATEGORY



Source: Royal Barbados Police Force (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2010	6.8
2011	6.8
2012	10
2013	6.4

Source: Royal Barbados Police Force.

BELARUS



Population: 9 356 678 • Income group: Middle • Gross national income per capita: US\$ 6 730

INSTITUTIONAL FRAMEWORK

Lead agency	The Permanent Commission of the Ensuring Traffic Safety under the Council of Ministers of the Republic of Belarus
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	500 people (2006–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	3 900 442
Cars and 4-wheeled light vehicles	2 670 567
Motorized 2- and 3-wheelers	376 984
Heavy trucks	175 857
Buses	10 876
Other	666 158
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

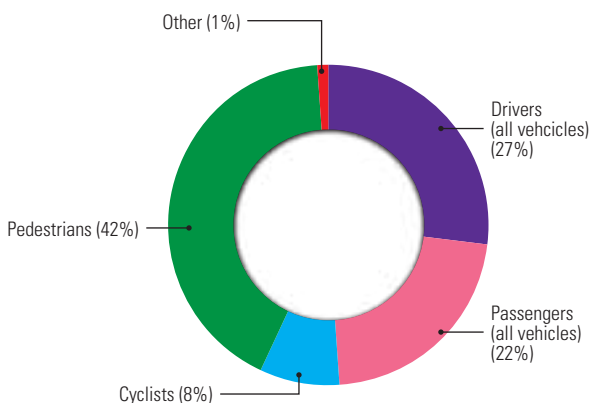
Emergency room injury surveillance system	No
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	894 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	1 282
WHO estimated rate per 100 000 population	13.7
Estimated GDP lost due to road traffic crashes	—

^b State Traffic Police of the Ministry of Internal Affairs. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, State Traffic Police of the Ministry of Internal Affairs.

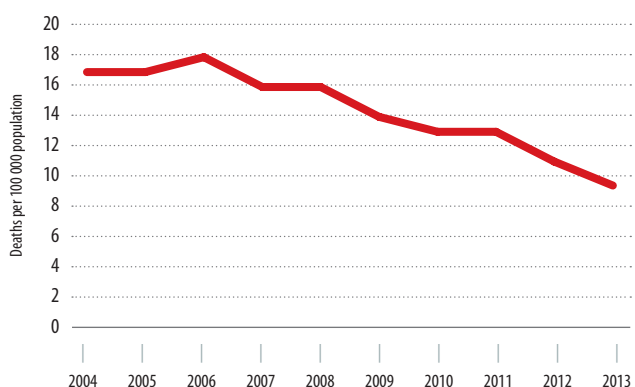
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Refers to built-up areas.

^d 2013, State Traffic Police of the Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Traffic Police of the Ministry of Internal Affairs.

BELGIUM



Population: 11 104 476 • Income group: High • Gross national income per capita: US\$ 46 290

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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	6 993 767
Cars and 4-wheeled light vehicles	6 130 455
Motorized 2- and 3-wheelers	427 707
Heavy trucks	102 419
Buses	15 822
Other	317 364
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	724 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	746
WHO estimated rate per 100 000 population	6.7
Estimated GDP lost due to road traffic crashes	—

^b Directorate General Statistics and Economic Information. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% 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	86% Front seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	52% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

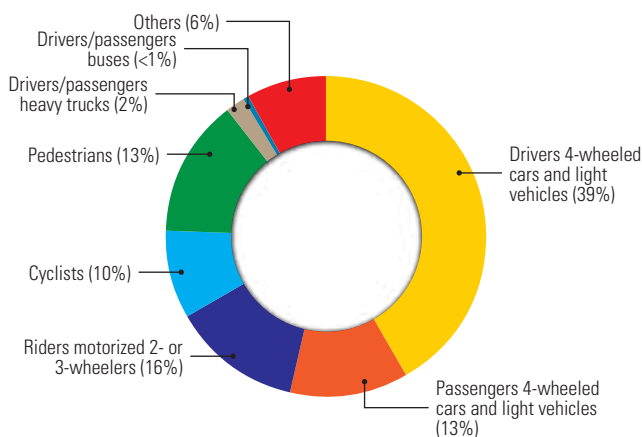
^c Can be increased up to an unspecified limit.

^d 2012, Directorate General Statistics and Economic Information.

^e 2012, Belgian Institute for Road Safety - Road Safety Knowledge Centre.

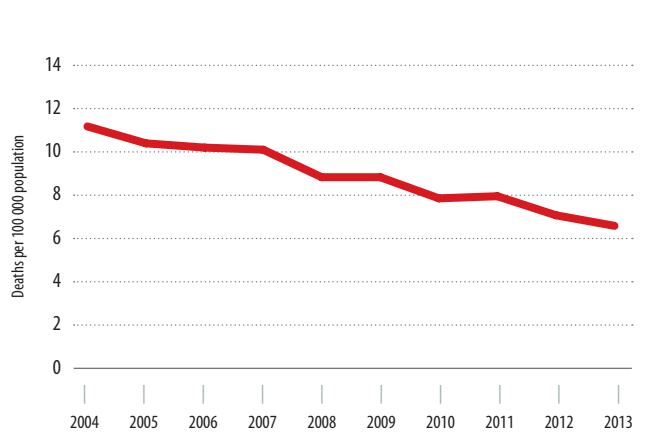
^f 2011, Belgian Institute for Road Safety - Road Safety Knowledge Centre.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Directorate General Statistics and Economic Information.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General Statistics and Economic Information.



Population: 331 900 • Income group: Middle • Gross national income per capita: US\$ 4 510

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee (NRSC)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2014–2016)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

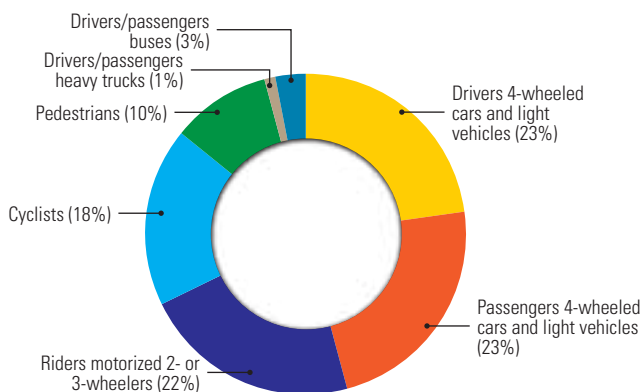
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	73 ^b (86% M, 14% F)
WHO estimated road traffic fatalities	81
WHO estimated rate per 100 000 population	24.4
Estimated GDP lost due to road traffic crashes	—

^b Belize Health Information System (BHIS), Ministry of Health. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



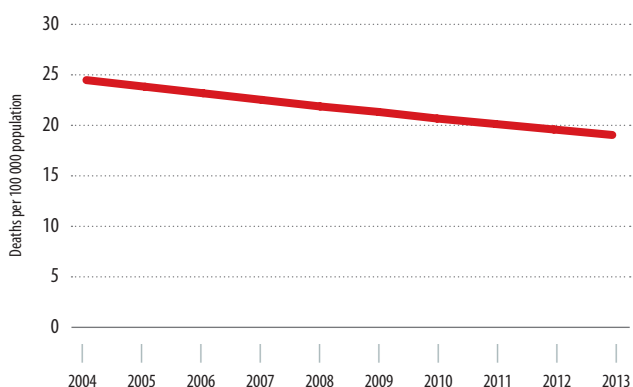
Source: Belize Police Department/Belize Health Information System (BHIS), Investigation Coordination Committee (IICC) (Data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	No
Max motorway speed limit	~88 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	82% All occupants ^c
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c 2014, Traffic Department.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Belize Health Information System (BHIS), Ministry of Health.



INSTITUTIONAL FRAMEWORK	
Lead agency	National Centre for Road Safety (CNSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	34 914
Cars and 4-wheeled light vehicles	28 156
Motorized 2- and 3-wheelers	828
Heavy trucks	1 209
Buses	1 278
Other	3 443
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

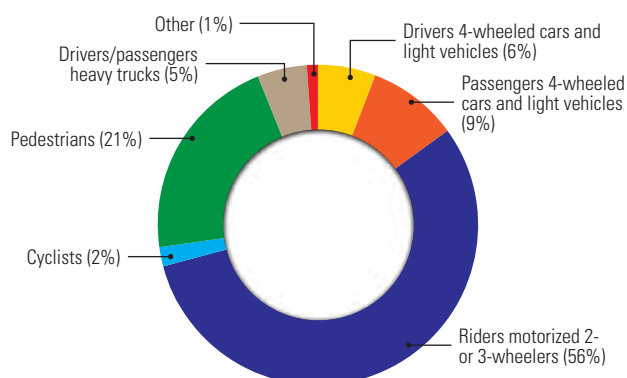
DATA	
Reported road traffic fatalities (2012)	658 ^b
WHO estimated road traffic fatalities	2 855 (95%CI 2 398–3 312)
WHO estimated rate per 100 000 population	27.7
Estimated GDP lost due to road traffic crashes	—

^b CNSR Database. Defined as died within 7 days of crash.

SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	15% Drivers ^d , 1% Passengers ^d
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	No

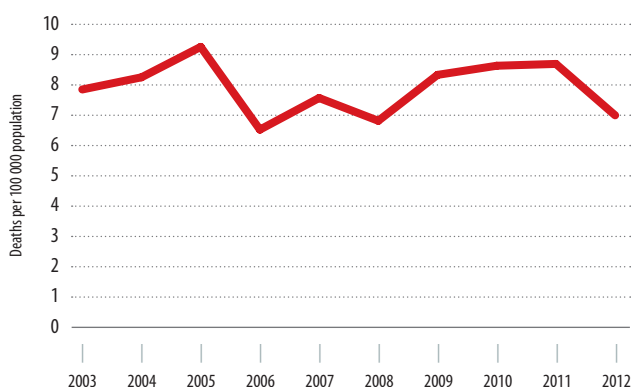
^d 2013, Study by Handicap International and Alinagon.

DEATHS BY ROAD USER CATEGORY



Source: CNSR database (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: CNSR and INSAE (institut national statistique analyse economique)

BHUTAN

Population: 753 947 • Income group: Middle • Gross national income per capita: US\$ 2 330



INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety and Transport Authority (RSTA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Less than 10 deaths per 10 000 vehicles (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2014	68 173
Cars and 4-wheeled light vehicles	46 575
Motorized 2- and 3-wheelers	9 758
Heavy trucks	9 397
Buses	475
Other	1 968
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

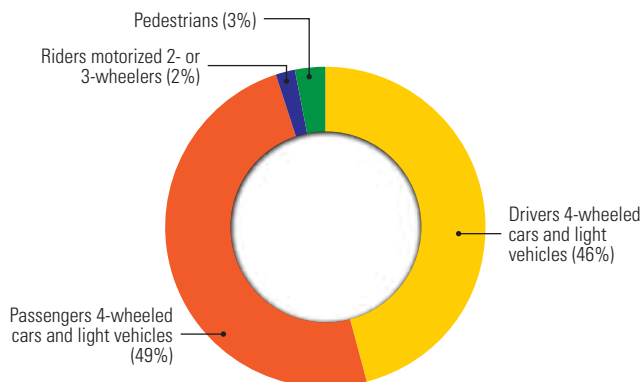
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	59 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	114 (95%CI 98–130)
WHO estimated rate per 100 000 population	15.1
Estimated GDP lost due to road traffic crashes	—

^b Royal Bhutan Police (Traffic Division). Defined as died within 30 days of crash.

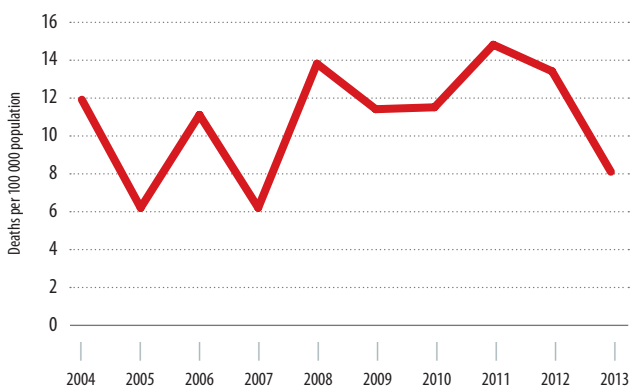
DEATHS BY ROAD USER CATEGORY



Source: Royal Bhutan Police (Traffic Division) (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	30 km/h
Max rural speed limit	50 km/h
Max motorway speed limit	50 km/h
Local authorities can modify limits	Yes
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	0.00 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Bhutan Police (Traffic Division).

BOLIVIA (PLURINATIONAL STATE OF)



Population: 10 671 200 • Income group: Middle • Gross national income per capita: US\$ 2 550

INSTITUTIONAL FRAMEWORK	
Lead agency	Vice Ministry of Public Safety, Ministry of the Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2014–2018)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012	1 206 743
Cars and 4-wheeled light vehicles	896 332
Motorized 2- and 3-wheelers	166 062
Heavy trucks	117 412
Buses	26 937
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	800100004
Permanently disabled due to road traffic crash	—

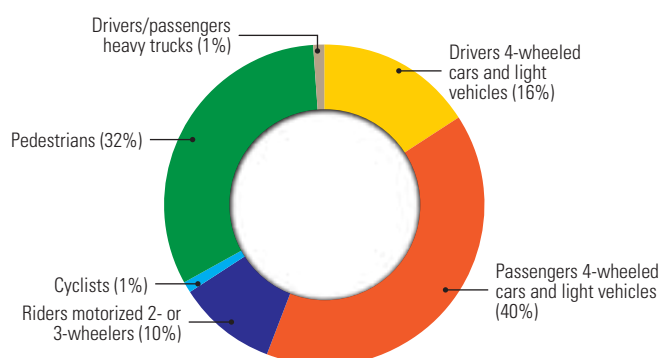
DATA	
Reported road traffic fatalities (2013)	1 848 ^b
WHO estimated road traffic fatalities	2 476 (95% CI 2 190–2 763)
WHO estimated rate per 100 000 population	23.2
Estimated GDP lost due to road traffic crashes	0.3% ^c

^b Bolivian Police. Defined as died at scene of crash.

^c National Institute of Statistics, Press release 23 April 2014 (Data does not include damage material).

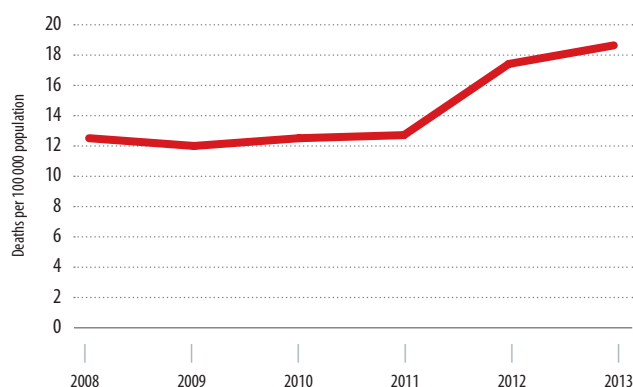
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Bolivian Police (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Observatory of Public Safety, Bolivian Police data.

BOSNIA AND HERZEGOVINA



Population: 3 829 307 • Income group: Middle • Gross national income per capita: US\$ 4 780

INSTITUTIONAL FRAMEWORK

Lead agency	Agency for Traffic Safety of the Republic of Srpska
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategies	Partially funded
Fatality reduction target	50% (2013–2022) for RS; 30% (2008–2013) for FB&H

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	881 200
Cars and 4-wheeled light vehicles	751 968
Motorized 2- and 3-wheelers	15 317
Heavy trucks	82 806
Buses	3 589
Other	27 520
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

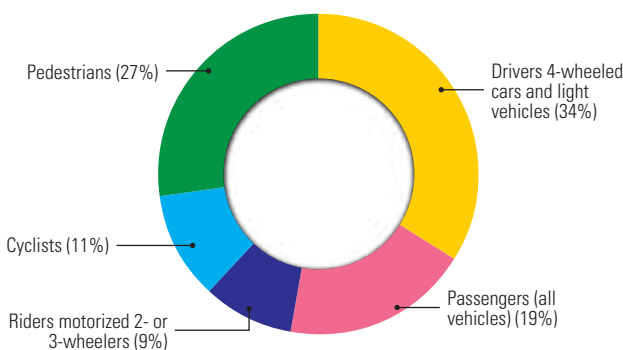
Reported road traffic fatalities (2013)	334 ^b
WHO estimated road traffic fatalities	676 (95%CI 607–745)
WHO estimated rate per 100 000 population	17.7
Estimated GDP lost due to road traffic crashes	2.0% for RS ^c ; 5.8% for FB&H ^d

^b Federal Ministry of Internal Affairs Federation of Bosnia and Herzegovina (FB&H), Ministry of Interior of the Republic of Srpska (RS) and Annual report for 2013 of Brcko District (BD) - Traffic Police Unit. Defined as died within 30 days of crash.

^c 2011, Institute for Economics of the RS.

^d 2011, Federal Ministry of Internal Affairs FB&H.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Federal Ministry of Internal Affairs FB&H, Ministry of Interior of the RS and Annual report for 2013 of BD - Traffic Police Unit. Data refer to RS, BD.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^e
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
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	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	15% for RS ^f ; 6% for FB&H ^g ; 3% for BD ^h
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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	Front seats: 52% for RS ^f ; 18% for FB&H ^g ; Rear seats: 5% for RS ^f ; 15% for FB&H ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	24% for RS ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Can be increased up to an unspecified speed.

^f 2013, Ministry of Interior of the RS.

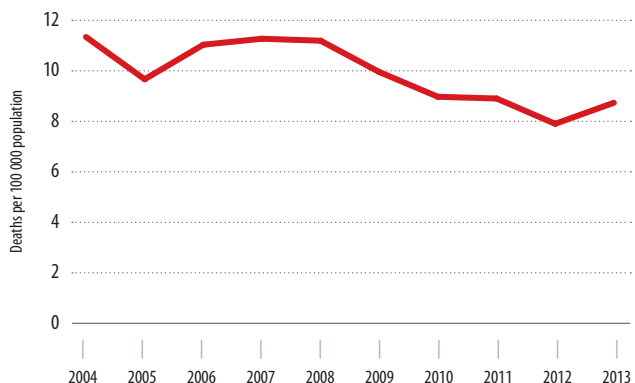
^g 2011, Federal Ministry of Internal Affairs FB&H.

^h Records of road traffic accident injuries in BD.

ⁱ 2013, Automoto Association of the RS (subnational data).

^j 2011, SweRoad (subnational data).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Ministry of Internal Affairs FB&H, Ministry of Interior of the RS and Annual report for 2013 of BD - Traffic Police Unit, Agency for Statistics of Bosnia and Herzegovina, Public Health Institute of the FB&H.

BOTSWANA



Population: 2 021 144 • Income group: Middle • Gross national income per capita: US\$ 7 770

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	No
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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2014	520 793
Cars and 4-wheeled light vehicles	454 093
Motorized 2- and 3-wheelers	3 649
Heavy trucks	29 654
Buses	2 023
Other	31 374
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	—

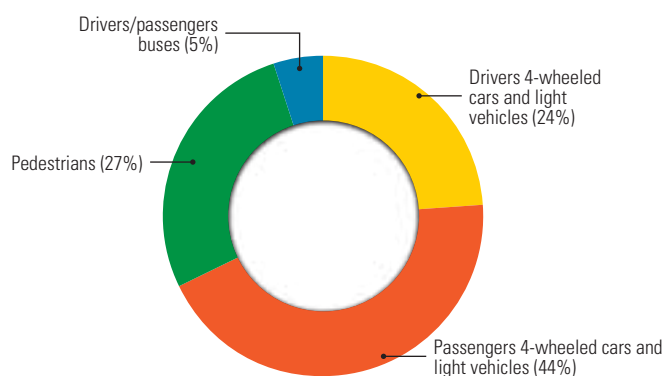
DATA	
Reported road traffic fatalities (2013)	411 ^b (74% M, 26%F)
WHO estimated road traffic fatalities	477 (95%CI 412–542)
WHO estimated rate per 100 000 population	23.6
Estimated GDP lost due to road traffic crashes	—

^b Police Records. Defined as died within a year of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

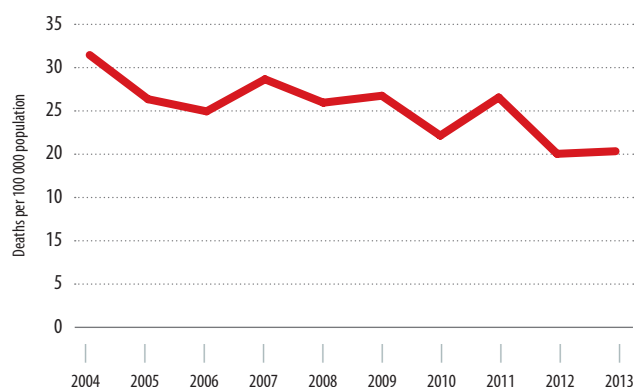
^c Police Records (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

BRAZIL



Population: 200 361 925 • Income group: Middle • Gross national income per capita: US\$ 11 690

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Department (DENATRAN)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Reduce from 18 to 11 deaths per 100 000 population (2004–2014)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	81 600 729
Cars and 4-wheeled light vehicles	54 175 378
Motorized 2- and 3-wheelers	21 597 261
Heavy trucks	2 488 680
Buses	888 393
Other	2 451 017
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	192
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	42 291 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	46 935
WHO estimated rate per 100 000 population	23.4
Estimated GDP lost due to road traffic crashes	1.2% ^c

^b Mortality Information System (SIM). Defined as unlimited time period following crash.

^c 2005, Applied Economic Research Institute (IPEA).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h ^d
Max rural speed limit	60 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	81% 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	73% Front seats ^f , 37% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	57% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

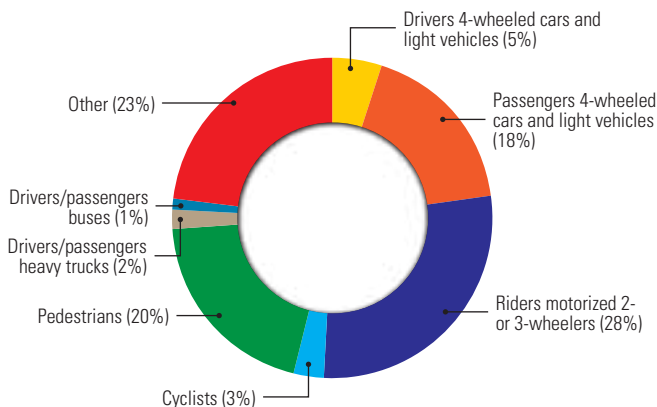
^d Speed can be increased to an unspecified limit in certain circumstances.

^e 2012, National Research on Student Health (PeNSE).

^f 2008, Household Survey National Research (PNAD).

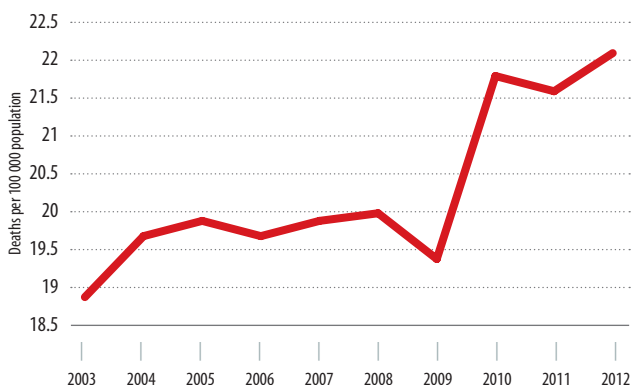
^g 2012, Safe Kids Brazil.

DEATHS BY ROAD USER CATEGORY



Source: Mortality Information System (SIM), (Data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Mortality Information System (SIM).

BULGARIA



Population: 7 222 943 • Income group: Middle • Gross national income per capita: US\$ 7 360

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	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	3 502 771
Cars and 4-wheeled light vehicles	2 910 235
Motorized 2- and 3-wheelers	147 960
Heavy trucks	421 784
Buses	22 792
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

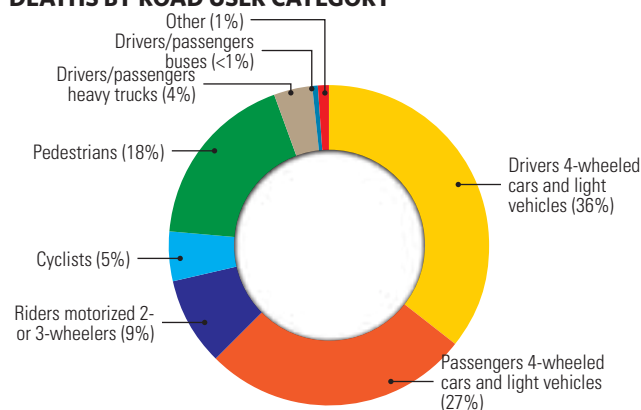
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	601 ^b (79% M, 21% F)
WHO estimated road traffic fatalities	601
WHO estimated rate per 100 000 population	8.3
Estimated GDP lost due to road traffic crashes	2.0% ^c

^b Chief Directorate "National Police" - Ministry of Interior. Defined as died within 30 days of crash.

^c National Strategy for the Improvement of Road Safety in The Republic of Bulgaria 2011–2020.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Chief Directorate "National Police" - Ministry of Interior.

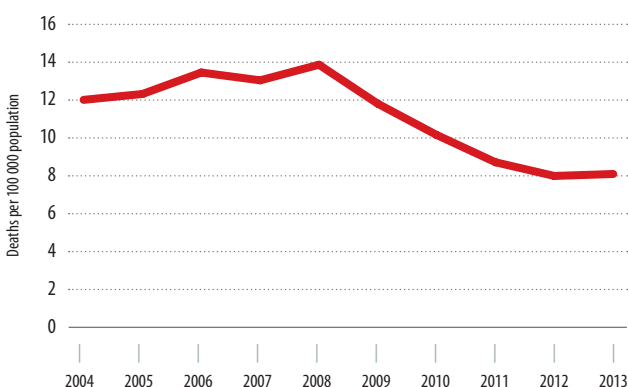
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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	80% All occupants ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Chief Directorate "National Police" - Ministry of Interior.

^e 2010, Monitoring of Traffic Police.

^f 2010–2013, Ministry of Health.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Chief Directorate "National Police" - Ministry of Interior.

BURKINA FASO



Population: 16 934 839 • Income group: Low • Gross national income per capita: US\$ 670

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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 545 903
Cars and 4-wheeled light vehicles	197 702
Motorized 2- and 3-wheelers	1 282 706
Heavy trucks	24 139
Buses	9 615
Other	31 741
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	18
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 125 ^b
WHO estimated road traffic fatalities	5 072 (95%CI 4 064–6 080)
WHO estimated rate per 100 000 population	30.0
Estimated GDP lost due to road traffic crashes	—

^b National Police and National Gendarmerie. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY

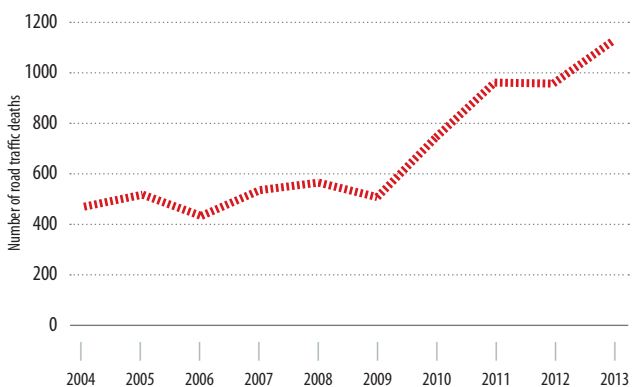


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 ① 2 3 4 6 5 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 ① 2 3 4 6 5 7 8 9 10
Helmet wearing rate	9% All riders ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	① 1 2 3 4 6 5 7 8 9 10
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

^c Not based on BAC.

^d 2008, Report on the Contextual Study of Helmet use for Developing a National Strategy on the use of Helmets in Burkina Faso.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police and National Gendarmerie.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Infrastructure and Transport.



Population: 498 897 • Income group: Middle • Gross national income per capita: US\$ 3 620

INSTITUTIONAL FRAMEWORK	
Lead agency	General Directorate of Road Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (2013–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	56 690
Cars and 4-wheeled light vehicles	41 292
Motorized 2- and 3-wheelers	6 207
Heavy trucks	9 088
Buses	103
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

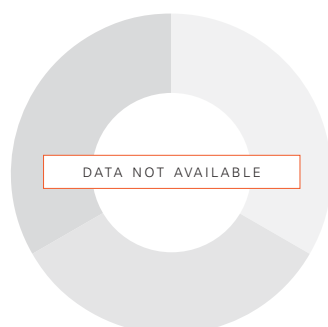
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	41 ^b
WHO estimated road traffic fatalities	130 (95%CI 113–147)
WHO estimated rate per 100 000 population	26.1
Estimated GDP lost due to road traffic crashes	—

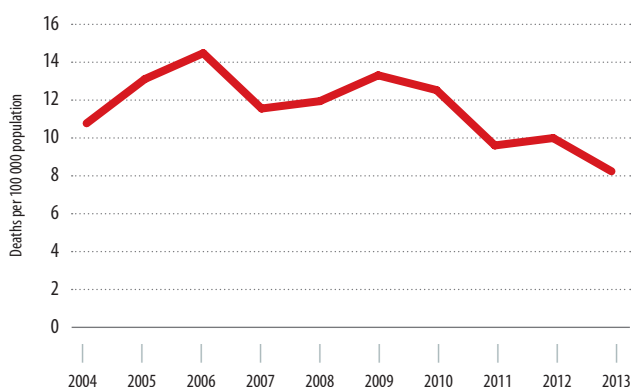
^b Police Records. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

CAMBODIA



Population: 15 135 169 • Income group: Low • Gross national income per capita: US\$ 950

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Committee (NRSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	2 457 569
Cars and 4-wheeled light vehicles	67 645
Motorized 2- and 3-wheelers	2 068 937
Heavy trucks	45 625
Buses	4 473
Other	270 889
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

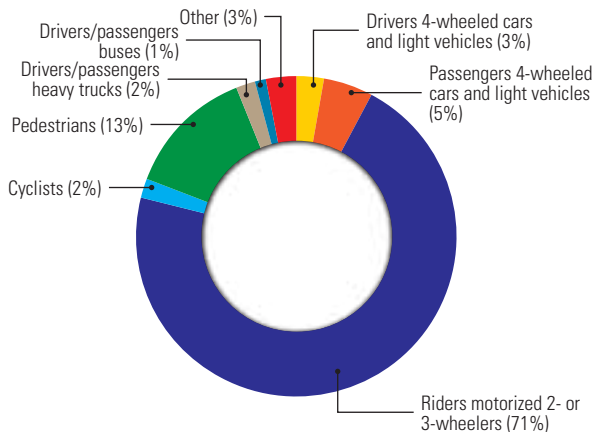
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	16.2% ^b

^b 2013, Road Crash & Victim Information System (RCVIS).

DATA	
Reported road traffic fatalities (2013)	1 950 ^c (79% M, 20% F)
WHO estimated road traffic fatalities	2 635 (95% CI 2 150–3 120)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	2.1% ^b

^c Road Crash & Victim Information System (RCVIS). Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

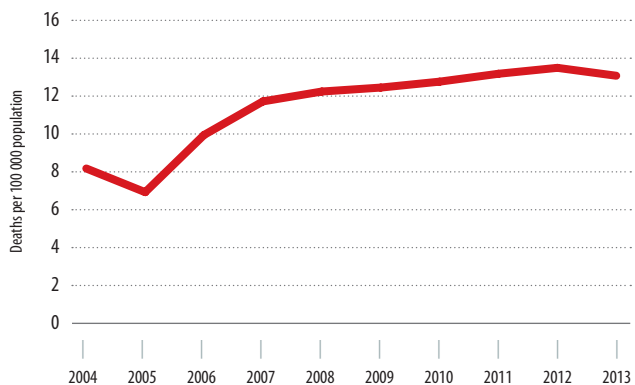


Source: 2013, Road Crash and Victim Information System (RCVIS).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% ^b
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	64% Drivers ^d , 6% 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	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Jan 2011 - Jan 2013, A.M. Bachani et al. Trends in prevalence, knowledge, attitudes, and practices of helmet use in Cambodia: results from a two year study.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

CAMEROON



Population: 22 253 959 • Income group: Middle • Gross national income per capita: US\$ 1 290

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 target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 095 ^b
WHO estimated road traffic fatalities	6 136 (95%CI 5 035–7 236)
WHO estimated rate per 100 000 population	27.6
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Police Records. Defined as unlimited time period following crash.

^c 2008, Ministry of Transport, National Strategy Report, p. 10.

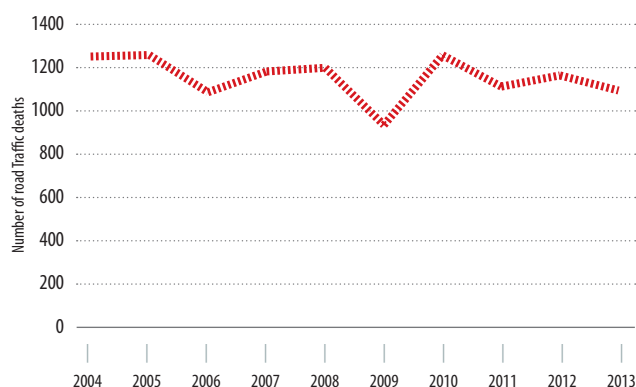
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No ^d
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d There are no motorways in Cameroon.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

CANADA



Population: 35 181 704 • Income group: High • Gross national income per capita: US\$ 52 200

INSTITUTIONAL FRAMEWORK

Lead agency	Canadian Council of Motor Transport Administrators
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	A continued downward trend in fatalities (2011–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2012	22 366 270
Cars and 4-wheeled light vehicles	20 651 993
Motorized 2- and 3-wheelers	661 452
Heavy trucks	965 438
Buses	87 387
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	15.8% ^b

^b Cost of Injury in Canada Report (data from 2010).

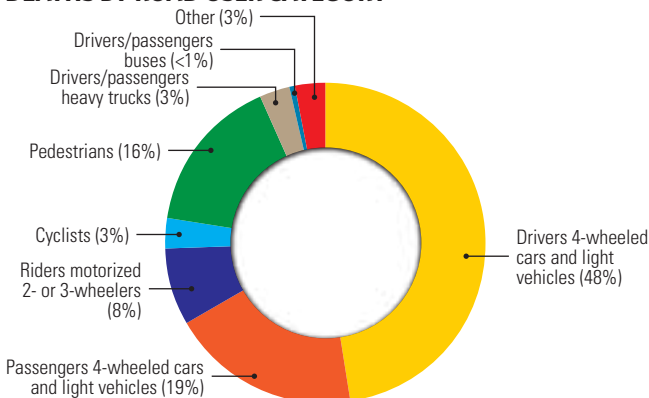
DATA

Reported road traffic fatalities (2012)	2 077 ^c (72% M, 28%F)
WHO estimated road traffic fatalities	2 114
WHO estimated rate per 100 000 population	6
Estimated GDP lost due to road traffic crashes	1.9% ^d

^c National Collision Database. Defined as died within 30 days of crash.

^d 2011, Transport Canada calculations using National Collision Database collision data

DEATHS BY ROAD USER CATEGORY



Source: National Collision Database (data from 2012).

SAFER ROAD USERS*

Speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	50–110 km/h
Max motorway speed limit	80–110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Drink-driving law	Yes ^e
BAC limit – general population	0.04–0.08 g/dl
BAC limit – young or novice drivers	0.00–0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	34% ^f
Motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% All riders ^g
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 ^h , 89% Rear seats ^h
Child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/weight
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	77% ⁱ
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e National BAC limit is set at 0.08 g/dl. However, in practice all subnational entities have provided their own BAC limits that are reflected in the range above.

^f Alcohol Crash Problem in Canada (data from 2010).

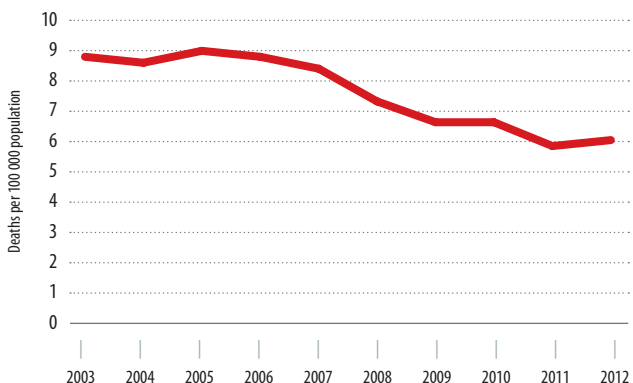
^g National Collision Database (data from 2011).

^h Transport Canada Urban/Rural Surveys of Seat Belt Use Canada (data from 2009–2010).

ⁱ Child Restraint Survey (Data from 2010).

* These data take into consideration national and subnational laws. For more information please see Explanatory Note 1.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Collision Database and Statistics Canada Catalogue No. 91-215-X - 2013.

CENTRAL AFRICAN REPUBLIC



Population: 4 616 417 • Income group: Low • Gross national income per capita: US\$ 320

INSTITUTIONAL FRAMEWORK	
Lead agency	National Committee of Road Safety (CNSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2014	37 475
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	4 995
Heavy trucks	—
Buses	—
Other	32 480
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

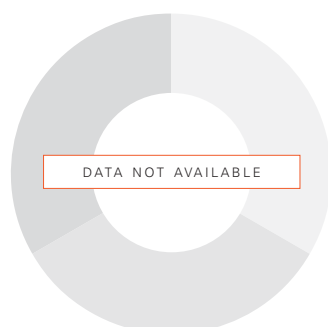
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	118
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2012–2013)	45 ^b
WHO estimated road traffic fatalities	1 495 (95%CI 1 169–1 821)
WHO estimated rate per 100 000 population	32.4
Estimated GDP lost due to road traffic crashes	—

^b Service of Transport Statistics. Defined as died at scene of crash. Data apply only to Bangui.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS





Population: 12 825 314 • Income group: Low • Gross national income per capita: US\$ 1 020

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Infrastructure, Transport and Civil Aviation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction target	From 4.41% to 2% (by 2018)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	622 120
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	5.0% of total accidents ^b

^b Division of Occupational Medicine, Public Health Ministry (data from 2012).

DATA	
Reported road traffic fatalities (2013)	1 420 ^c
WHO estimated road traffic fatalities	3 089 (95%CI 2 420–3 758)
WHO estimated rate per 100 000 population	24.1
Estimated GDP lost due to road traffic crashes	—

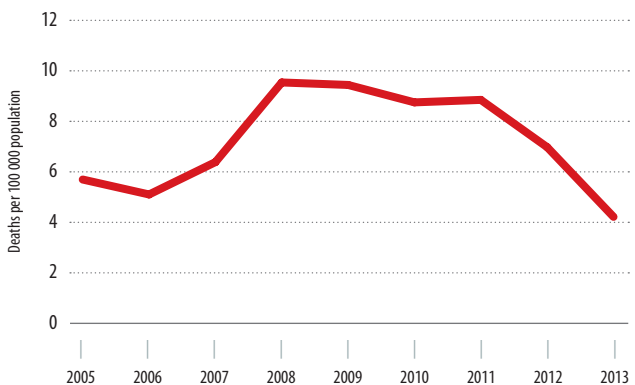
^c Police records. Defined as died within 7 days of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Commission of Road Accident Observation (National Police).



Population: 17 619 708 • Income group: High • Gross national income per capita: US\$ 15 230

INSTITUTIONAL FRAMEWORK	
Lead agency	National Traffic Safety Commission (CONASET)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2010–2014)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	4 263 084
Cars and 4-wheeled light vehicles	3 731 958
Motorized 2- and 3-wheelers	148 455
Heavy trucks	140 347
Buses	81 263
Other	161 061
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

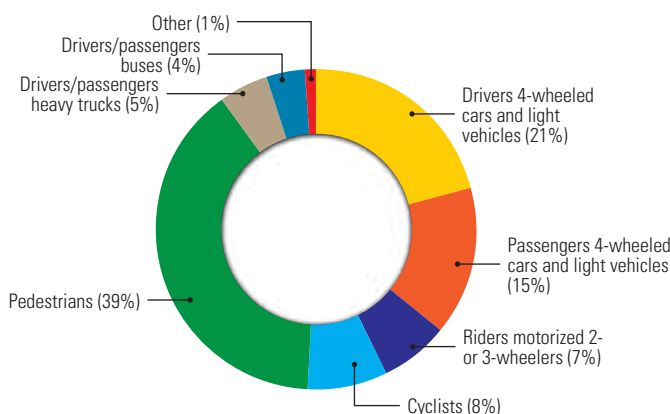
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	133
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 623 ^b (79% M, 21%F)
WHO estimated road traffic fatalities	2 179
WHO estimated rate per 100 000 population	12.4
Estimated GDP lost due to road traffic crashes	0.2% ^c

^b Integrated Statistical System of Chilean Police (SIEC2). Defined as died within 24 hours of crash.

^c CITRA (1996). Research Design of the National Road Safety Program, for the Ministry of Transportation and Telecommunication and Ministry of Public Works. MIDEPLAN (2001). Estimates of Social Cost for Premature Death in Chile through Human Capital Approach.

DEATHS BY ROAD USER CATEGORY



Source: Integrated Statistical System of the Chilean Police (SIEC2) (Data from 2013).

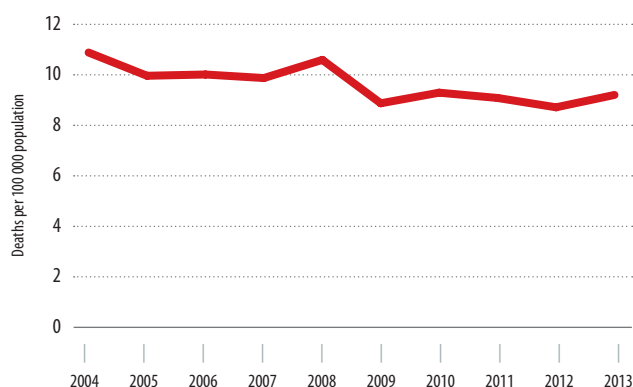
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	99% Drivers ^f , 99% Passengers ^f
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 ^f , 14% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d Speed can be increased to an unspecified limit in certain circumstances.

^e 2013, Chilean Police.

^f 2013, National Traffic Safety Commission (CONASET).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Integrated Statistical System of the Chilean Police (SIEC2).



Population: 1 385 566 537 • Income group: Middle • Gross national income per capita: US\$ 6 560

INSTITUTIONAL FRAMEWORK	
Lead agency	Inter-ministerial Convention on Road Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 2.2 per 100 000 vehicles (2011–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	250 138 212
Cars and 4-wheeled light vehicles	137 406 846
Motorized 2- and 3-wheelers	95 326 138
Heavy trucks	5 069 292
Buses	-
Other	12 335 936
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	No

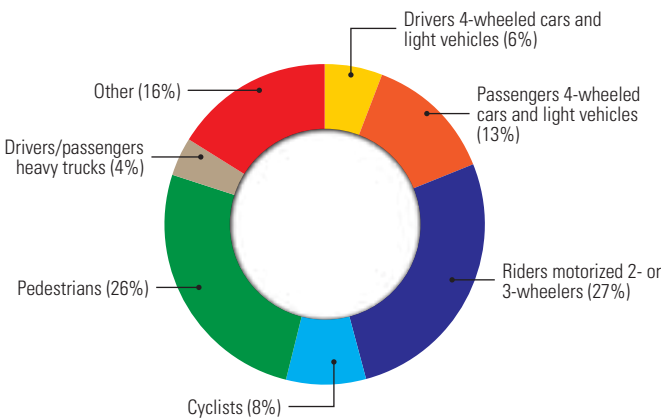
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	120
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	58 539 ^b (72% M, 28% F)
WHO estimated road traffic fatalities	261 367
WHO estimated rate per 100 000 population	18.8
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Public Security, Annual statistics report on road traffic accident. Defined as died within 7 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Public Security Annual statistics report on road traffic accident.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	— ^c
Max rural speed limit	— ^c
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	20% 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	37% Drivers ^e
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	< 1% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Speeds may not exceed the sign-posted speed limit.

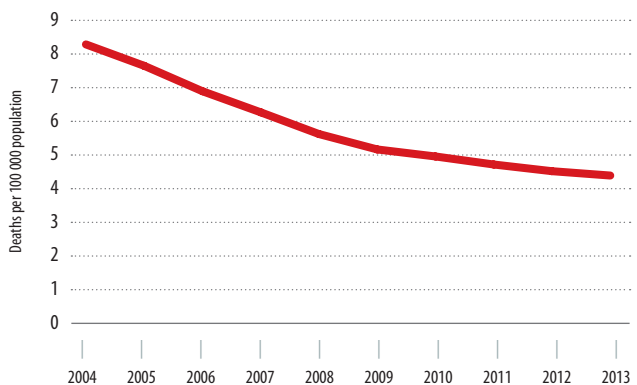
^d 2013, Ministry of Public Security, Annual statistics report on road traffic accident.

^e DENG Xiao, LI Yi-chong, WANG LI-min et al. Study on behavioral risk factors of road traffic injury in Chinese adults, 2010. Chinese Journal of Disease Control & Prevention, 2013.

^f Annual report on development of auto society in China (2012–2013).

* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Public Security, Annual statistics report on road traffic accident, 2013.

COLOMBIA



Population: 48 321 405 • Income group: Middle • Gross national income per capita: US\$ 7 590

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Agency (ANSV)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	9 734 565
Cars and 4-wheeled light vehicles	3 269 894
Motorized 2- and 3-wheelers	5 149 354
Heavy trucks	1 121 537
Buses	181 251
Other	12 529
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	123
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	6 219 ^b (81% M, 19%F)
WHO estimated road traffic fatalities	8 107
WHO estimated rate per 100 000 population	16.8
Estimated GDP lost due to road traffic crashes	3.6% ^c

^b National Institute of Legal Medicine and Forensic Sciences. Defined as unlimited time period following crash

^c 2012, Costs of Road Injuries in Latin America.

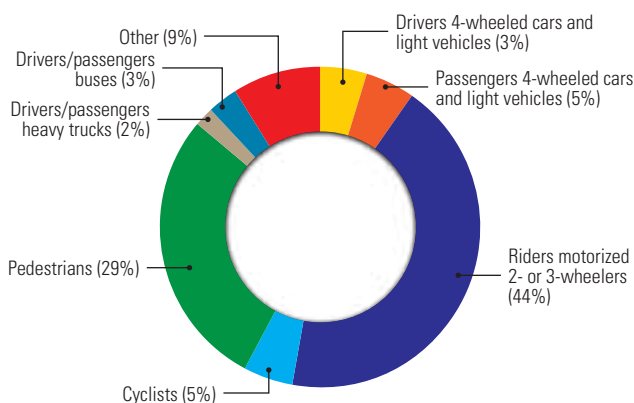
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.02 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	8% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 4 5 6 7 8 9 10
Helmet wearing rate	91% Drivers ^e , 79% 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	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age ^f
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d 2013, Road Statistical Information System (SIEVI), National Police.

^e 2014, Cooperation Fund for Road Prevention (CFPV).

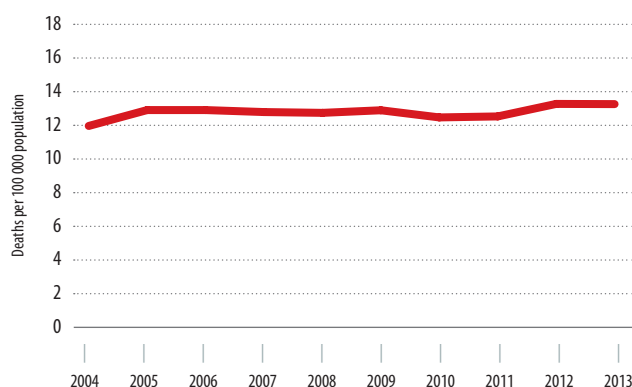
^f Law applies only to children under two years of age.

DEATHS BY ROAD USER CATEGORY



Source: National Institute of Legal Medicine and Forensic Sciences (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Legal Medicine and Forensic Sciences.



Population: 4 447 632 • Income group: Middle • Gross national income per capita: US\$ 2 590

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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2012	110 438
Cars and 4-wheeled light vehicles	22 967
Motorized 2- and 3-wheelers	83 563
Heavy trucks	2 449
Buses	1 459
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

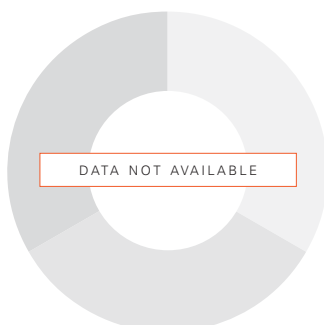
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	206 ^b
WHO estimated road traffic fatalities	1 174 (95%CI 976–1 373)
WHO estimated rate per 100 000 population	26.4
Estimated GDP lost due to road traffic crashes	—

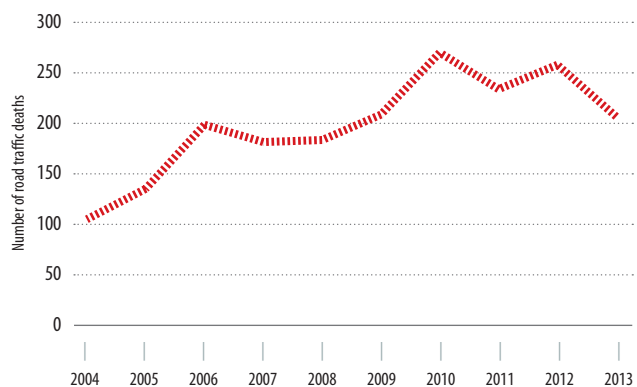
^b Directorate General for Land Transport (DGTT). Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Combined sources (DGTT and CNSEE).

COOK ISLANDS



Population: 20 629 • Income group: Middle • Gross national income per capita: US\$ —

INSTITUTIONAL FRAMEWORK	
Lead agency	Police Department, Ministry of Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 4 fatal crashes per month by 2015

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	12 453
Cars and 4-wheeled light vehicles	5 085
Motorized 2- and 3-wheelers	6 846
Heavy trucks	491
Buses	31
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	5 ^b (100% M)
WHO estimated road traffic fatalities	5
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	—

^b Police Intelligence Report. Defined as unlimited time period following crash.

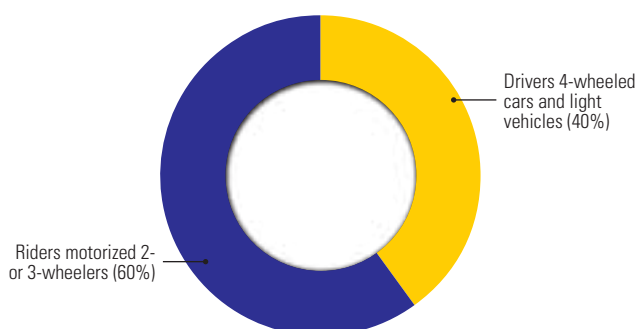
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	50 km/h ^c
Max motorway speed limit	50 km/h ^c
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes ^e
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c Road type not specified.

^d 2012, Ministry of Health.

^e Only applies to those travelling > 40 km/h.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Intelligence Report.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health/Police Department.

COSTA RICA



Population: 4 872 166 • Income group: Middle • Gross national income per capita: US\$ 9 550

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Council (COSEVI)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	6.28% (2010–2014)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	1 759 341
Cars and 4-wheeled light vehicles	1 255 933
Motorized 2- and 3-wheelers	386 169
Heavy trucks	43 498
Buses	26 933
Other	46 808
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	644 ^b , (83% M, 17%F)
WHO estimated road traffic fatalities	676
WHO estimated rate per 100 000 population	13.9
Estimated GDP lost due to road traffic crashes	—

^b Judicial Branch, Statistics Unit. Defined as died within a year of crash.

SAFER ROAD USERS

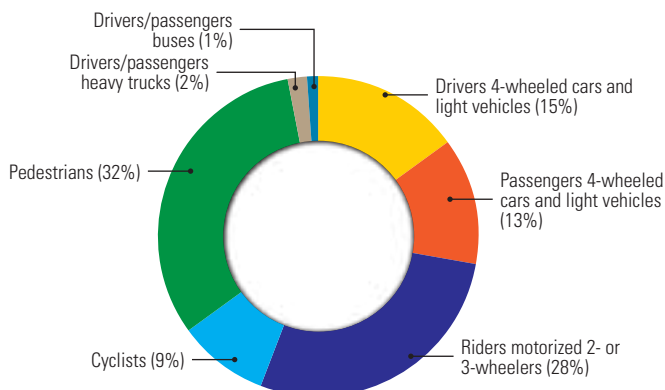
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	94% Drivers ^d , 71% 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	66% Front seats ^e , 53% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c 2012, Judicial Morgue.

^d 2009, Helmet Study, COSEVI.

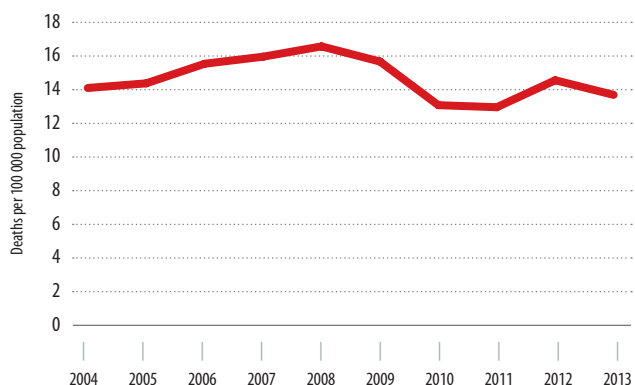
^e 2012, Study of Osa, COSEVI.

DEATHS BY ROAD USER CATEGORY



Source: Judicial Branch, Statistics Unit (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Statistics and Census, Judicial Statistics Unit.



Population: 20 316 086 • Income group: Middle • Gross national income per capita: US\$ 1 450

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 target	50% among pedestrians fatalities (2012–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2012	594 071
Cars and 4-wheeled light vehicles	445 553
Motorized 2- and 3-wheelers	53 468
Heavy trucks	71 288
Buses	23 762
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

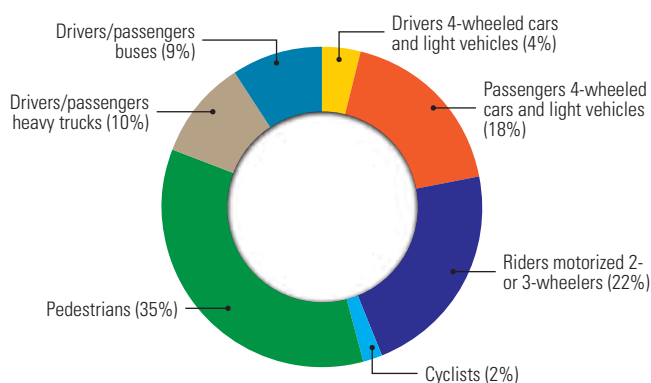
DATA	
Reported road traffic fatalities (2013)	844 ^b (75% M, 11% F)
WHO estimated road traffic fatalities	4 924 (95%CI 4 043–5 805)
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	0.5% ^c

^b Office of Road Safety (OSER). Defined as died within 30 days of crash.

^c 2012, OSER/National Institute of Statistics/UEMOA.

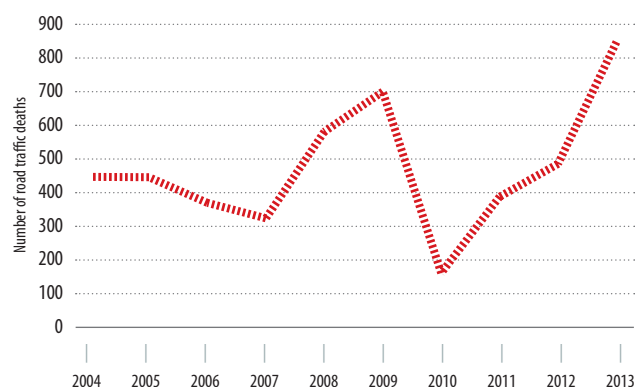
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



Source: Office of Road Safety (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Office of Road Safety.

CROATIA



Population: 4 289 714 • Income group: High • Gross national income per capita: US\$ 13 430

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	1 869 370
Cars and 4-wheeled light vehicles	1 446 620
Motorized 2- and 3-wheelers	154 782
Heavy trucks	141 491
Buses	4 789
Other	121 688
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

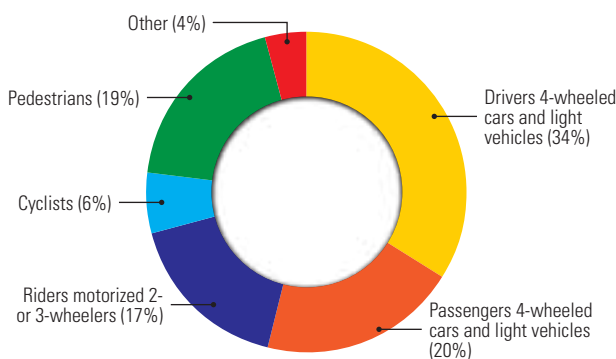
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	0.5% ^b

^b 2014, National Disabilities Registry.

DATA	
Reported road traffic fatalities (2013)	368 ^c (77% M, 23% F)
WHO estimated road traffic fatalities	395
WHO estimated rate per 100 000 population	9.2
Estimated GDP lost due to road traffic crashes	—

^c Ministry of Interior. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Interior.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% Drivers ^f
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	65% Front seats ^g , 30% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

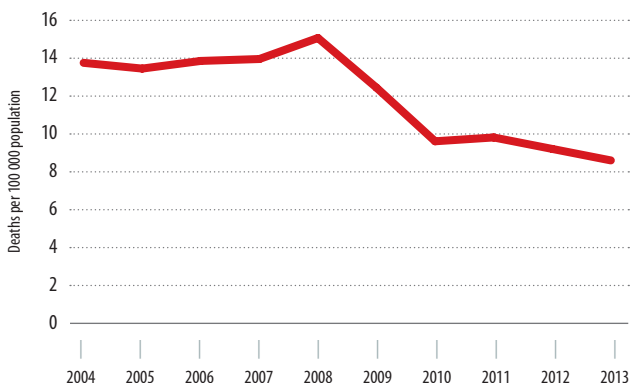
^d Can be increased up to 80 km/h.

^e 2013, Ministry of Interior.

^f 2009, National Road Safety Program 2006–2010 - Impact of various factors on the safety of road traffic.

^g 2014, Faculty of Transport and Traffic Sciences, University of Zagreb.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Interior.



Population: 11 265 629 • Income group: Middle • Gross national income per capita: US\$ 5 890

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 target	5 deaths per 100 000 population (2010–2025)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	628 155
Cars and 4-wheeled light vehicles	322 034
Motorized 2- and 3-wheelers	215 003
Heavy trucks	66 985
Buses	24 133
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	104
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2012)	918 ^b (81% M, 19%F)
WHO estimated road traffic fatalities	840
WHO estimated rate per 100 000 population	7.5
Estimated GDP lost due to road traffic crashes	—

^b Death Statistical Information System, Ministry of Public Health. Defined as died within a year of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
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 ^d
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	4% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	90% Drivers ^f , 90% Passengers ^f
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 ^f , 10% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

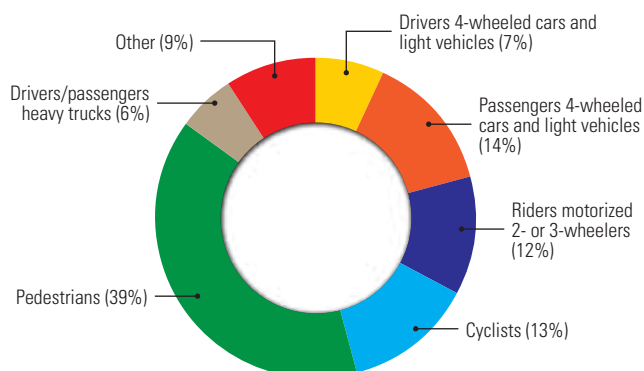
^c Not based on BAC.

^d The law specifies as Breath Alcohol Concentration of 0.05 mg/L which equals to a BAC of 0.01 g/dl.

^e 2013, Accident Registration.

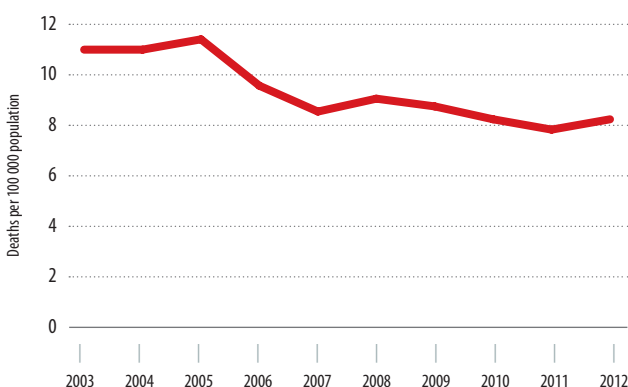
^f 2013, National Police.

DEATHS BY ROAD USER CATEGORY



Source: Death Statistical Information System, Ministry of Public Health (Data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Death Statistical Information System, Ministry of Public Health.



Population: 1 141 166 • Income group: High • Gross national income per capita: US\$ 25 210

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Unit
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction by 2020 (2012–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	644 068
Cars and 4-wheeled light vehicles	474 561
Motorized 2- and 3-wheelers	39 969
Heavy trucks	126 043
Buses	3 495
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

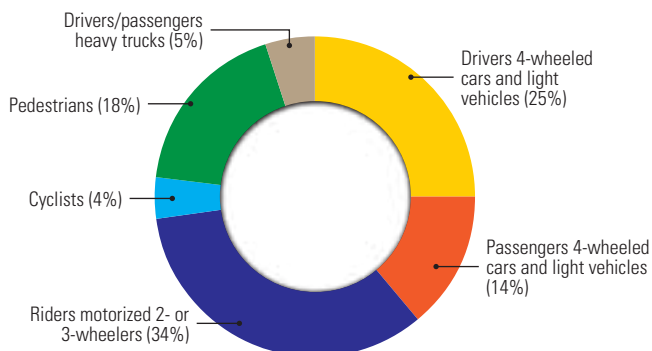
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	44 ^b (80% M, 20% F)
WHO estimated road traffic fatalities	59
WHO estimated rate per 100 000 population	5.2
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Cyprus Police. Defined as died within 30 days of crash.

^c 2008, HEATCO.

DEATHS BY ROAD USER CATEGORY



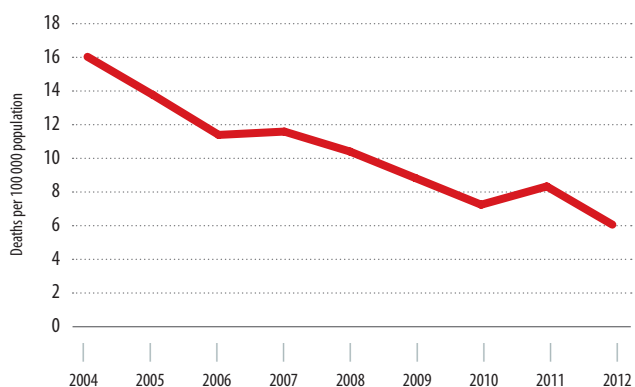
Source: 2013, Cyprus Police.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	65 km/h
Max rural speed limit	No
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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 seats ^e , 13% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2008, Cyprus Police.

^e 2010, Cyprus Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Cyprus Police and Statistical Service.

CZECH REPUBLIC



Population: 10 702 197 • Income group: High • Gross national income per capita: US\$ 18 950

INSTITUTIONAL FRAMEWORK	
Lead agency	Czech Government Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	60% that is 360 fatalities (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	7 689 730
Cars and 4-wheeled light vehicles	5 298 537
Motorized 2- and 3-wheelers	980 358
Heavy trucks	95 896
Buses	19 228
Other	1 295 711
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	654 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	654
WHO estimated rate per 100 000 population	6.1
Estimated GDP lost due to road traffic crashes	—

^b Police Directorate. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers ^e , 85% 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	95% Front seats ^f , 80% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

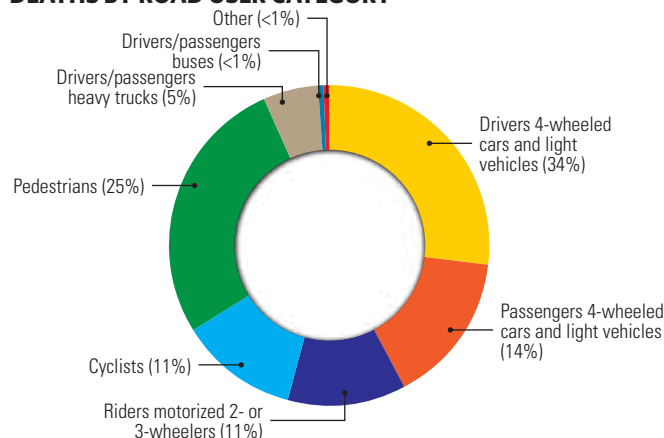
^c Can be increased up to 80 km/h.

^d 2013, Police of the Czech Republic.

^e 2013, Centre for Traffic Research.

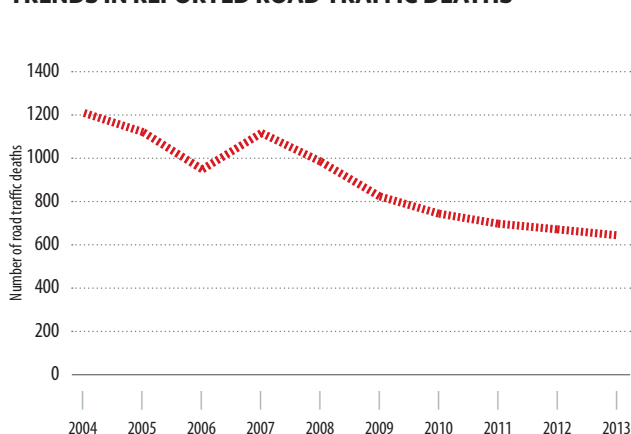
^f 2012, Centre for Traffic Research.

DEATHS BY ROAD USER CATEGORY



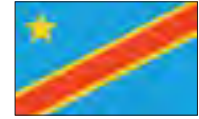
Source: 2013, Police Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

DEMOCRATIC REPUBLIC OF THE CONGO



Population: 67 513 677 • Income group: Low • Gross national income per capita: US\$ 430

INSTITUTIONAL FRAMEWORK	
Lead agency	National Program for Road Safety (CNPR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2010	350 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

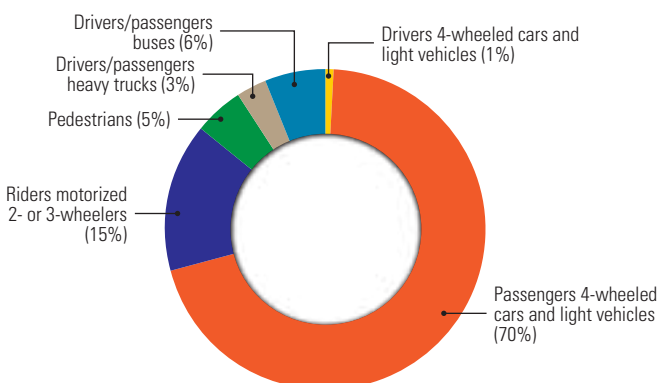
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	463 ^b (83% M, 17% F)
WHO estimated road traffic fatalities	22 419 (95%CI 17 966–26 872)
WHO estimated rate per 100 000 population	33.2
Estimated GDP lost due to road traffic crashes	—

^b Road Traffic Police of the city province of Kinshasa (PCR). Defined as died within 7 days of crash. Data only apply to Kinshasa.

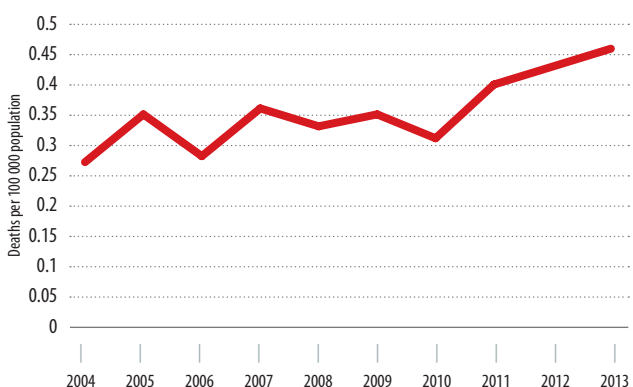
DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Police (PCR) (this was from the 2nd GSRRS, where data refer to 2010).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Traffic Police (PCR). Data only apply to Kinshasa.

DENMARK



Population: 5 619 096 • Income group: High • Gross national income per capita: US\$ 61 680

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	≤ 120 fatalities by 2020 (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	2 911 147
Cars and 4-wheeled light vehicles	2 654 138
Motorized 2- and 3-wheelers	199 243
Heavy trucks	42 451
Buses	13 485
Other	1 830
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	191 ^b (66% M, 34% F)
WHO estimated road traffic fatalities	196
WHO estimated rate per 100 000 population	3.5
Estimated GDP lost due to road traffic crashes	—

^b National Statistics (Police data). Defined as died within 30 days of crash.

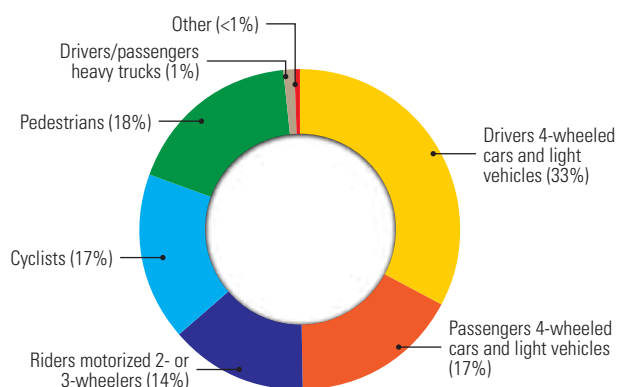
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	96–99% All riders ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	69–94% Drivers ^e , 81% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Can be increased up to 80 km/h.

^d 2010, 99% motorcycles, 96% mopeds. Danish Road Safety Council.

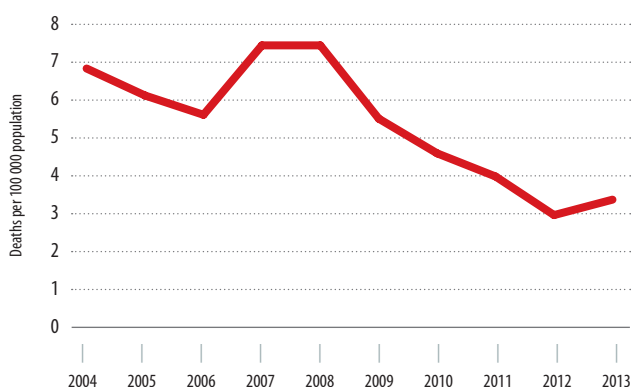
^e 2012, Drivers: 69% taxis, 83% vans, 94% cars. Rådet for Sikker Trafik.

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics (Police data).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics (Police data).

DJIBOUTI



Population: 872 932 • Income group: Middle • Gross national income per capita: 1 030

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities	—
WHO estimated road traffic fatalities	216 (95%CI 185–247)
WHO estimated rate per 100 000 population	24.7
Estimated GDP lost due to road traffic crashes	—

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^b
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

^b The speed limit is 50 km/h in the cities of Djibouti and Ambouli, and 30 km/h in any other urban areas in the country.
^c Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



DOMINICA



Population: 72 003 • Income group: Middle • Gross national income per capita: US\$ 6 930

INSTITUTIONAL FRAMEWORK	
Lead agency	Transport Board
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2014	24 620
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

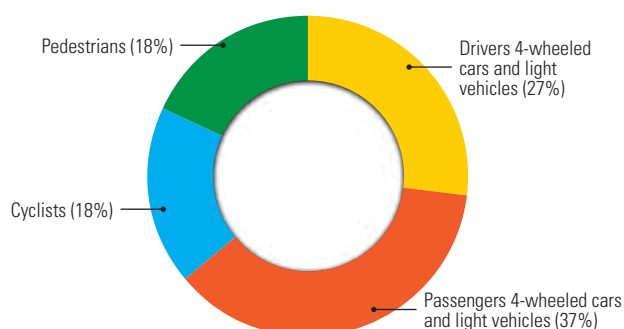
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	11 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	11
WHO estimated rate per 100 000 population	15.3
Estimated GDP lost due to road traffic crashes	—

^b Police Record. Defined as died within a year of crash.

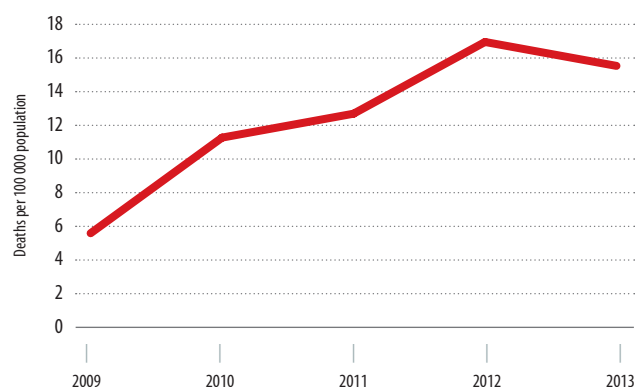
SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Police Records (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Record. Rates calculated based upon 2011 census population of 71,293.

DOMINICAN REPUBLIC



Population: 10 403 761 • Income group: Middle • Gross national income per capita: US\$ 5 770

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	3 215 773
Cars and 4-wheeled light vehicles	1 415 991
Motorized 2- and 3-wheelers	1 678 979
Heavy trucks	39 143
Buses	81 660
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	12% ^b

^b 2013, Dominican Association of Rehabilitation (ADR).

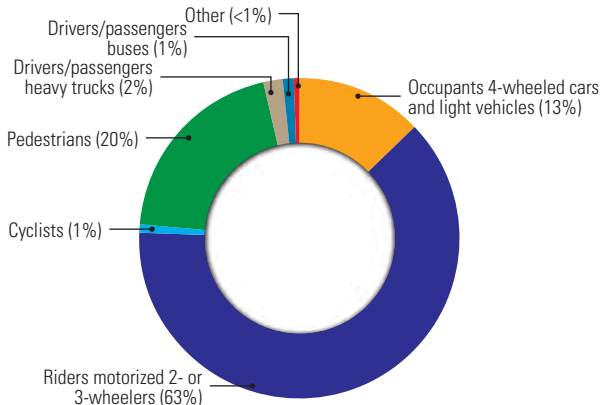
DATA

Reported road traffic fatalities (2012)	2 164 ^c (85% M, 15% F)
WHO estimated road traffic fatalities	3 052
WHO estimated rate per 100 000 population	29.3
Estimated GDP lost due to road traffic crashes	2.2% ^d

^c Ministry of Public Health and Welfare (MSP). Defined as died at scene of crash.

^d 2013, National Council of Social Security (CNSS).

DEATHS BY ROAD USER CATEGORY



Source: Metropolitan Transportation Authority (AMET) (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	35 km/h ^e
Max rural speed limit	60 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^f
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	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	No
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Speed limit can be increased up to 100 km/h.

^f Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2010	21.6
2011	18.3
2012	17.4
2013	18.5

Source: Metropolitan Transportation Authority (AMET).

ECUADOR



Population: 15 737 878 • Income group: Middle • Gross national income per capita: US\$ 5 760

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	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	1 721 206
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	4.3% ^b

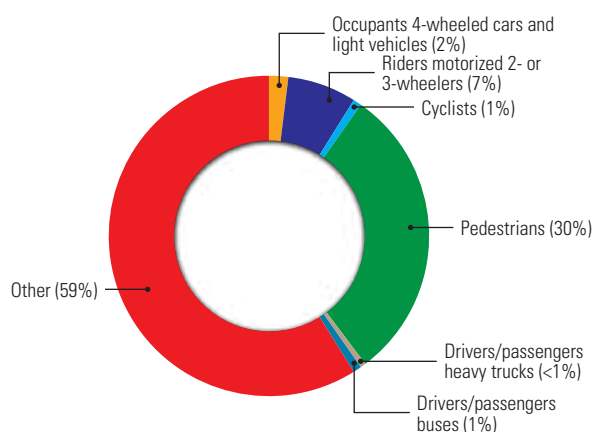
^b 2013, National Council for Equity and Disability (CONADIS).

DATA	
Reported road traffic fatalities (2013)	3 072 ^c (80% M, 20% F)
WHO estimated road traffic fatalities	3 164
WHO estimated rate per 100 000 population	20.1
Estimated GDP lost due to road traffic crashes	0.8% ^d

^c Annual Vital Statistics - National Institute of Statistics and Census. Defined as unlimited time period following crash

^d 2012, National Control and Regulatory Agency of Land Transport, Transit and Road Safety.

DEATHS BY ROAD USER CATEGORY

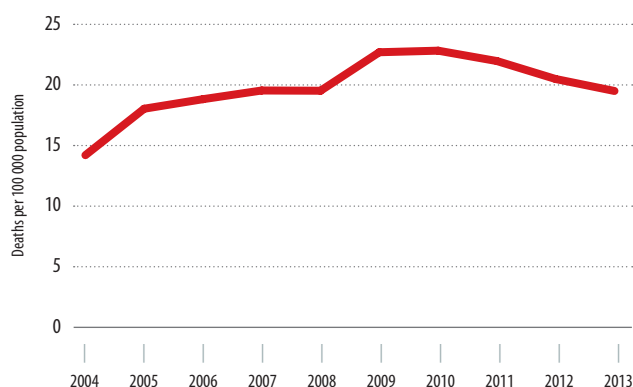


Source: Annual Vital Statistics - National Institute of Statistics and Census (Data from 2012).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	90 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	84% Drivers ^e , 21% 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	39% Front seats ^e , 3% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% children using child restraints	1% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2013, National Control and Regulatory Agency of Land Transport, Transit and Road Safety.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Statistics and Census, and National Control and Regulatory Agency of Land Transport, Transit and Road Safety.

EGYPT



Population: 82 056 378 • Income group: Middle • Gross national income per capita: US\$ 3 140

INSTITUTIONAL FRAMEWORK

Lead agency	National Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	5% annually (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	7 037 954
Cars and 4-wheeled light vehicles	3 851 916
Motorized 2- and 3-wheelers	1 888 140
Heavy trucks	1 054 175
Buses	104 013
Other	139 710
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	123
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	6 700 ^b (83% M, 17% F)
WHO estimated road traffic fatalities	10 466
WHO estimated rate per 100 000 population	12.8
Estimated GDP lost due to road traffic crashes	—

^b Central Agency for Public Mobilization and Statistics. Defined as died at scene of crash.

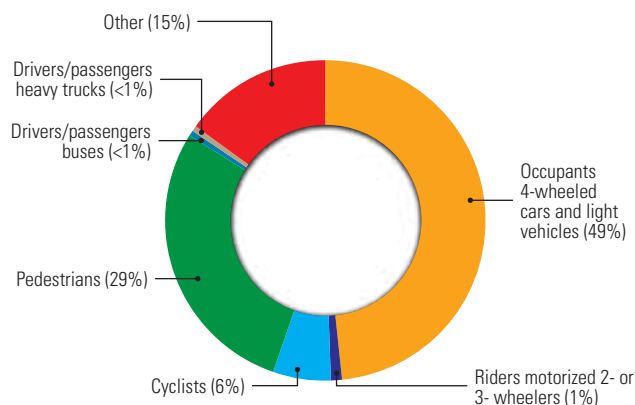
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	14%–19% Drivers ^d , 3%–4% Front seats ^d
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

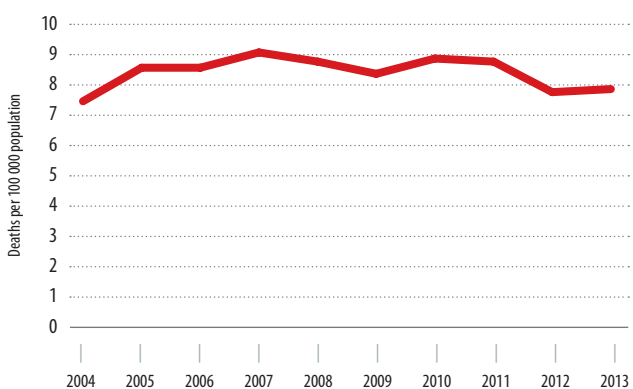
^d 2011–2012, Risk factors for Road Traffic Injuries in Egypt: Findings from Two Cities (range reflects different principal roads).

DEATHS BY ROAD USER CATEGORY



Source: Health Directorate, Health Officers, Death Certificates (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Central Agency for Public Mobilization and Statistics.

EL SALVADOR



Population: 6 340 454 • Income group: Middle • Gross national income per capita: US\$ 3 720

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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	817 972
Cars and 4-wheeled light vehicles	632 152
Motorized 2- and 3-wheelers	119 769
Heavy trucks	55 330
Buses	10 721
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

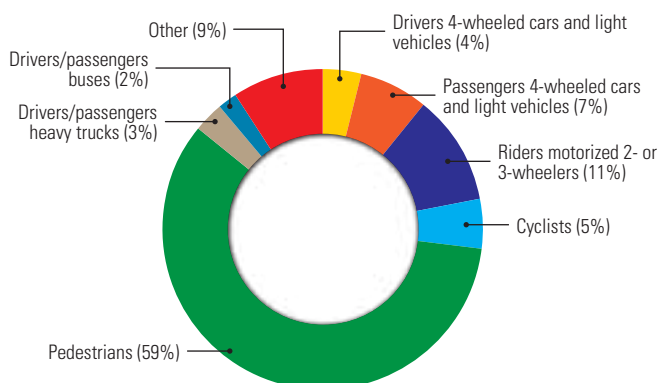
DATA	
Reported road traffic fatalities (2013)	1 082 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	1 339
WHO estimated rate per 100 000 population	21.1
Estimated GDP lost due to road traffic crashes	—

^b Institute of Legal Medicine. Defined unlimited time period following crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/ Weight
Enforcement	⑩ 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

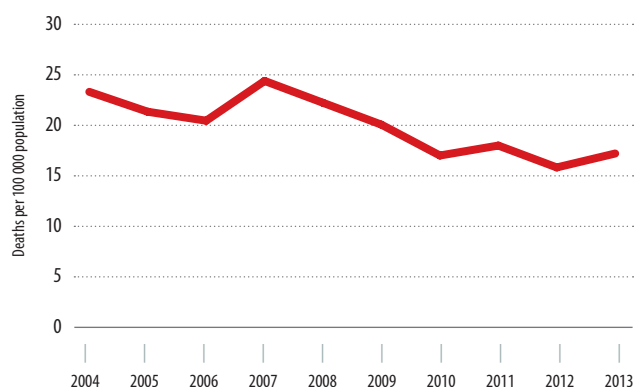
^c 2013, National Civil Police.

DEATHS BY ROAD USER CATEGORY



Source: Institute of Legal Medicine (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Institute of Legal Medicine.

ERITREA



Population: 6 333 135 • Income group: Low • Gross national income per capita: US\$ 490

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport and Communication/ Land Transport Authority/Control and Safety Division
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5% (2012–2016)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2nd Quarter 2014	70 319
Cars and 4-wheeled light vehicles	49 040
Motorized 2- and 3-wheelers	3 321
Heavy trucks	13 240
Buses	4 718
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

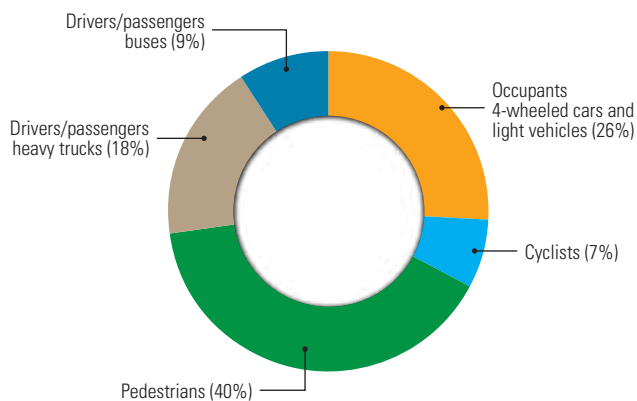
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	148 ^b (76% M, 16%F)
WHO estimated road traffic fatalities	1 527 (95%CI 1 249–1 805)
WHO estimated rate per 100 000 population	24.1
Estimated GDP lost due to road traffic crashes	—

^b Eritrean Traffic Police. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: Eritrean Traffic Police (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	95% All riders ^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	60% Front seats ^c , 10% Rear seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Eritrean Police Traffic Report (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport and Communication and Eritrean Traffic Police.

ESTONIA



Population: 1 287 251 • Income group: High • Gross national income per capita: US\$ 17 690

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 target	76% in 2011 updated to 19% (2003–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	763 975
Cars and 4-wheeled light vehicles	628 565
Motorized 2- and 3-wheelers	38 732
Heavy trucks	92 182
Buses	4 496
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	81 ^b (68% M, 32% F)
WHO estimated road traffic fatalities	90
WHO estimated rate per 100 000 population	7.0
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Traffic Accident Database. Defined as died within 30 days of crash.

^c 2011, Tallinn University of Technology.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	No ^e
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	95% Front seats ^g , 88% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	97% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

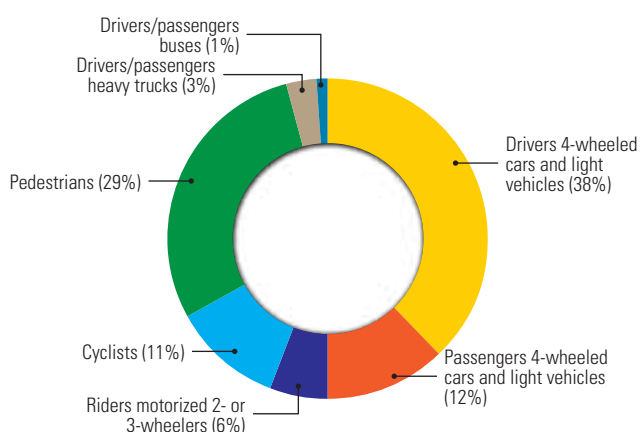
^d Can be increased up to 90 km/h. Refers to built-up areas.

^e No motorways in the country.

^f 2013, Police.

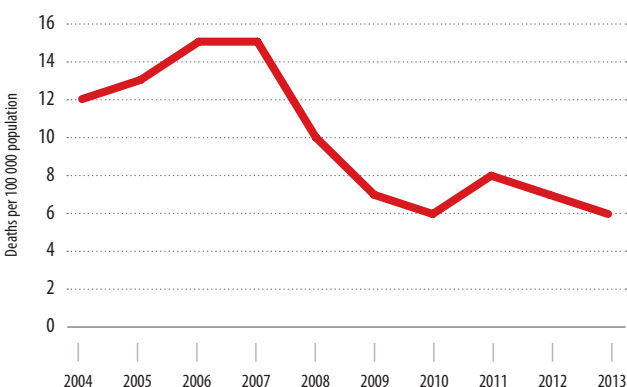
^g 2013, Traffic Behavior Monitoring.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Accident Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Accident Database and Statistics Estonia.

ETHIOPIA



Population: 94 100 756 • Income group: Low • Gross national income per capita: US\$ 470

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council Office
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012/2013	478 244
Cars and 4-wheeled light vehicles	280 886
Motorized 2- and 3-wheelers	58 006
Heavy trucks	92 118
Buses	47 234
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2012/2013)	3 362 ^b (79% M, 21%F)
WHO estimated road traffic fatalities	23 837 (95%CI 18 528–29 146)
WHO estimated rate per 100 000 population	25.3
Estimated GDP lost due to road traffic crashes	0.8–0.9% ^c

^b Ethiopian Federal Police Commission. Defined as died within 30 days of crash.

^c 2008, UNECA "Road Safety in Ethiopia Case Study".

DEATHS BY ROAD USER CATEGORY

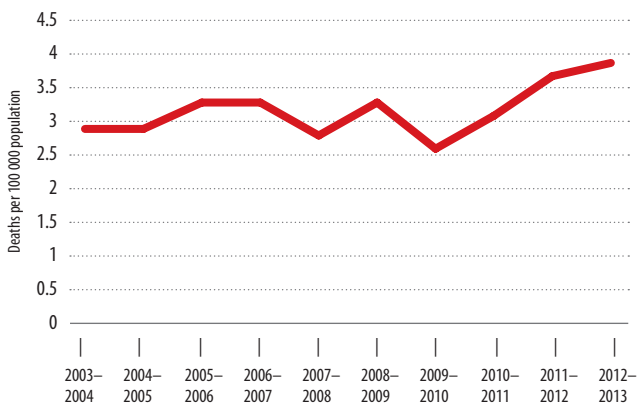


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	<1% All occupants ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^d Ethiopian Federal Police Commission (data from 2012/2013).

^e Ethiopian Federal Police Commission (data from 2013/2014).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ethiopian Federal Police Commission.



Population: 881 065 • Income group: Middle • Gross national income per capita: US\$ 4 370

INSTITUTIONAL FRAMEWORK	
Lead agency	Land Transport Authority, Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	86 535
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

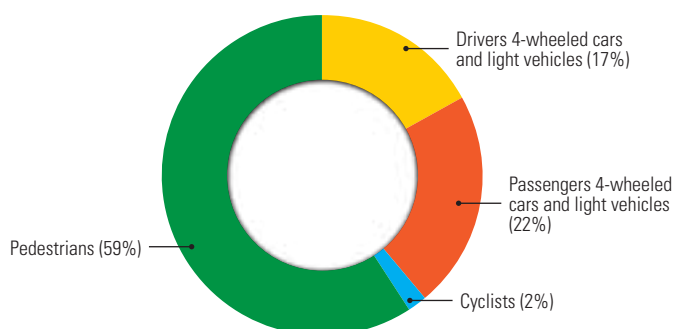
DATA	
Reported road traffic fatalities (2013)	41 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	51
WHO estimated rate per 100 000 population	5.8
Estimated GDP lost due to road traffic crashes	—

^b Fiji Police Accident Traffic Research Unit (PATRU). Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% ^c
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

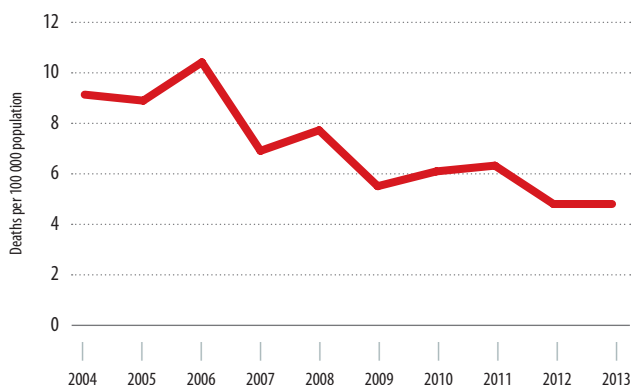
^c 2013, Fiji Police Accident Traffic Research Unit (PATRU).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Fiji Police Accident Traffic Research Unit (PATRU).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Fiji Police Accident Traffic Research Unit (PATRU).

FINLAND



Population: 5 426 323 • Income group: High • Gross national income per capita: US\$ 48 820

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport and Communications of Finland
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 136 fatalities by 2020 (2010-2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	5 862 216
Cars and 4-wheeled light vehicles	3 562 463
Motorized 2- and 3-wheelers	555 240
Heavy trucks	134 146
Buses	15 536
Other	1 594 831
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	4.0% ^b

^b 2012, Finnish Motor Insurers Centre.

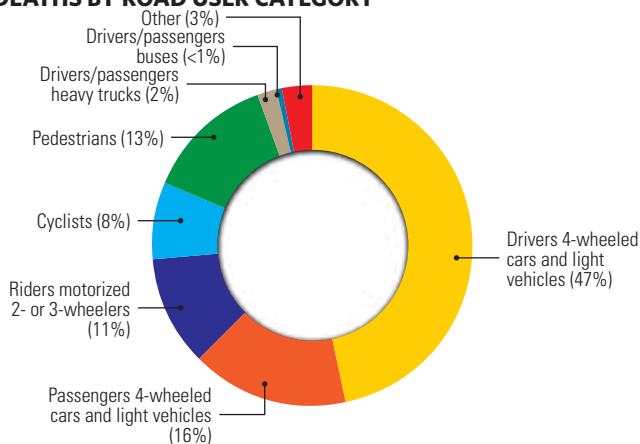
DATA

Reported road traffic fatalities (2013)	258 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	258
WHO estimated rate per 100 000 population	4.8
Estimated GDP lost due to road traffic crashes	2.2% ^d

^c Statistics Finland and Central Organization for Traffic Safety in Finland. Defined as died within 30 days of crash.

^d 2012, Finnish Information Centre of Automobile Sector and Statistics Finland.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Finland and Central Organization for Traffic Safety in Finland.

SAFER ROAD USERS

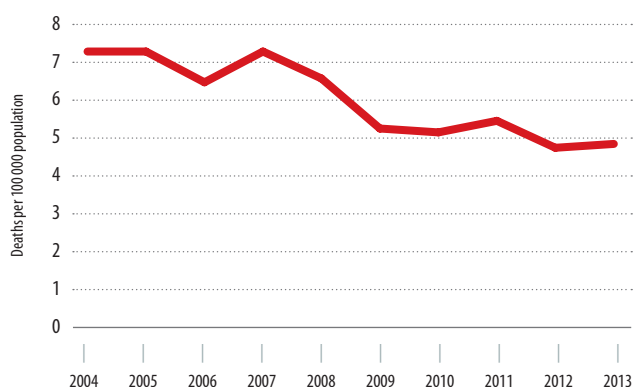
National speed limit law	Yes
Max urban speed limit	50 km/h ^e
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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	89% Front seats ^g , 86% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	97% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Can be increased up to 60 km/h.

^f 2013, Statistics Finland.

^g 2013, Central Organization for Traffic Safety in Finland.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Finland and Central Organization for Traffic Safety in Finland.

FRANCE



Population: 64 291 280 • Income group: High • Gross national income per capita: US\$ 43 460

INSTITUTIONAL FRAMEWORK	
Lead agency	Interministerial Delegation for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% by 2020

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2014	42 792 103
Cars and 4-wheeled light vehicles	38 028 826
Motorized 2- and 3-wheelers	4 138 800
Heavy trucks	532 209
Buses	92 268
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 268 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	3 268
WHO estimated rate per 100 000 population	5.1
Estimated GDP lost due to road traffic crashes	1.0% ^c

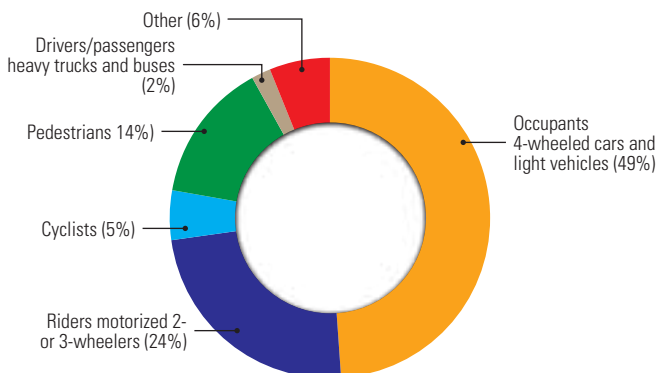
^b ONISR. Defined as died within 30 days of crash.

^c ONISR.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	29% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^d , 92% 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	99% Front seats ^d , 87% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

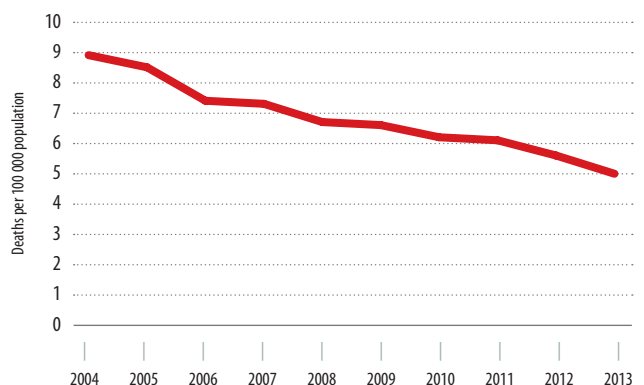
^d 2013, ONISR.

DEATHS BY ROAD USER CATEGORY



Source: 2013, ONISR.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: ONISR.



Population: 1 671 711 • Income group: Middle • Gross national income per capita: US\$ 10 650

INSTITUTIONAL FRAMEWORK	
Lead agency	General Directorate of Road Safety (DGSR)
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	—
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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2010	195 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	45 ^b
WHO estimated road traffic fatalities	383 (95%CI 316–450)
WHO estimated rate per 100 000 population	22.9
Estimated GDP lost due to road traffic crashes	—

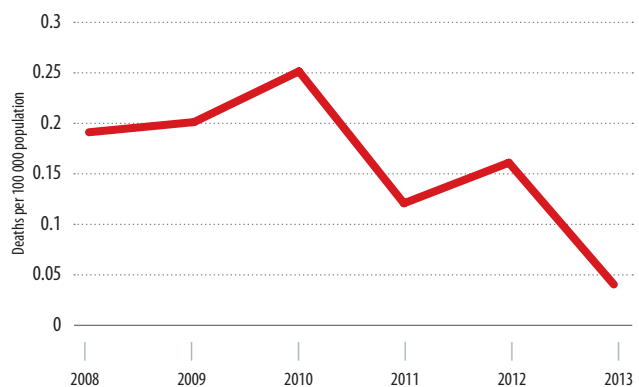
^b General Directorate of Road Safety (DGSR). Data from 7 out of 10 provinces. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of Road Safety (DGSR).



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport, Works and Infrastructure
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2005 to 2013	54 471
Cars and 4-wheeled light vehicles	26 564
Motorized 2- and 3-wheelers	19 420
Heavy trucks	1 691
Buses	6 796
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	115 ^b (69% M, 31%F)
WHO estimated road traffic fatalities	544 (95%CI 438–650)
WHO estimated rate per 100 000 population	29.4
Estimated GDP lost due to road traffic crashes	—

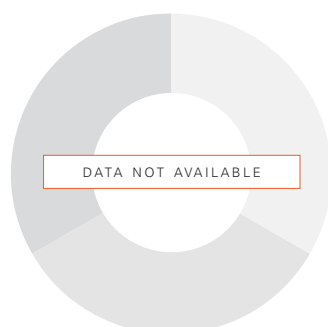
^b The Gambia Police Accident Statistics Unit. Defined as there is no specific legislation on defining road traffic death, however road traffic deaths are confirmed by a medical practitioner.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% ^d
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

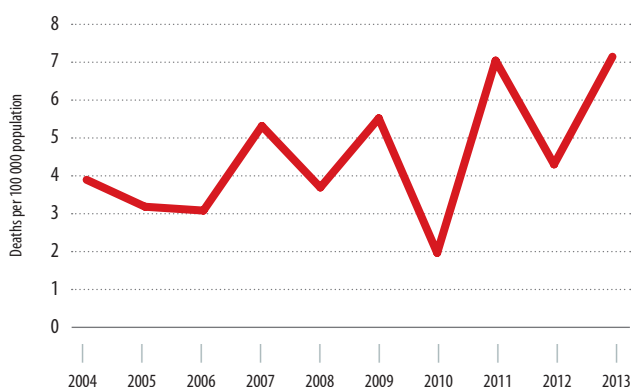
^c Not based on BAC.

^d The Gambia Police Accident Statistics Unit (data from 2013).

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: The Gambia Police Accidents Statistics Unit.

GEORGIA



Population: 4 340 895 • Income group: Middle • Gross national income per capita: US\$ 3 570

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Regional Development and Infrastructure of Georgia
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (2014–2019)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	951 649
Cars and 4-wheeled light vehicles	774 453
Motorized 2- and 3-wheelers	4 830
Heavy trucks	151 057
Buses	21 309
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

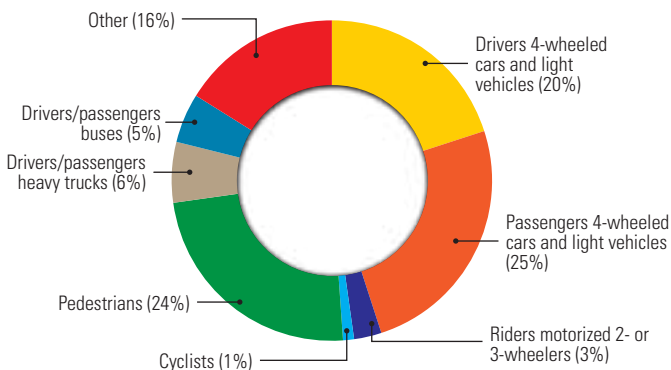
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	514 ^b (54% M, 17% F)
WHO estimated road traffic fatalities	514
WHO estimated rate per 100 000 population	11.8
Estimated GDP lost due to road traffic crashes	—

^b National Statistics Office of Georgia - GEOSTAT. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



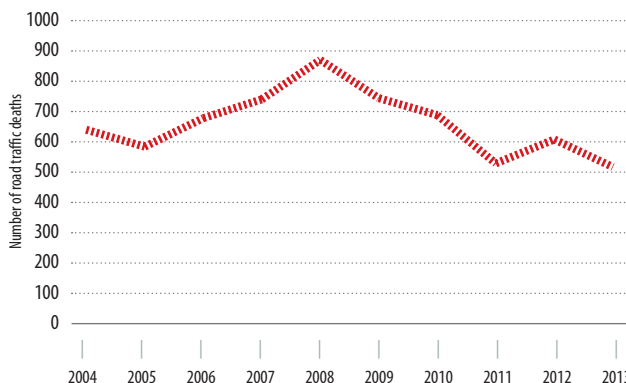
Source: 2013, National Statistics Office of Georgia-GEOSTAT.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	80% Drivers ^c , 80% Front seats ^c
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c 2013, Ministry of Internal Affairs of Georgia.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office of Georgia-GEOSTAT.

GERMANY



Population: 82 726 626 • Income group: High • Gross national income per capita: US\$ 47 270

INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Ministry of Transport and Digital Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	40% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	52 391 000
Cars and 4-wheeled light vehicles	43 431 000
Motorized 2- and 3-wheelers	3 983 000
Heavy trucks	4 631 000
Buses	76 000
Other	270 000
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 339 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	3 540
WHO estimated rate per 100 000 population	4.3
Estimated GDP lost due to road traffic crashes	1.2% ^c

^b Federal Statistical Office. Defined as died within 30 days of crash.

^c 2012, Federal Highway Research Institute (BASt), Federal Statistical Office.

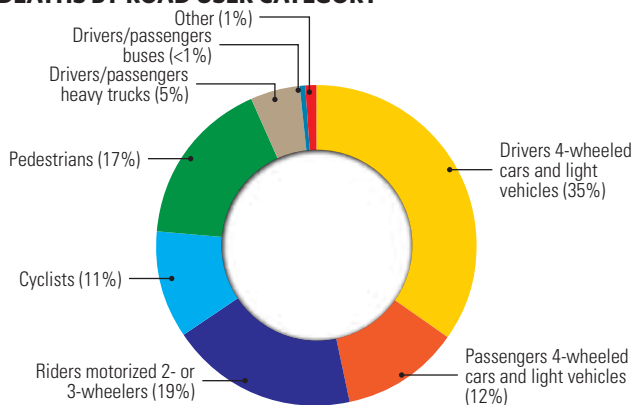
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	9% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	—
Helmet wearing rate	99% Drivers ^e , 99% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	98% Front seats ^e , 97% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	—
% children using child restraints	82–85% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Federal Statistical Office.

^e 2013, Federal Highway Research Institute (BASt).

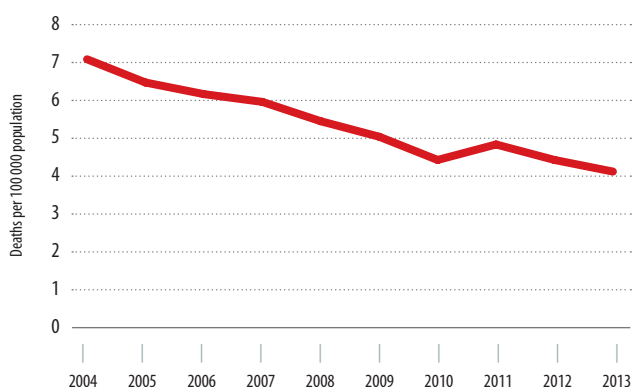
^f 2013, rural roads: 85%, built-up areas: 82%, Federal Highway Research Institute (BASt).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Federal Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Statistical Office.

GHANA



Population: 25 904 598 • Income group: Middle • Gross national income per capita: US\$ 1 770

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Commission (NRSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2012	1 532 080
Cars and 4-wheeled light vehicles	876 143
Motorized 2- and 3-wheelers	349 809
Heavy trucks	120 468
Buses	173 651
Other	12 009
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	193
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2012)	2 240 ^b (77% M, 23%F)
WHO estimated road traffic fatalities	6 789 (95%CI 5 877–7 701)
WHO estimated rate per 100 000 population	26.2
Estimated GDP lost due to road traffic crashes	1.6% ^c

^b National Accident Statistics 2012 produced by CSIR-BRRI for NRSC. Defined as died within 30 days of crash.

^c 2004, Journal of Building & Road Research Vol. 11, Dec 2008.

SAFER ROAD USERS

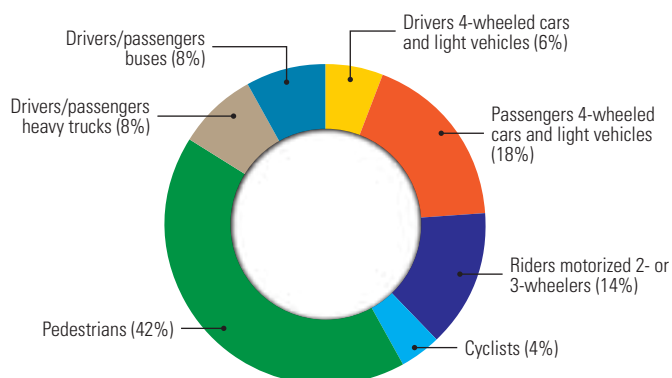
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	34% Drivers ^d , 2% 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	No ^f
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

^d 2010, Traffic Injury Prevention, Vol. 11: 522–525.

^e 2010, Journal of Prevention & Intervention in the Community Vol 38:4; 280–289.

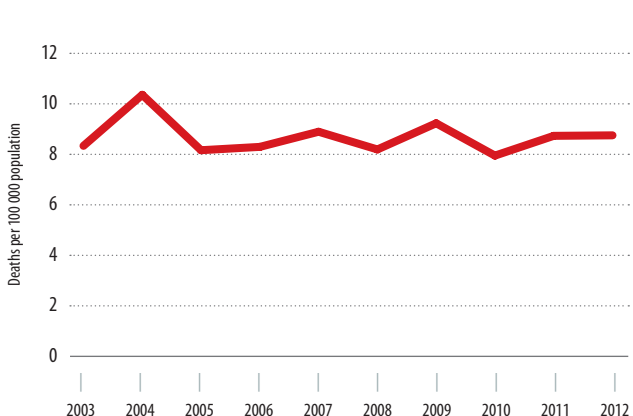
^f Children in front seats under 5 have to be held in an appropriate restraint.

DEATHS BY ROAD USER CATEGORY



Source: National Accident Statistics 2012 (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Accident Statistics 2012.

GREECE



Population: 11 127 990 • Income group: High • Gross national income per capita: US\$ 22 690

INSTITUTIONAL FRAMEWORK	
Lead agency	Interministerial Road Safety Committee
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	880 fatalities less by 2015 (2010–2015) 50% (640 fatalities less) by 2020 (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	8 035 423
Cars and 4-wheeled light vehicles	5 124 208
Motorized 2- and 3-wheelers	1 568 596
Heavy trucks	1 315 836
Buses	26 783
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	10.0% ^b

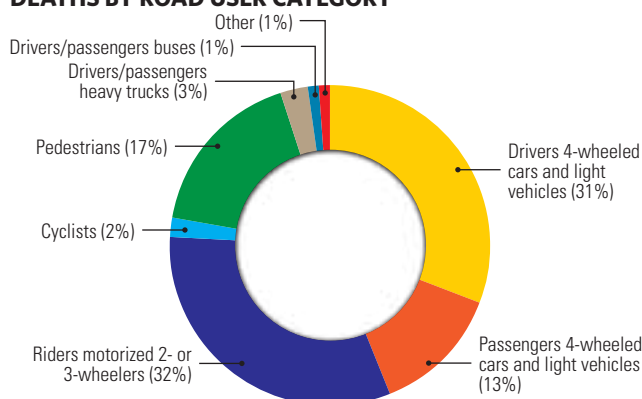
^b Hellenic Society of Trauma and Emergency Surgery.

DATA	
Reported road traffic fatalities (2013)	865 ^c (82% M, 18% F)
WHO estimated road traffic fatalities	1 013
WHO estimated rate per 100 000 population	9.1
Estimated GDP lost due to road traffic crashes	1.5% (5% if under-reporting is taken into account) ^d

^c Traffic police. Defined as died within 30 days of crash.

^d 2011, Hellenic Institute of Transportation Engineers, National Technical University of Athens.

DEATHS BY ROAD USER CATEGORY



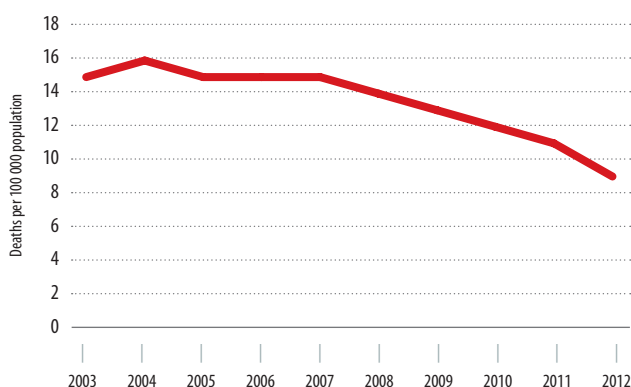
Source: 2012, Hellenic Statistical Authority (EL.STAT).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^e
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	75% Drivers ^f , 46% Passengers ^f
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	74% Front seats ^f , 23% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	67% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^e Except if otherwise specifically marked.

^f 2009, National Technical University of Athens.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hellenic Statistical Authority (EL.STAT).

GUATEMALA



Population: 15 468 203 • Income group: Middle • Gross national income per capita: US\$ 3 340

INSTITUTIONAL FRAMEWORK	
Lead agency	Transit Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	2 562 925
Cars and 4-wheeled light vehicles	1 429 931
Motorized 2- and 3-wheelers	863 991
Heavy trucks	137 612
Buses	30 454
Other	100 937
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

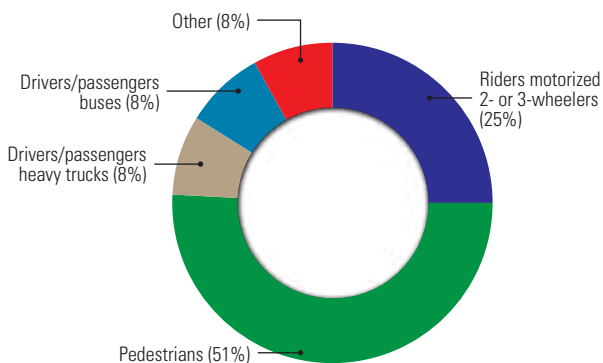
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	110
Permanently disabled due to road traffic crash	60% ^b

^b 2013, Press Report of the National Council for the Care of People with Disabilities (CONADI).

DATA	
Reported road traffic fatalities (2013)	1 522 ^c (83% M, 16% F)
WHO estimated road traffic fatalities	2 939
WHO estimated rate per 100 000 population	19
Estimated GDP lost due to road traffic crashes	—

^c Police Records. Defined as died within 24 hours of crash.

DEATHS BY ROAD USER CATEGORY



Source: Police records (Data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^e
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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	61% Drivers ^g , 61% Front seats ^g
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

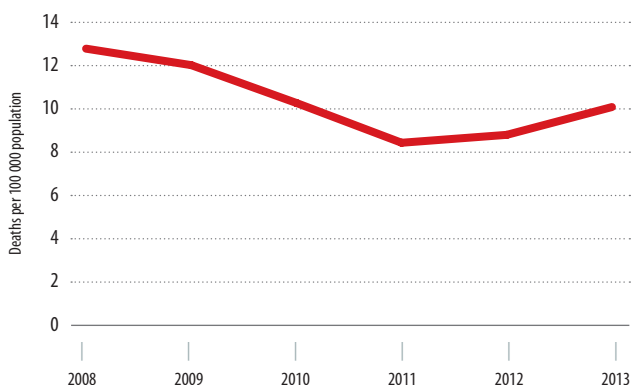
^d Speed limit for highways in urban areas is 80 km/h.

^e Not based on BAC.

^f 2013, Reported from insurances, hospitals, and relief agencies published by national news.

^g 2011, Observational Study.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Statistics (INE).

GUINEA



Population: 11 745 189 • Income group: Low • Gross national income per capita: US\$ 460

INSTITUTIONAL FRAMEWORK	
Lead agency	National Programme on Trauma Care
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

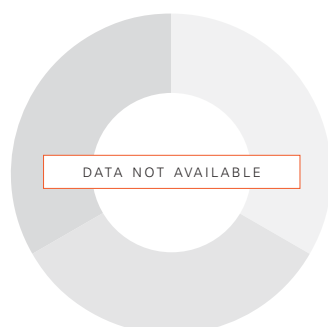
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	629 ^b
WHO estimated road traffic fatalities	3 211 (95%CI 2 640–3 781)
WHO estimated rate per 100 000 population	27.3
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police Directorate. Defined as unlimited time period following crash.

SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Year	Number of road traffic deaths
2010	503
2012	298
2013	629

Source: Traffic Police Directorate.

GUINEA-BISSAU



Population: 1 704 255 • Income group: Low • Gross national income per capita: US\$ 590

INSTITUTIONAL FRAMEWORK	
Lead agency	General Directorate for Traffic and Land Transport (DGVTT)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2011–2014	62 239
Cars and 4-wheeled light vehicles	60 297
Motorized 2- and 3-wheelers	1 942
Heavy trucks	—
Buses	—
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	5.0% ^b

^b National Health Service (data from 2013).

DATA	
Reported road traffic fatalities (2013)	96 ^c
WHO estimated road traffic fatalities	468 (95%CI 387–548)
WHO estimated rate per 100 000 population	27.5
Estimated GDP lost due to road traffic crashes	—

^c DGVTT/National Transport Group. Defined as died within 48 hours of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^e
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

^d Not based on BAC.

^e DGVTT/National Transport Group (data for 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2011	6.2
2012	4.2
2013	5.7

Source: National Transport Group.



Population: 799 613 • Income group: Middle • Gross national income per capita: US\$ 3 750

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Home Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	15 694
Cars and 4-wheeled light vehicles	8 846
Motorized 2- and 3-wheelers	3 505
Heavy trucks	1 356
Buses	785
Other	1 202
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	913
Permanently disabled due to road traffic crash	—

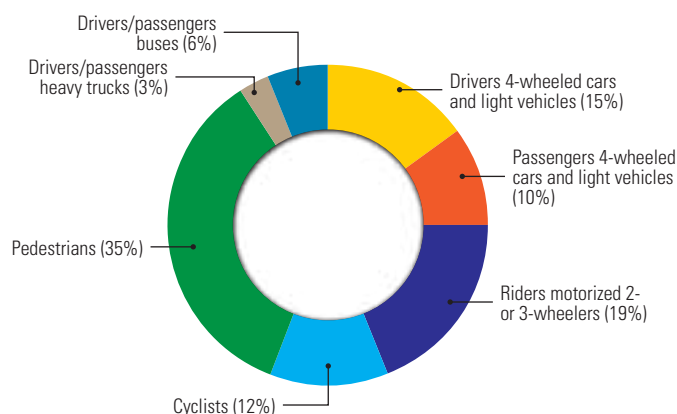
DATA	
Reported road traffic fatalities (2013)	112 ^b (83% M, 17%F)
WHO estimated road traffic fatalities	138
WHO estimated rate per 100 000 population	17.3
Estimated GDP lost due to road traffic crashes	—

^b Guyana Police Force. Defined as unlimited time period following crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~64 km/h
Max rural speed limit	~64 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	16% ^c
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

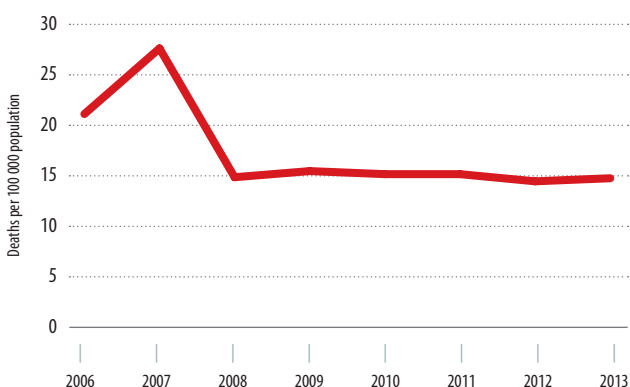
^c 2013, Guyana Police Force

DEATHS BY ROAD USER CATEGORY



Source: Guyana Police Force (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Guyana Police Force.

HONDURAS



Population: 8 097 688 • Income group: Middle • Gross national income per capita: US\$ 2 180

INSTITUTIONAL FRAMEWORK	
Lead agency	National Transit Directorate
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 378 050
Cars and 4-wheeled light vehicles	799 907
Motorized 2- and 3-wheelers	361 644
Heavy trucks	183 461
Buses	33 038
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

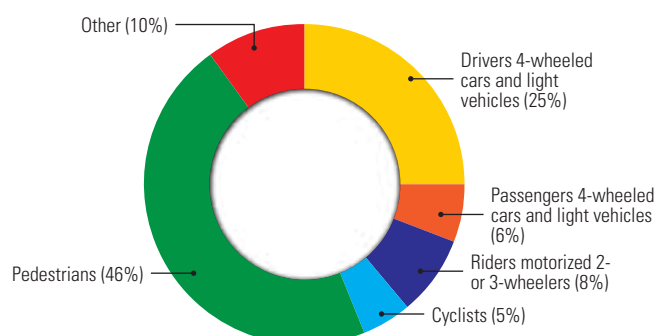
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	—
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 073 ^b (82% M, 18%F)
WHO estimated road traffic fatalities	1 408 (95% CI 1 288–1 529)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	—

^b National Transit Directorate/ Forensic Medicine Directorate/Institute for Democracy, Peace and Security (DNT/DMF/IUDPAS). Defined as unlimited time period following crash.

DEATHS BY ROAD USER CATEGORY



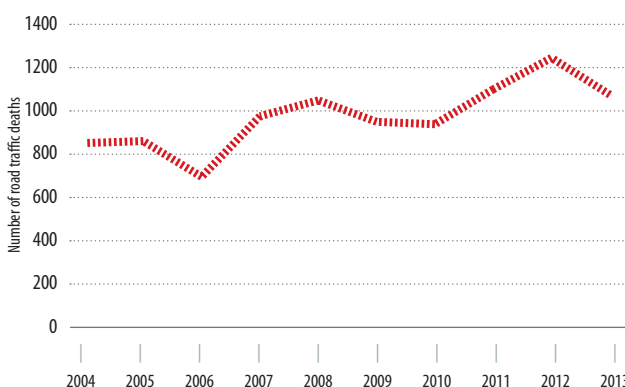
Source: National Transit Directorate/ Forensic Medicine Directorate/Institute for Democracy, Peace and Security (DNT/DMF/IUDPAS) (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
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 ^c
BAC limit – young or novice drivers	≤ 0.07 g/dl ^c
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c The law provides a BAC limit of 0.7 mg/L but the limit is enforced as 0.07 g/dl.

^d 2010, National Transit Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Transit Directorate/ Forensic Medicine Directorate/Institute for Democracy, Peace and Security (DNT/DMF/IUDPAS).

HUNGARY



Population: 9 954 941 • Income group: Middle • Gross national income per capita: US\$ 13 260

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	3 690 599
Cars and 4-wheeled light vehicles	3 040 732
Motorized 2- and 3-wheelers	157 178
Heavy trucks	419 031
Buses	17 569
Other	56 089
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	591 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	765
WHO estimated rate per 100 000 population	7.7
Estimated GDP lost due to road traffic crashes	1.5% ^c

^b Hungarian Central Statistical Office. Defined as died within 30 days of crash.

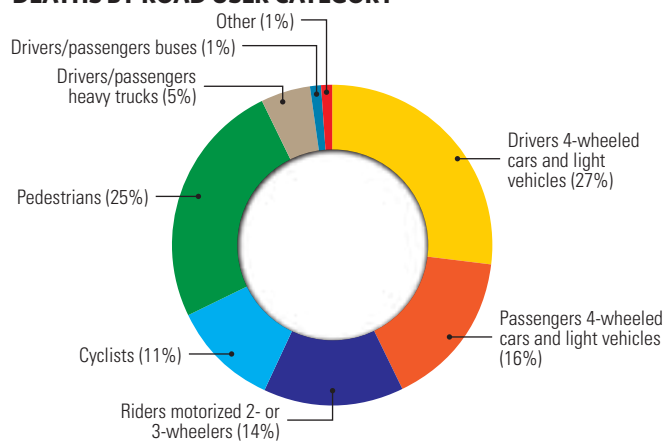
^c 2013, Institute for Transport Sciences Non-profit Ltd.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	87% Front seats ^e , 57% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	83% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d 2013, Hungarian Central Statistical Office.

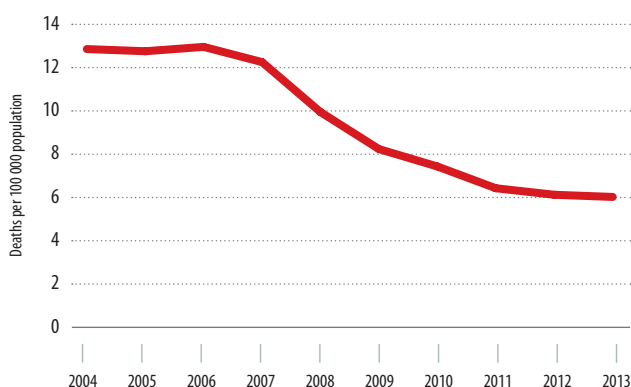
^e 2013, Institute for Transport Sciences Non-profit Ltd.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Hungarian Central Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hungarian Central Statistical Office.

ICELAND



Population: 329 535 • Income group: High • Gross national income per capita: US\$ 46 400

INSTITUTIONAL FRAMEWORK

Lead agency	The Icelandic Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	5% combined fatality and serious injury (2011-2022)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	245 949
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

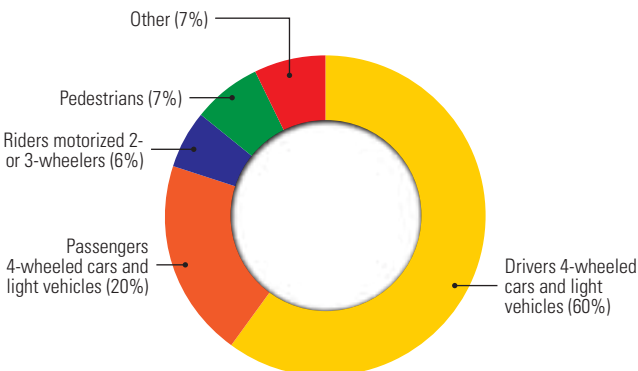
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	15 ^b (47% M, 53% F)
WHO estimated road traffic fatalities	15
WHO estimated rate per 100 000 population	4.6
Estimated GDP lost due to road traffic crashes	2.2% ^c

^b The yearly traffic accident report of the Icelandic Transport Authority. Defined as died within 30 days of crash.
^c 2013, Statistics Iceland and a report on costs of traffic accidents from May 2014.

DEATHS BY ROAD USER CATEGORY



Source: 2013, The yearly traffic accident report of the Icelandic Transport Authority.

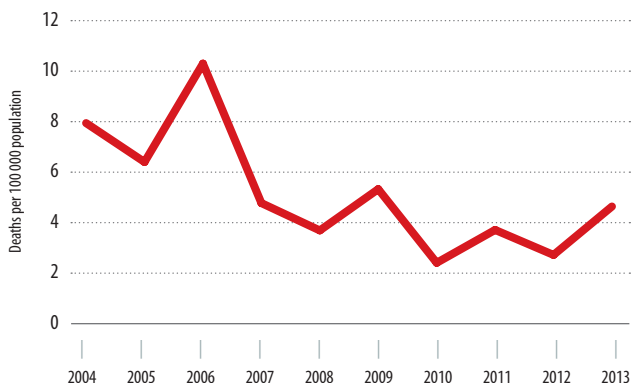
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	87% Drivers ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2004–2013, Icelandic Transport Authority.

^e 2013, Icelandic Transport Authority.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: The yearly traffic accident report of the Icelandic Transport Authority and Statistics Iceland.

INDIA



Population: 1 252 139 596 • Income group: Middle • Gross national income per capita: US\$ 1 570

INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Road Safety, Ministry of Road Transport and Highways (MORTH)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012	159 490 578
Cars and 4-wheeled light vehicles	38 338 015
Motorized 2- and 3-wheelers	115 419 175
Heavy trucks	4 056 885
Buses	1 676 503
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

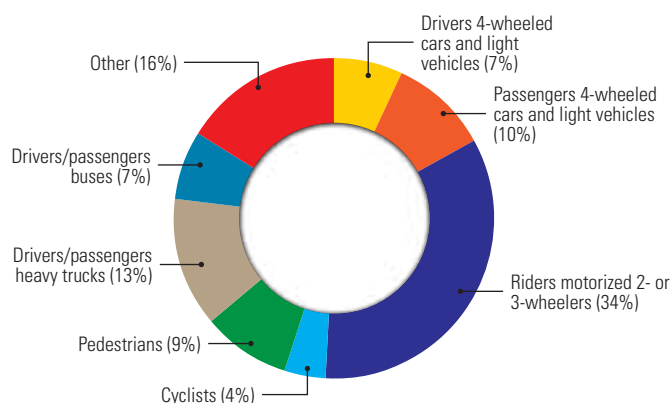
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	2.0–3.0%

DATA	
Reported road traffic fatalities (2013)	137 572 ^b (85% M, 15% F)
WHO estimated road traffic fatalities	207 551
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	3.0% ^c

^b Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways. Defined as died within 30 days of crash.

^c 2009, 10th 5 Year Plan, Volume 2.

DEATHS BY ROAD USER CATEGORY



Source: Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes ^d
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes ^f
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	20–80% All riders ^g , 60% Drivers ^g
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	26% Drivers (in Bangalore) ^h , 26% Front seats ^h
National child restraint law	No ⁱ
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^d Under the Motor Vehicles Act, state governments in India have the authority to create different speed limits at the local level.

^e Road Accidents in India, Transport Research Wing (TRW), MORTH (data from 2013).

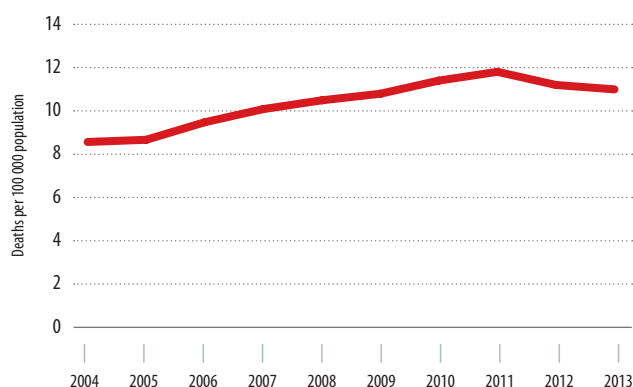
^f Under the Motor Vehicles Act, state governments in India have the authority to adopt rules creating exemptions to the national motorcycle helmet requirements.

^g Bangalore Road Safety Programme (data from 2011–2012).

^h Bangalore Road Safety Programme (data from 2011).

ⁱ Child restraints must be used as of April 1, 2016 for vehicles manufactured on or after October 1, 2014.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways (data from 2013).

INDONESIA

Population: 249 865 631 • Income group: Middle • Gross national income per capita: US\$ 3 580



INSTITUTIONAL FRAMEWORK	
Lead agency	National Planning Agency (Badan Perencanaan Pembangunan Nasional - BAPPENAS)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	104 211 132
Cars and 4-wheeled light vehicles	10 838 592
Motorized 2- and 3-wheelers	86 253 257
Heavy trucks	5 156 362
Buses	1 962 921
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

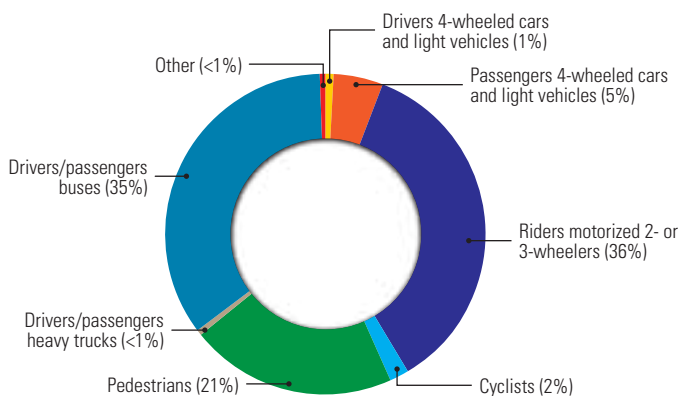
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	26 416 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	38 279 (95%CI 32 079–44 479)
WHO estimated rate per 100 000 population	15.3
Estimated GDP lost due to road traffic crashes	2.9–3.1% ^c

^b Indonesia National Police. Defined as died within 30 days of crash.

^c Statistics of Indonesia (data from 2010).

DEATHS BY ROAD USER CATEGORY



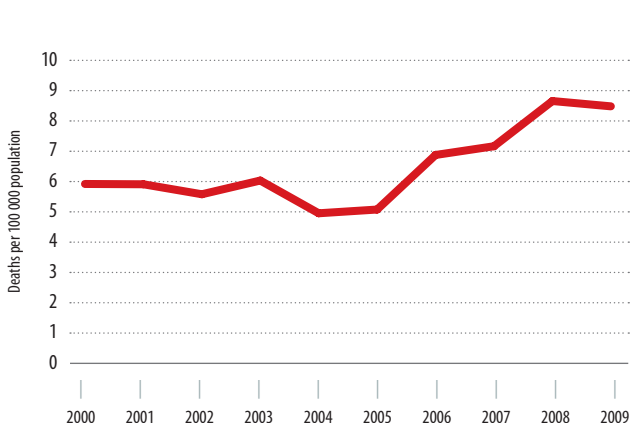
Source: Indonesia National Police (data from 2010).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	80% Drivers ^e , 52% 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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Not based on BAC.

^e 2007, Study on Helmet Wearing, Universitas Indonesia.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Indonesia National Police.

IRAN (ISLAMIC REPUBLIC OF)



Population: 77 447 168 • Income group: Middle • Gross national income per capita: US\$ 5 780

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 target	10% annually (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013–2014 ^a	26 866 457
Cars and 4-wheeled light vehicles	15 624 403
Motorized 2- and 3-wheelers	10 328 385
Heavy trucks	659 040
Buses	203 638
Other	50 991
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	5.0% ^b

^b Research project on the burden of Road Traffic Injuries (data from 2013–2014*).

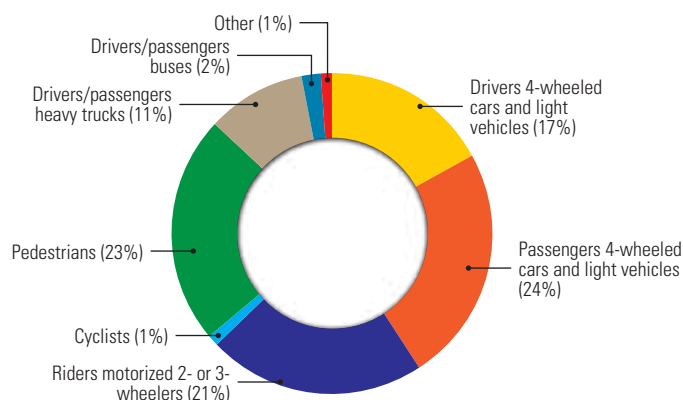
DATA	
Reported Road Traffic Fatalities (2013–2014 ^a)	17 994 ^c (77% M, 23% F)
WHO estimated road traffic fatalities	24 896
WHO estimated rate per 100 000 population	32.1
Estimated GDP lost due to road traffic crashes	6.0% ^d

^c Forensic Medicine Organization and Traffic Police. Defined as died within 30 days of crash.

^d Safety Promotion and Injury Prevention Research Centre (data from 2013).

* Iranian calendar starts from 21 March 2013 and ends 20 March 2014.

DEATHS BY ROAD USER CATEGORY



Source: Forensic Medicine Organization and Traffic Police (data from 2013–2014*).

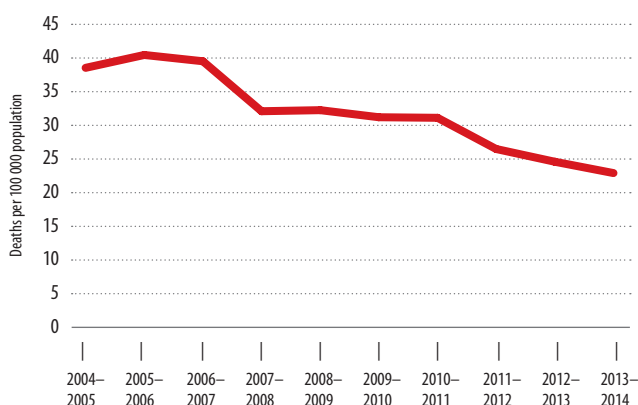
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	95 km/h
Max motorway speed limit	125 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^{e,f}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	35% Drivers ^g , 12% Passengers ^g
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 ^g , 10% Rear seats ^g
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^e Not based on BAC.

^f Alcohol consumption legally prohibited.

^g Traffic Police Survey (data from 2013–2014*).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Forensic Medicine Organization and National Statistical Center.



Population: 33 765 232 • Income group: Middle • Gross national income per capita: US\$ 6 720

INSTITUTIONAL FRAMEWORK	
Lead agency	Supreme Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	4 515 041
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	5 963 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	6 826 (95%CI 5 507–8 146)
WHO estimated rate per 100 000 population	20.2
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Health, Department of Planning, Department of Statistics and Vital Statistics, Baghdad, Iraq (data from 2013) and Ministry of Health, Statistics Department, Arbil, Kurdistan (data from 2013). Defined as unlimited time period following crash.

DEATHS BY ROAD USER CATEGORY



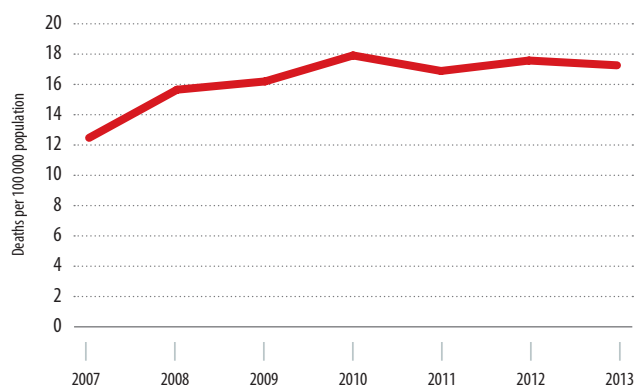
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes ^e
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes ^e
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
Restrictions on children sitting in front seat	Yes
Child restraint law based on:	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Can be increased to 100 km/h.

^d Not based on BAC.

^e Only applies inside cities.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health, Department of Statistics and Vital statistics (2007–2013) - Baghdad, Iraq and Ministry of Health, Statistics Department (2010–2013), Arbil, Kurdistan.

IRELAND



Population: 4 627 173 • Income group: High • Gross national income per capita: US\$ 43 110

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	25 deaths per 1 million population by 2020 (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	2 482 557
Cars and 4-wheeled light vehicles	2 225 612
Motorized 2- and 3-wheelers	40 445
Heavy trucks	61 161
Buses	11 659
Other	143 680
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

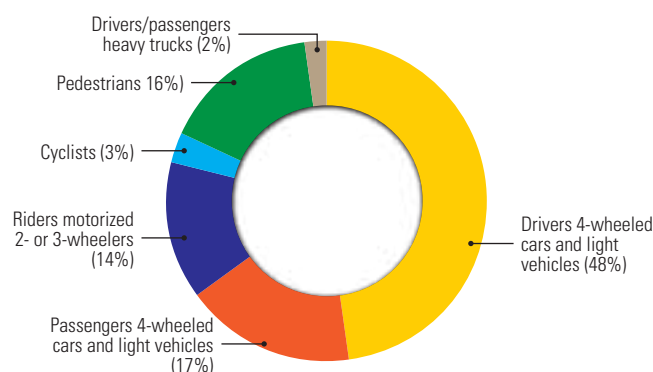
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	188 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	188
WHO estimated rate per 100 000 population	4.1
Estimated GDP lost due to road traffic crashes	0.6% ^c

^b Garda Síochána (Police). Defined as died within 30 days of crash.
^c 2012, Road Safety Authority and Central Statistics Office.

DEATHS BY ROAD USER CATEGORY



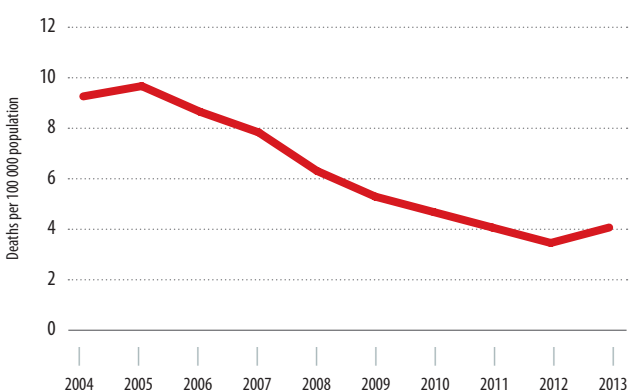
Source: 2013, Garda Síochána (Police).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/ dl
BAC limit – young or novice drivers	≤ 0.02 g/ dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	16% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	98% All riders ^e , 98% Drivers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	94% Front seats ^e , 89% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d 2007, Police Investigation Files, RSA study on Pre-Crash Behaviour 2010.

^e 2013, Road Safety Authority Annual Observational Study.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Safety Authority.



Population: 7 733 144 • Income group: High • Gross national income per capita: US\$ 33 930

INSTITUTIONAL FRAMEWORK

Lead agency	Israel National Road Safety Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2010–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	2 850 513
Cars and 4-wheeled light vehicles	2 618 684
Motorized 2- and 3-wheelers	121 218
Heavy trucks	82 973
Buses	27 638
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

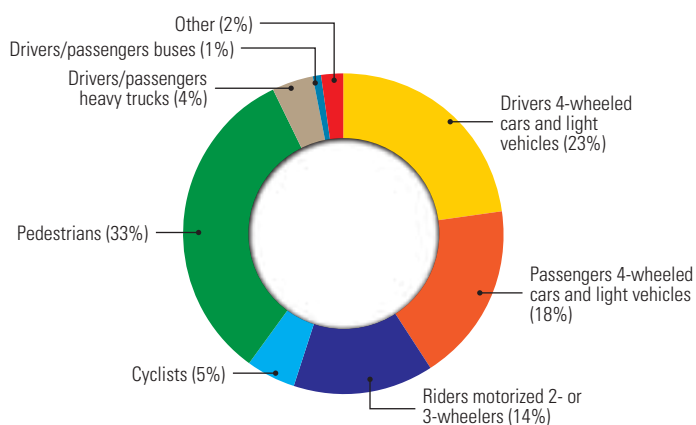
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	277 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	277
WHO estimated rate per 100 000 population	3.6
Estimated GDP lost due to road traffic crashes	1.1% ^c

^b Central Bureau of Statistics. Defined as died within 30 days of crash.
^c 2012, MATAT Company, Ministry of Transport and Ministry of Finance.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Central Bureau of Statistics.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^e , 98% 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	95% Front seats ^f , 74% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	93% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

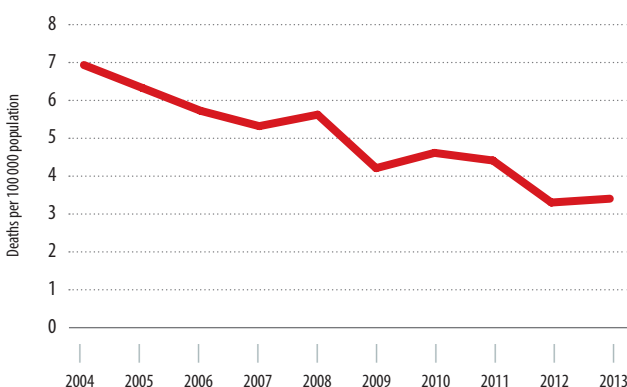
^d 2012, The Central Bureau of Statistics based on the data from the police.

^e 2011, Israel National Road Safety Authority.

^f 2013, Israel National Road Safety Authority.

^g 2012, National observational survey of the use of child safety restraints in private cars in Israel.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Central Bureau of Statistics.



Population: 60 990 277 • Income group: High • Gross national income per capita: US\$ 35 860

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport - Directorate General Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	51 269 218
Cars and 4-wheeled light vehicles	40 836 379
Motorized 2- and 3-wheelers	9 014 591
Heavy trucks	895 004
Buses	98 551
Other	424 693
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	118
Permanently disabled due to road traffic crash	2.5% ^b

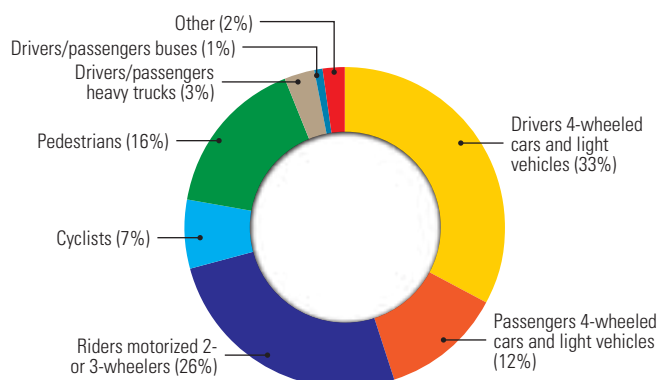
^b 2011, SINIACA-IDB.

DATA	
Reported road traffic fatalities (2013)	3 385 ^c (79% M, 21% F)
WHO estimated road traffic fatalities	3 721
WHO estimated rate per 100 000 population	6.1
Estimated GDP lost due to road traffic crashes	1.8% ^d

^c Italian National Institute of Statistics. Defined as died within 30 days of crash.

^d 2011, Ministry of Infrastructure and Transport.

DEATHS BY ROAD USER CATEGORY



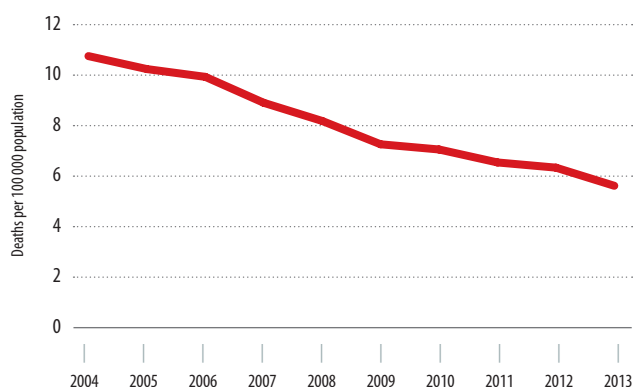
Source: 2013, Italian National Institute of Statistics.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	150 km/h
Local authorities can modify limits	Yes
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	0.00 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% All riders ^f
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	64% Front seats ^g , 10% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2012, «Prevenzione primaria dell'evento traumatico. Trauma Care - La cura definitiva del Trauma maggiore.»

^f 2011, Ministry of Infrastructure and Transport.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Italian National Institute of Statistics.

JAMAICA

Population: 2 783 888 • Income group: Middle • Gross national income per capita: US\$ 5 220



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 target	<240 (2013–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	518 239
Cars and 4-wheeled light vehicles	395 439
Motorized 2- and 3-wheelers	11 453
Heavy trucks	111 347
Buses	—
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

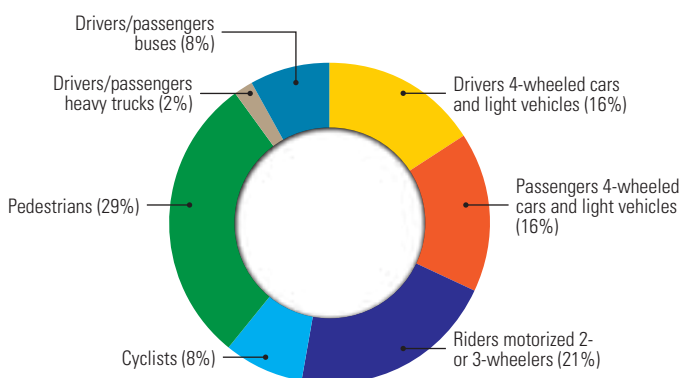
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	307 ^b (80% M, 20%F)
WHO estimated road traffic fatalities	320
WHO estimated rate per 100 000 population	11.5
Estimated GDP lost due to road traffic crashes	0.2% ^c

^b Jamaica Constabulary Force. Defined as died within 30 days of crash.

^c 2010, Policy Planning and Development Division, Ministry of Health, Jamaica.

DEATHS BY ROAD USER CATEGORY

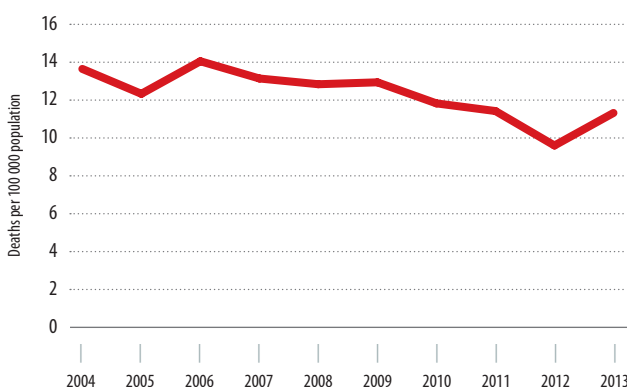


Source: Jamaica Constabulary Force (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~48 km/h
Max rural speed limit	~80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	6% 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	54% Front seats ^d , 4% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d 2008, Jamaica Health and Lifestyle Survey.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Jamaica Constabulary Force.

JAPAN



Population: 127 143 577 • Income group: High • Gross national income per capita: US\$ 46 330

INSTITUTIONAL FRAMEWORK	
Lead agency	Central Traffic Safety Policy Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	< 3000 deaths per year by 2015

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013 ^a	91 377 312
Cars and 4-wheeled light vehicles	76 137 715
Motorized 2- and 3-wheelers	11 948 432
Heavy trucks	—
Buses	—
Other	3 291 072
Vehicle standards applied ^b	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a As of April 2013

^b UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	4 373 ^c (66% M, 34% F)
WHO estimated road traffic fatalities	5 971
WHO estimated rate per 100 000 population	4.7
Estimated GDP lost due to road traffic crashes	1.3% ^d

^c National Police Agency. Defined as died within 24 hours of crash.

^d March 2012, Investigative Study for Economic Losses Caused by Road Traffic Accidents.

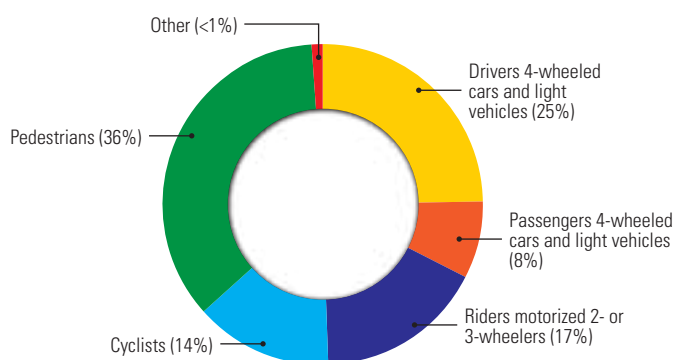
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	6% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	98% Front seats ^f , 68% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	81% < 1 year, 62% 1-4 years, 38% 5 years, 60% Total ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2013, National Police Agency

^f On expressways.% lower on other roads. 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.

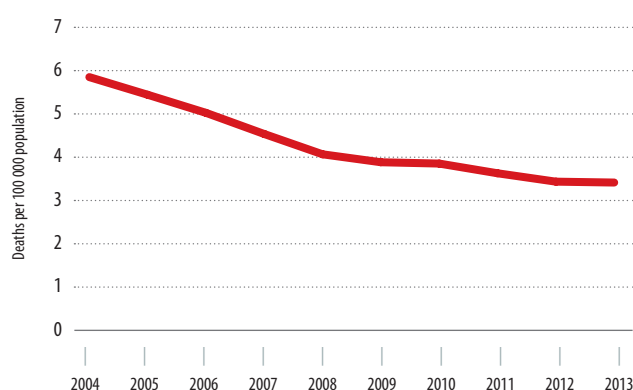
^g 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Police Agency.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police Agency

JORDAN

Population: 7 273 799 • Income group: Middle • Gross national income per capita: US\$ 4 950



INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Traffic Safety
Funded in national budget	No
National road safety strategy	Multiple Strategies
Funding to implement strategy	Partially funded
Fatality reduction target	1 death per 10 000 vehicle (2014–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 263 754
Cars and 4-wheeled light vehicles	912 172
Motorized 2- and 3-wheelers	6 792
Heavy trucks	139 679
Buses	137 814
Other	67 297
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	13.5% ^b

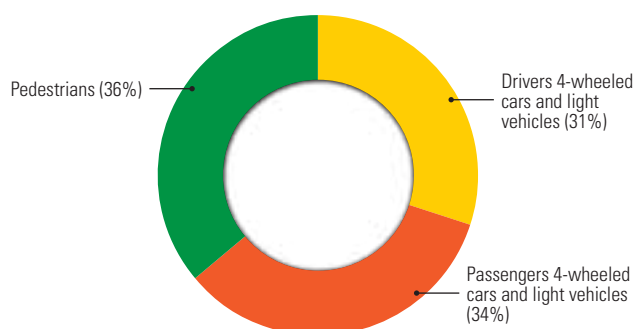
^b Traffic crashes in Jordan, Traffic Institute (data from 2013).

DATA	
Reported road traffic fatalities (2013)	768 ^c (81% M, 19%F)
WHO estimated road traffic fatalities	1 913 (95%CI 1 633–2 193)
WHO estimated rate per 100 000 population	26.3
Estimated GDP lost due to road traffic crashes	1.2% ^d

^c Traffic crashes in Jordan, Traffic Institute. Defined as died within 30 days of crash.

^d Traffic crashes in Jordan, Traffic Institute and General Statistics Department (data from 2013).

DEATHS BY ROAD USER CATEGORY

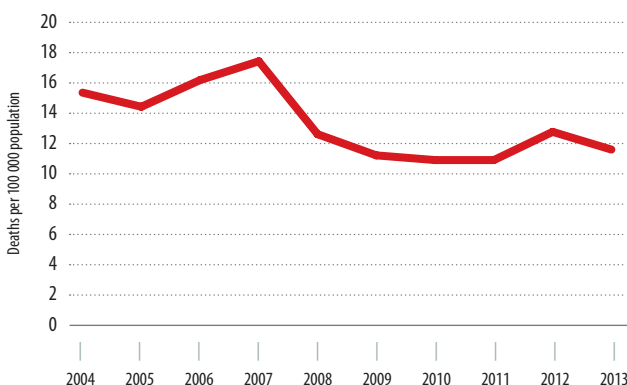


Source: Traffic crashes in Jordan, Traffic Institute (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	42% Drivers ^e
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2003, Elmosaly and Elsabah study.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic crashes in Jordan, Traffic Institute (data from 2013).

KAZAKHSTAN



Population: 16 440 586 • Income group: Middle • Gross national income per capita: US\$ 11 550

INSTITUTIONAL FRAMEWORK	
Lead agency	Committee Administrative Police of the Interior Ministry
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	From 15.5 to 14 per 100 000 (2012–2014)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	3 926 487
Cars and 4-wheeled light vehicles	3 190 057
Motorized 2- and 3-wheelers	74 762
Heavy trucks	398 753
Buses	94 417
Other	168 498
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	5.0% ^b

^b 2013, Inpatient Electronic Register (database, Ministry of Health).

DATA	
Reported road traffic fatalities (2013)	3 233 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	3 983
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	—

^c Agency of the Republic of Kazakhstan on Statistics. Defined as died within 30 days of crash.

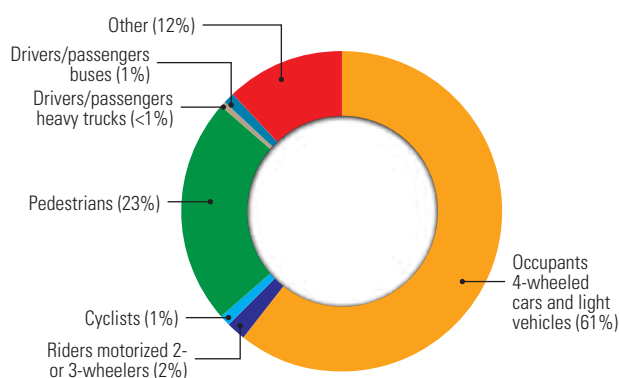
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	110 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^e
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0.45% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to 90 km/h.

^e Not based on BAC.

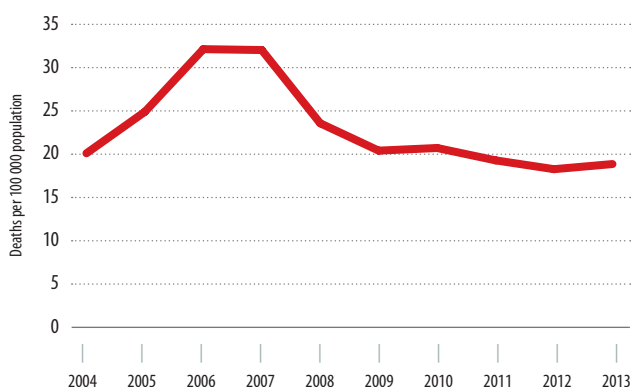
^f 2013, The Committee on Legal Statistics and Special Records of the General Prosecutor's Office.

DEATHS BY ROAD USER CATEGORY



Source: 2012, Agency of the Republic of Kazakhstan on Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Agency of the Republic of Kazakhstan on Statistics.

KENYA



Population: 44 353 691 • Income group: Low • Gross national income per capita: US\$ 1 160

INSTITUTIONAL FRAMEWORK	
Lead agency	National Transport and Safety Authority (NTSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2009–2014)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	2 011 972
Cars and 4-wheeled light vehicles	962 000
Motorized 2- and 3-wheelers	738 219
Heavy trucks	157 306
Buses	95 644
Other	58 803
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

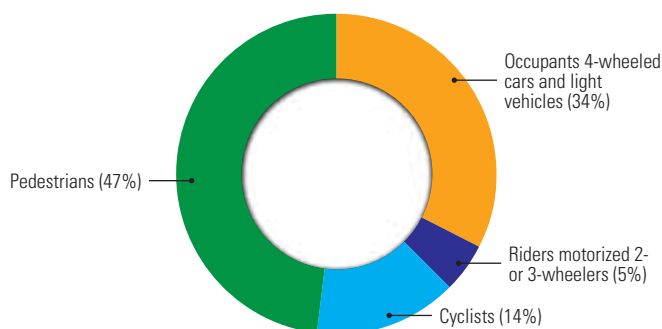
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 191 ^b (65% M, 35%F)
WHO estimated road traffic fatalities	12 891 (95%CI 10 809–14 974)
WHO estimated rate per 100 000 population	29.1
Estimated GDP lost due to road traffic crashes	—

^b Kenya National Police Service. Defined as died within 30 days of crash.

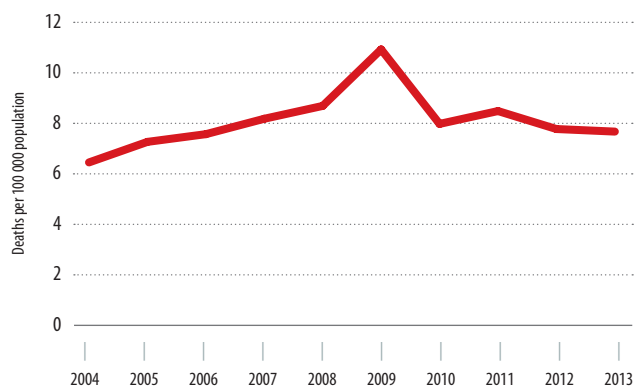
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Kenya National Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Kenya National Traffic Police.

KIRIBATI



Population: 102 351 • Income group: Middle • Gross national income per capita: US\$ 2 620

INSTITUTIONAL FRAMEWORK	
Lead agency	Kiribati Road Safety Task Force
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2010–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	3 452
Cars and 4-wheeled light vehicles	1 926
Motorized 2- and 3-wheelers	701
Heavy trucks	536
Buses	289
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

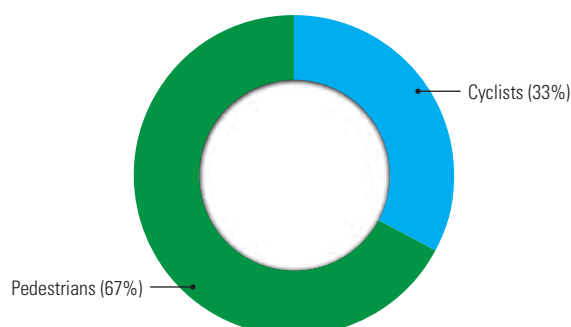
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 ^b (67% M, 33% F)
WHO estimated road traffic fatalities	3
WHO estimated rate per 100 000 population	2.9
Estimated GDP lost due to road traffic crashes	—

^b Combined sources (police and health). Defined as died at scene of crash.

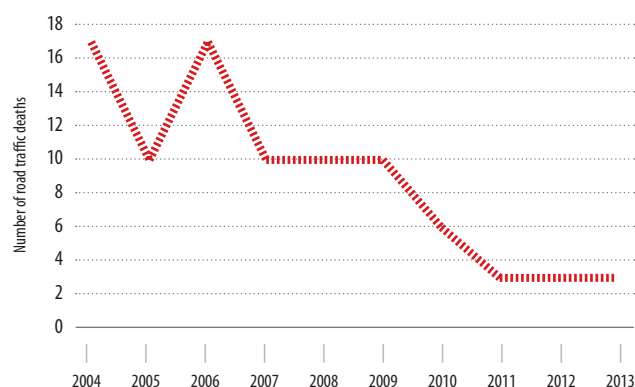
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	60 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
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	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police and health records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police and health records.

KUWAIT



Population: 3 368 572 • Income group: High • Gross national income per capita: US\$ 45 130

INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	15% (2006–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	1 841 416
Cars and 4-wheeled light vehicles	1 670 540
Motorized 2- and 3-wheelers	15 185
Heavy trucks	96 598
Buses	35 410
Other	23 683
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2012)	487 ^b (88% M, 12%F)
WHO estimated road traffic fatalities	629
WHO estimated rate per 100 000 population	18.7
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Health. Defined as unlimited time period following crash.

DEATHS BY ROAD USER CATEGORY



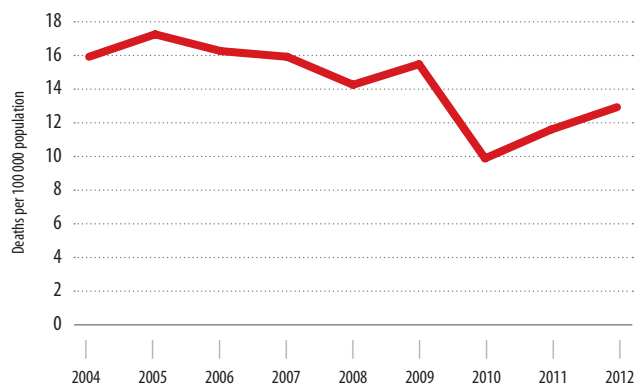
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	45 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on:	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

^d Alcohol consumption legally prohibited.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: 2003–2013, Ministry of Health Report.

KYRGYZSTAN



Population: 5 547 548 • Income group: Middle • Gross national income per capita: US\$ 1 210

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Secretariat Commission under the Government of the Kyrgyz Republic and Main Road Safety Department of Kyrgyz Republic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% decrease and 2 times less during following 5 years (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	958 187
Cars and 4-wheeled light vehicles	777 847
Motorized 2- and 3-wheelers	21 696
Heavy trucks	114 853
Buses	34 561
Other	9 230
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

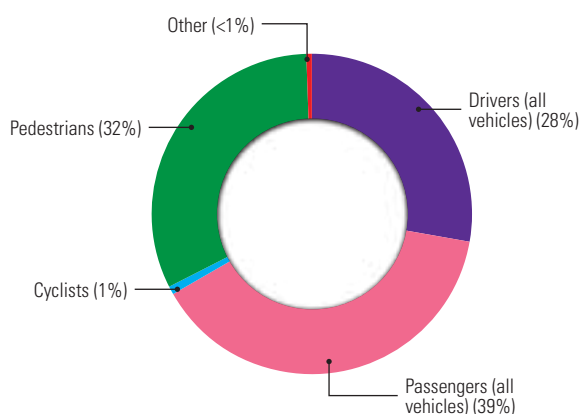
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 220 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 220
WHO estimated rate per 100 000 population	22.0
Estimated GDP lost due to road traffic crashes	—

^b Main Road Safety Department of Kyrgyz Republic. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Main Road Safety Department of Kyrgyz Republic.

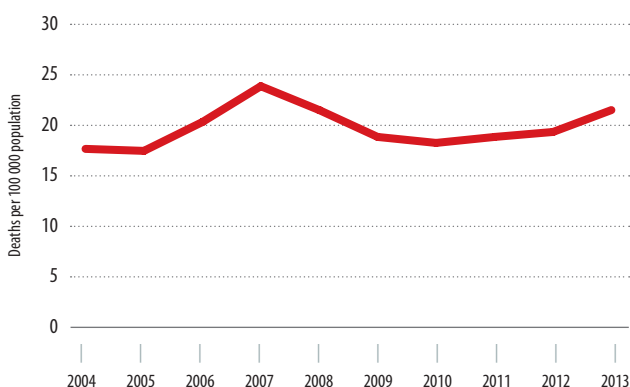
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Can be increased to an unspecified speed in certain cities.

^d Not based on BAC.

^e 2013, Main Road Safety Department of Kyrgyz Republic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Main Road Safety Department of Kyrgyz Republic.

LAO PEOPLE'S DEMOCRATIC REPUBLIC



Population: 6 769 727 • Income group: Middle • Gross national income per capita: US\$ 1 450

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 target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 439 481
Cars and 4-wheeled light vehicles	276 493
Motorized 2- and 3-wheelers	1 120 673
Heavy trucks	38 454
Buses	3 861
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

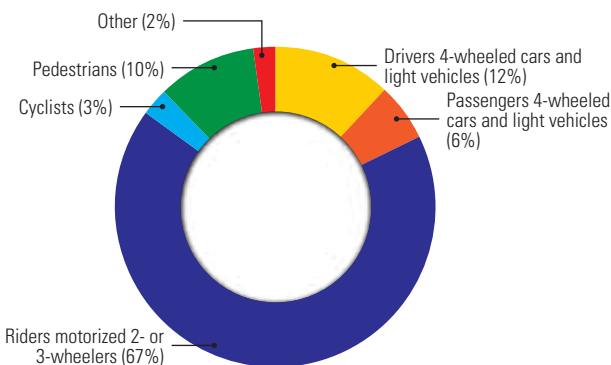
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	1195
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	910 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	971 (95% CI 795–1 147)
WHO estimated rate per 100 000 population	14.3
Estimated GDP lost due to road traffic crashes	2.7% ^c

^b Traffic Police. Defined as died within 3 months of crash.

^c 2005, Asian Development Bank.

DEATHS BY ROAD USER CATEGORY

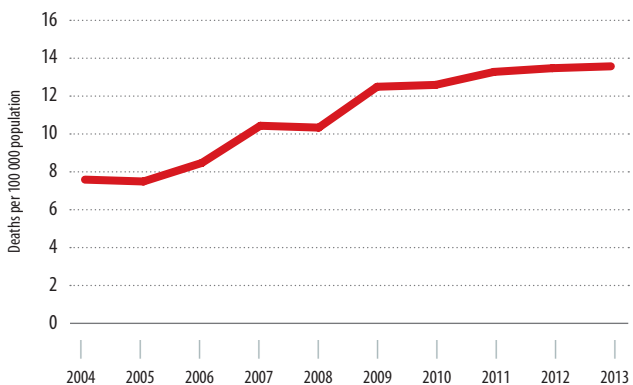


Source: 2013, Traffic Police.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No ^d
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

^d No motorways in the country.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Committee Secretariat.



Population: 2 050 317 • Income group: High • Gross national income per capita: US\$ 15 280

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 target	109 by 2020 (138 by 2016) (2014–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	826 469
Cars and 4-wheeled light vehicles	634 603
Motorized 2- and 3-wheelers	43 588
Heavy trucks	79 899
Buses	4 989
Other	63 390
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	176 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	205
WHO estimated rate per 100 000 population	10.0
Estimated GDP lost due to road traffic crashes	—

^b Road Traffic Accidents Register (State police). Defined as died within 30 days of crash.

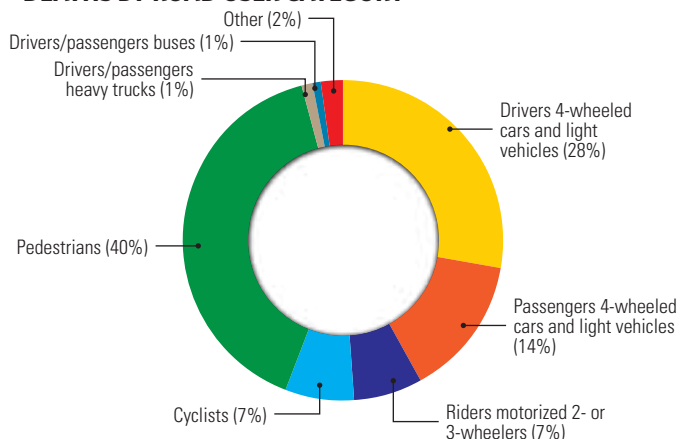
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	83% Front seats ^d , 37% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^c 2013, Road Traffic Accidents Register (State police).

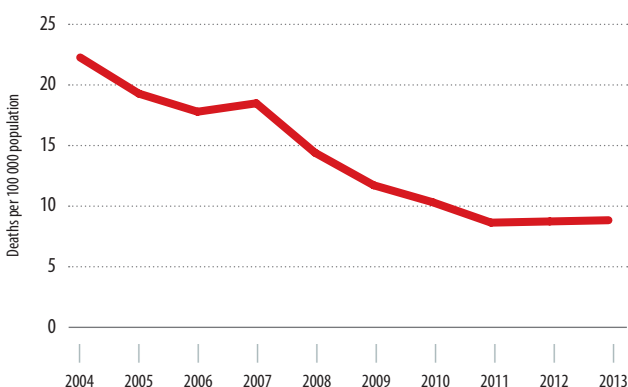
^d 2012, Health Behaviour Survey among Latvian adult population.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road traffic accidents Register (State police).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road traffic accidents Register (State police).

LEBANON



Population: 4 821 971 • Income group: Middle • Gross national income per capita: US\$ 9 870

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 680 011
Cars and 4-wheeled light vehicles	1 429 179
Motorized 2- and 3-wheelers	96 278
Heavy trucks	140 757
Buses	13 797
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	18.0% ^b

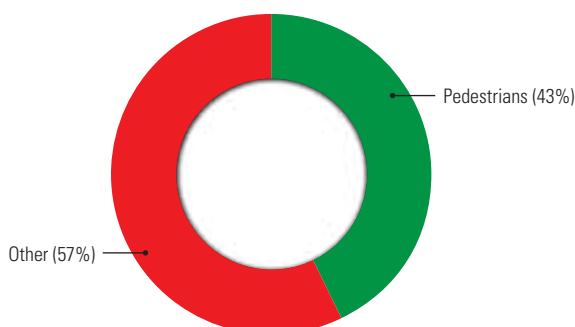
^b February 2012, WHO, Road Safety and Roadmap for Future in Lebanon, p. 42.

DATA	
Reported road traffic fatalities (2013)	649 ^c (77% M, 23%F)
WHO estimated road traffic fatalities	1 088 (95%CI 962–1 215)
WHO estimated rate per 100 000 population	22.6
Estimated GDP lost due to road traffic crashes	3.2–4.8% ^d

^c Directorate General of the Internal Security Forces, Traffic Management Center for Greater Beirut, Urban Transport Development Project. Defined as unlimited time period following crash.

^d May 2004, Proposals and Outlines for a Road Safety Master Plan for Lebanon, SweRoad, Sida Ref No: 2000 – 04865, page 25.

DEATHS BY ROAD USER CATEGORY

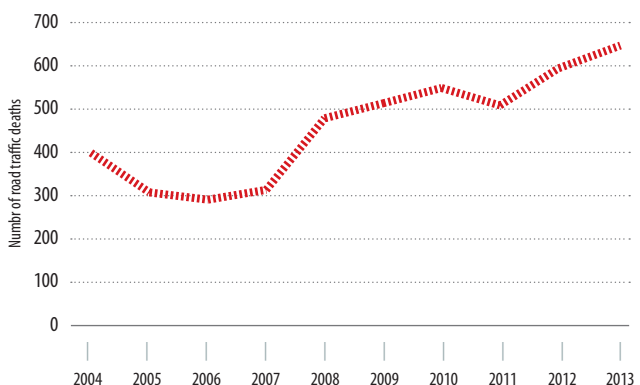


Source: Directorate General of the Internal Security Forces, Traffic Management Center for Greater Beirut, Urban Transport Development Project (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
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	0.00 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	14% Drivers ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^e 2004, WHO/ MoPH/ MoI/ AUB, Study on Road Safety in Lebanon, May 2004.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of the Internal Security Forces, Traffic Management Center for Greater Beirut, Urban Transport Development Project.

LESOTHO



Population: 2 074 465 • Income group: Middle • Gross national income per capita: US\$ 1 500

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 target	50% (2013–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	122 997
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

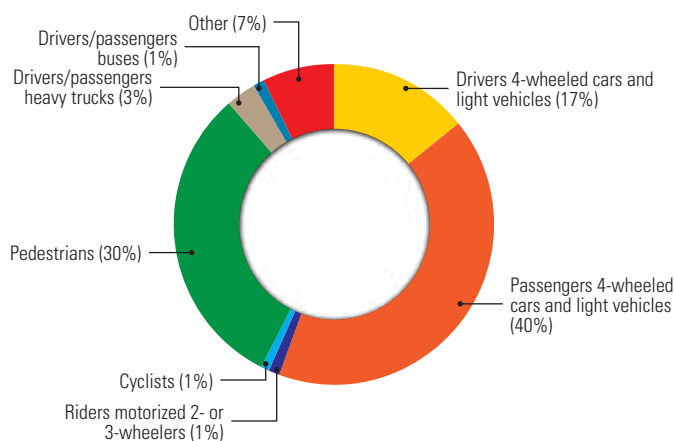
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	327 ^b (33% M, 14%F)
WHO estimated road traffic fatalities	584 (95%CI 491–677)
WHO estimated rate per 100 000 population	28.2
Estimated GDP lost due to road traffic crashes	—

^b Police Report. Defined as died within 30 days of crash.

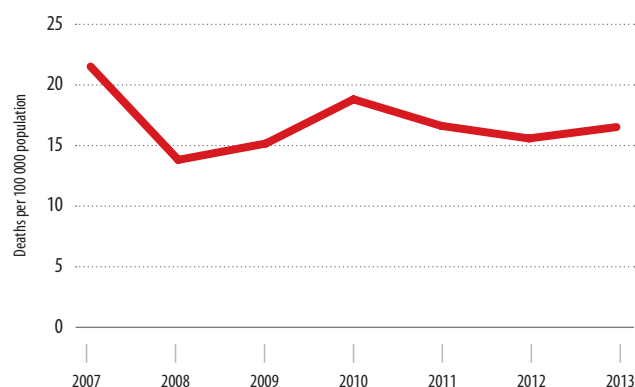
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Police Report (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Reports.

LIBERIA



Population: 4 294 077 • Income group: Low • Gross national income per capita: US\$ 410

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	—
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2012	1 085 075
Cars and 4-wheeled light vehicles	1 073 438
Motorized 2- and 3-wheelers	3 780
Heavy trucks	396
Buses	7 461
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

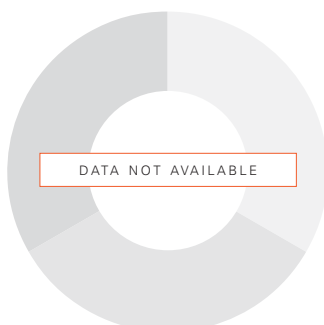
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	—
WHO estimated road traffic fatalities	1 448 (95%CI 1 144–1 752)
WHO estimated rate per 100 000 population	33.7
Estimated GDP lost due to road traffic crashes	—

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	~56 km/h
Max motorway speed limit	~72 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	No
Enforcement	① 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	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS





Population: 6 201 521 • Income group: Middle • Gross national income per capita: US\$ 12 930

INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Traffic and Licensing
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	3–5% annually (2008–2011)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	—

SAFER VEHICLES	
Total registered vehicles for 2013	3 553 497
Cars and 4-wheeled light vehicles	2 821 285
Motorized 2- and 3-wheelers	1 828
Heavy trucks	624 243
Buses	8 248
Other	97 893
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

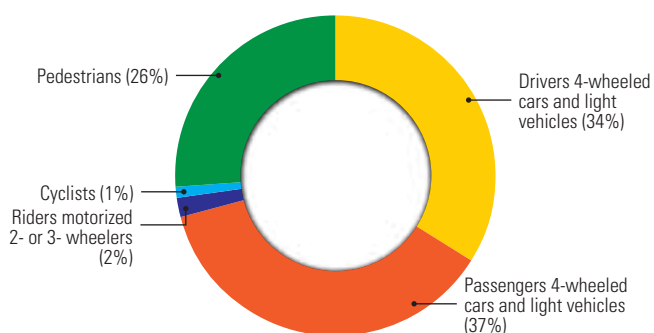
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	1515
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 606 ^b (83% M, 17% F)
WHO estimated road traffic fatalities	4 554 (95%CI 3 973–5 136)
WHO estimated rate per 100 000 population	73.4
Estimated GDP lost due to road traffic crashes	—

^b Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing. Defined as died within 48 hours of crash.

DEATHS BY ROAD USER CATEGORY



Source: Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing (data from 2013).

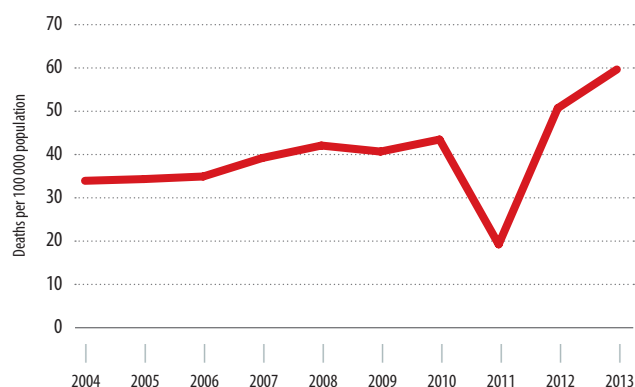
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	85 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^{c,d}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

^d Alcohol consumption legally prohibited.

^e Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing (data from 2013).

LITHUANIA



Population: 3 016 933 • Income group: High • Gross national income per capita: US\$ 14 900

INSTITUTIONAL FRAMEWORK

Lead agency	State Traffic Safety Commission
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% from 92 to 60 deaths per 1 million (2011–2017)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2012	1 984 496
Cars and 4-wheeled light vehicles	1 753 407
Motorized 2- and 3-wheelers	64 249
Heavy trucks	138 935
Buses	13 107
Other	14 798
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

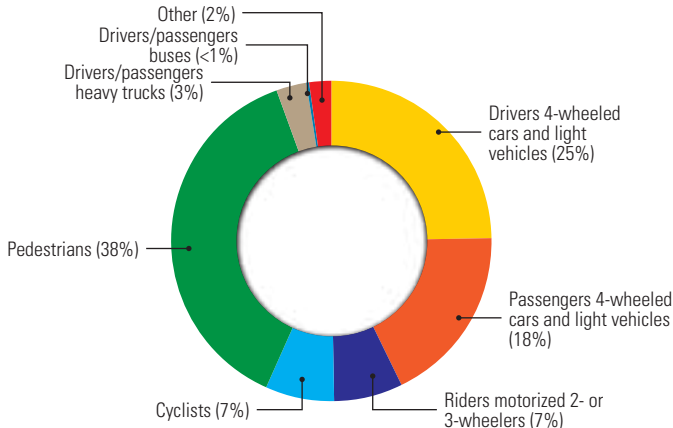
DATA

Reported road traffic fatalities (2013)	256 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	320
WHO estimated rate per 100 000 population	10.6
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior). Defined as died within 30 days of crash.

^c 2013, Institute of Road and Transport Research.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

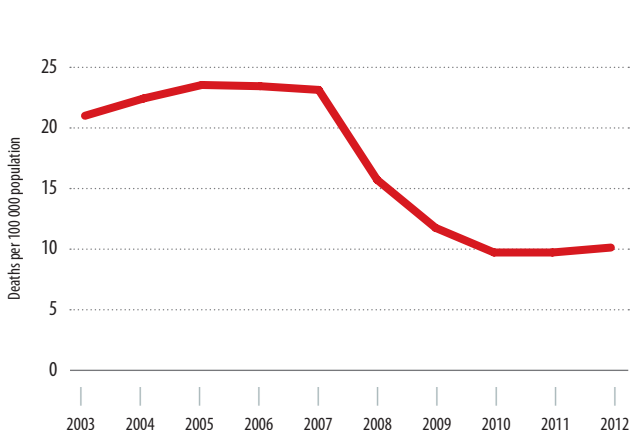
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
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	0.00 g/dl
Random breath testing carried out	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	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to an unspecified limit.

^e 2013, Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

LUXEMBOURG



Population: 530 380 • Income group: High • Gross national income per capita: US\$ 69 900

INSTITUTIONAL FRAMEWORK	
Lead agency	Minsitry of Sustainable Development and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2014	431 245
Cars and 4-wheeled light vehicles	390 882
Motorized 2- and 3-wheelers	25 753
Heavy trucks	12 851
Buses	1 759
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	3.7% ^b

^b 2010, Association of Accident Insurances.

DATA	
Reported road traffic fatalities (2013)	45 ^c (76% M, 24% F)
WHO estimated road traffic fatalities	46
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

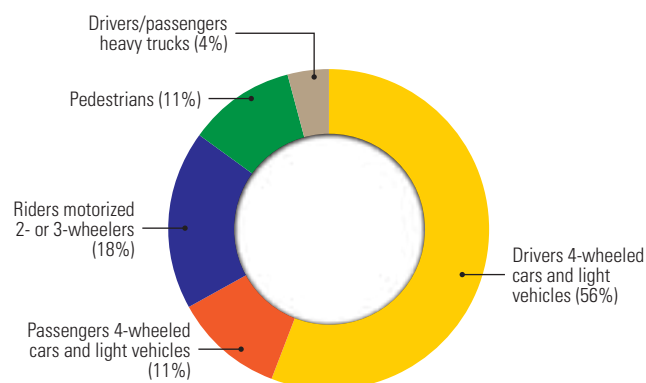
^c Statec-Police Grand-Ducale. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	22% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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 ^e , 60% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d 2013, Statec-Police Grand-Ducale.

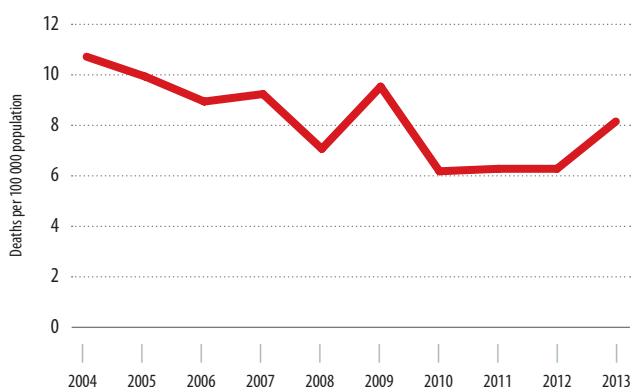
^e 2003, ILRES survey.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statec-Police Grand-Ducale.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statec-Police Grand-Ducale.

MADAGASCAR



Population: 22 924 851 • Income group: Low • Gross national income per capita: US\$ 440

INSTITUTIONAL FRAMEWORK	
Lead agency	Intersectoral Commission for Road Safety (CISR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5% (2014–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	219 576
Cars and 4-wheeled light vehicles	122 641
Motorized 2- and 3-wheelers	44 129
Heavy trucks	22 589
Buses	30 217
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	609 ^b
WHO estimated road traffic fatalities	6 506 (95%CI 5 361–7 650)
WHO estimated rate per 100 000 population	28.4
Estimated GDP lost due to road traffic crashes	—

^b Combined sources. Defined as died within 24 hours of crash.

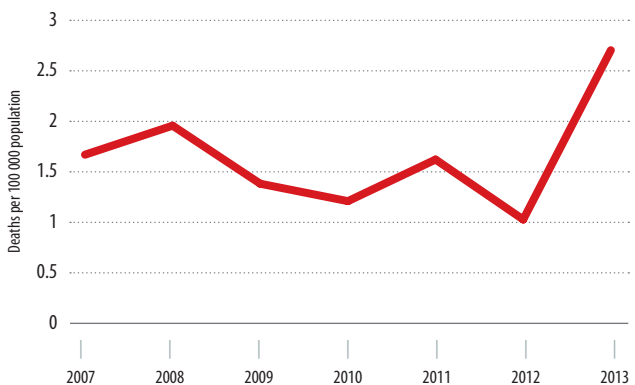
DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c 50km/h but can be modified up to 80km/h.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police and Hospital Records.

MALAWI



Population: 16 362 567 • Income group: Low • Gross national income per capita: US\$ 270

INSTITUTIONAL FRAMEWORK	
Lead agency	Directorate of Road Traffic and Safety Services
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2014–2019)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles until June 2014	437 416
Cars and 4-wheeled light vehicles	332 542
Motorized 2- and 3-wheelers	24 943
Heavy trucks	51 518
Buses	28 413
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

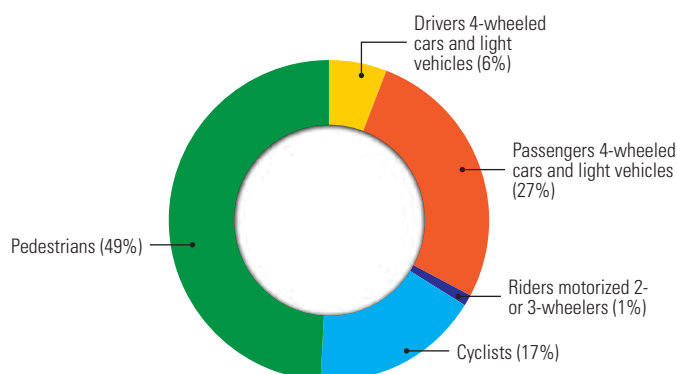
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	977 ^b (84% M, 16%F)
WHO estimated road traffic fatalities	5 732 (95%CI 4 606–6 858)
WHO estimated rate per 100 000 population	35.0
Estimated GDP lost due to road traffic crashes	—

^b Malawi Traffic Police Services. Defined as died within 30 days of crash.

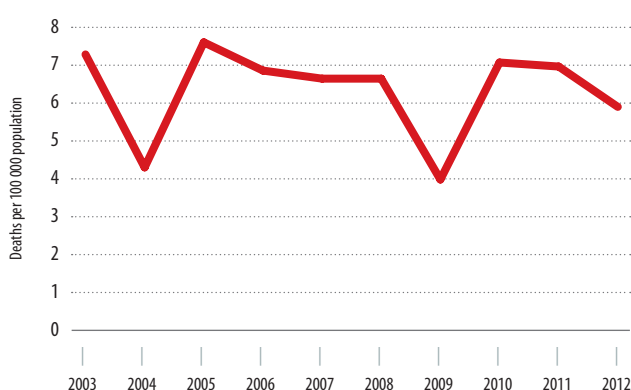
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Accident Database (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office.

MALAYSIA



Population: 29 716 965 • Income group: Middle • Gross national income per capita: US\$ 10 430

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department, Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	23 819 256
Cars and 4-wheeled light vehicles	10 689 450
Motorized 2- and 3-wheelers	11 087 878
Heavy trucks	1 116 167
Buses	62 784
Other	862 977
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

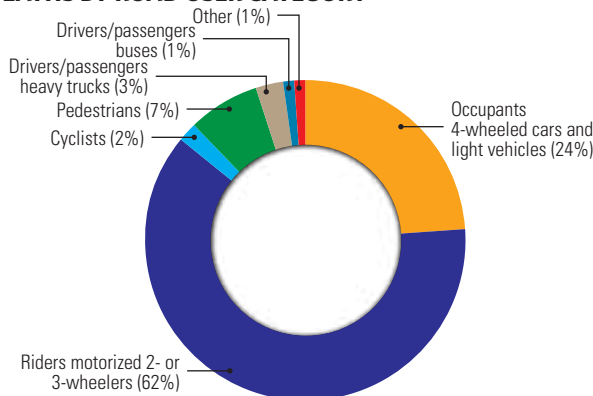
DATA

Reported road traffic fatalities (2013)	6 915 ^b (85% M, 15% F)
WHO estimated road traffic fatalities	7 129 (95% CI 6 050–8 209)
WHO estimated rate per 100 000 population	24
Estimated GDP lost due to road traffic crashes	1.5% ^c

^b Royal Malaysian Police. Defined as died within 30 days of crash.

^c 2013, Malaysian Institute on Road Safety Research (MIROS).

DEATHS BY ROAD USER CATEGORY



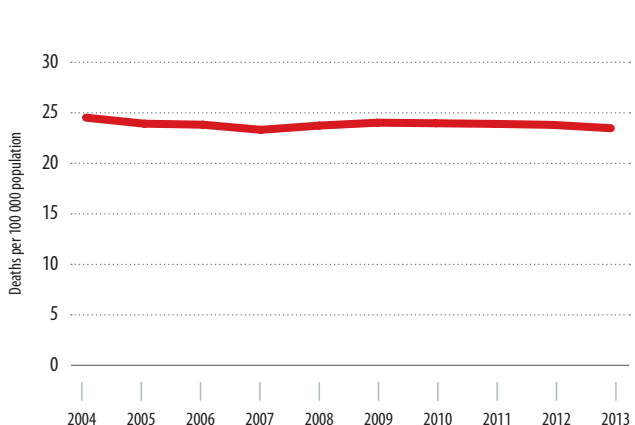
Source: 2013, Royal Malaysian Police.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	23% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	97% Drivers ^e , 89% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (4) 5 6 7 8 9 10
Seat-belt wearing rate	77% Front seats ^e , 13% Rear seats ^e
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

^d 2010, Malaysian Institute on Road Safety Research (MIROS).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Malaysian Institute on Road Safety Research (MIROS).

MALDIVES



Population: 345 023 • Income group: Middle • Gross national income per capita: US\$ 5 600

INSTITUTIONAL FRAMEWORK	
Lead agency	Transport Authority, Ministry of Economic Development
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	No
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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	61 412
Cars and 4-wheeled light vehicles	10 256
Motorized 2- and 3-wheelers	50 775
Heavy trucks	145
Buses	140
Other	96
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	12 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	12
WHO estimated rate per 100 000 population	3.5
Estimated GDP lost due to road traffic crashes	—

^b Maldives Police Service. Defined as unlimited time period following crash.

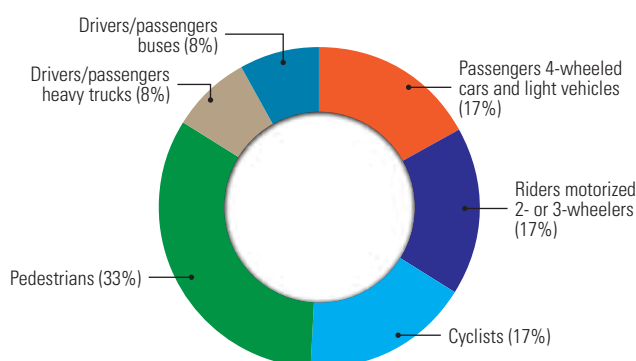
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	30 km/h ^c
Max rural speed limit	30 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	No ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes ^e
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes ^e
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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

^c May be increased to an unspecified speed. The speed limit for two-wheeled vehicles is 25 km/h.

^d Alcohol consumption legally prohibited.

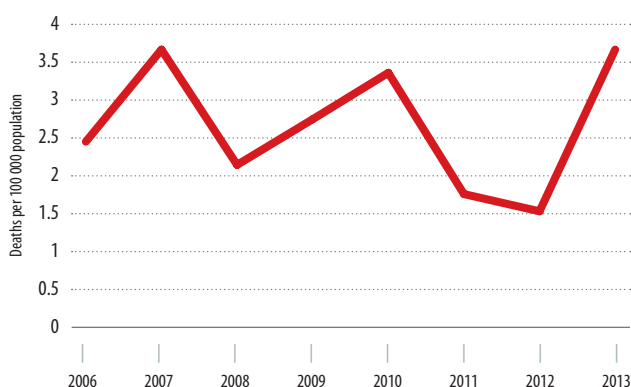
^e Only required on roads where vehicles may be driven at a speed higher than the normal limit.

DEATHS BY ROAD USER CATEGORY



Source: Maldives Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Maldives Police Service.



Population: 15 301 650 • Income group: Low • Gross national income per capita: US\$ 670

INSTITUTIONAL FRAMEWORK	
Lead agency	National Agency of Road Safety (ANASER)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	289 828
Cars and 4-wheeled light vehicles	162 481
Motorized 2- and 3-wheelers	48 369
Heavy trucks	18 220
Buses	26 150
Other	34 608
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	20 23 99 86
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	529 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	3 920 (95%CI 3 193–4 648)
WHO estimated rate per 100 000 population	25.6
Estimated GDP lost due to road traffic crashes	—

^b National Agency of Road Safety. Defined as died within 30 days of crash.

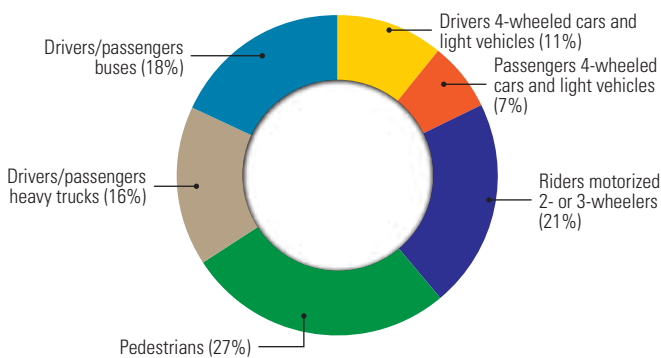
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	18% All riders ^d
National seat-belt law	No ^e
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Alcohol consumption legally prohibited.

^d Result of Polls conducted by ANASER (data from 2012).

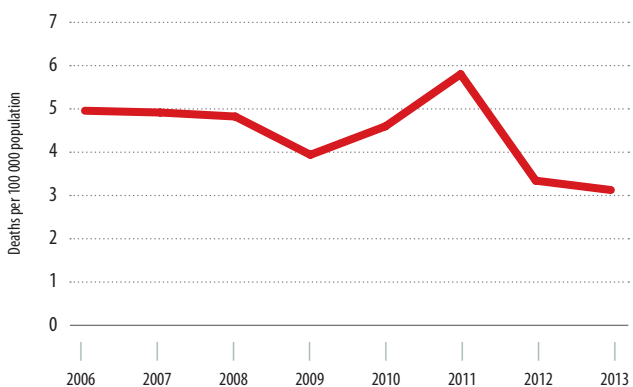
^e Seat-belts are only required outside cities.

DEATHS BY ROAD USER CATEGORY



Source: National Agency of Road Safety (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: ANASER/Direction National des Transports/Police/ Gendarmerie/INSTAT.

MALTA



Population: 429 004 • Income group: High • Gross national income per capita: US\$ 20 980

INSTITUTIONAL FRAMEWORK	
Lead agency	Transport Malta
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2014–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	322 960
Cars and 4-wheeled light vehicles	288 552
Motorized 2- and 3-wheelers	16 901
Heavy trucks	10 926
Buses	1 705
Other	4 876
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

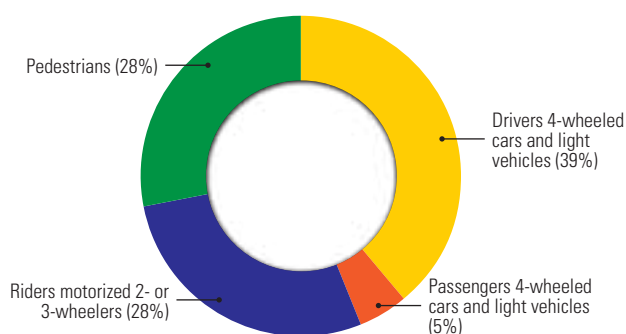
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	18 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	22
WHO estimated rate per 100 000 population	5.1
Estimated GDP lost due to road traffic crashes	—

^b National Statistics Office. Defined as died within 30 days of crash.

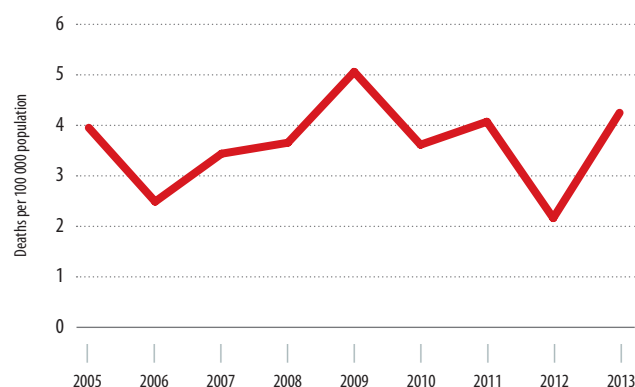
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office.

MARSHALL ISLANDS



Population: 52 634 • Income group: Middle • Gross national income per capita: US\$ 4 310

INSTITUTIONAL FRAMEWORK	
Lead agency	Marshall Island Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Yes (not specified)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	2 116
Cars and 4-wheeled light vehicles	1 917
Motorized 2- and 3-wheelers	52
Heavy trucks	26
Buses	63
Other	58
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

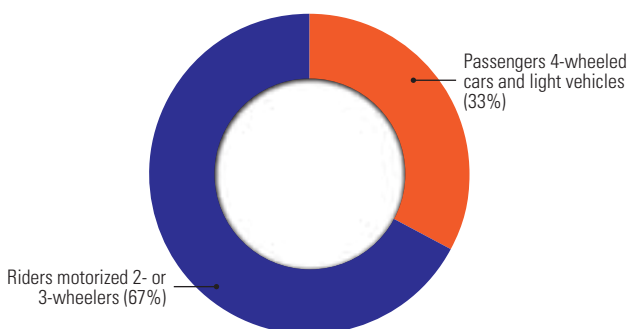
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 ^b (100% M)
WHO estimated road traffic fatalities	3
WHO estimated rate per 100 000 population	5.7
Estimated GDP lost due to road traffic crashes	—

^b Vital Records Information System, Ministry of Health. Defined as - Police reported within 24 hours but the official death will be based on the assessment of the attending physician.

DEATHS BY ROAD USER CATEGORY



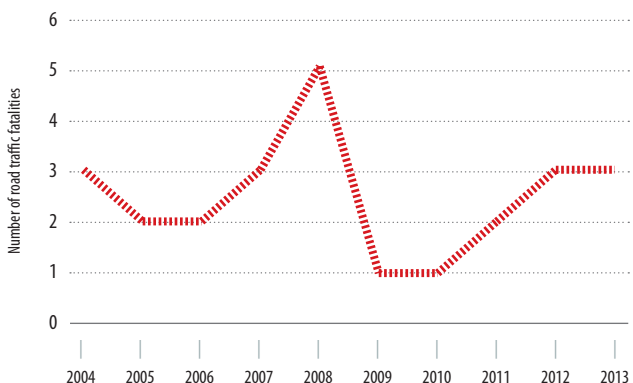
Source: 2013, Ministry of Health Vital Statistics.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	~64 km/h
Max motorway speed limit	~64 km/h
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	—
Enforcement	—
% road traffic deaths involving alcohol	100% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 ⑩
Helmet wearing rate	98% Drivers ^d 98% Passengers ^d
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

^c 2013, Marshall Islands Police Force and Ministry of Health.

^d 2013, Marshall Islands Police Force and Ministry of Justice.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health Vital Statistics.

MAURITANIA



Population: 3 889 880 • Income group: Middle • Gross national income per capita: US\$ 1 060

INSTITUTIONAL FRAMEWORK	
Lead agency	Directorate of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	25% (2012–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	416 190
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	204 ^b
WHO estimated road traffic fatalities	952 (95%CI 788–1 116)
WHO estimated rate per 100 000 population	24.5
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Equipment and Transport. Defined as died within 30 days of crash.

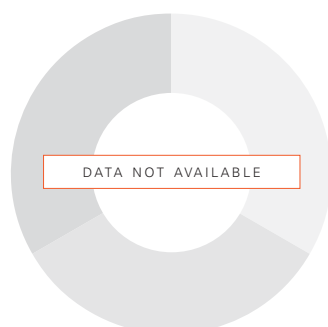
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^{c,d}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
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
Law requires helmet to be fastened	No
Law refers to helmet standard	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 ^e
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Not based on BAC.

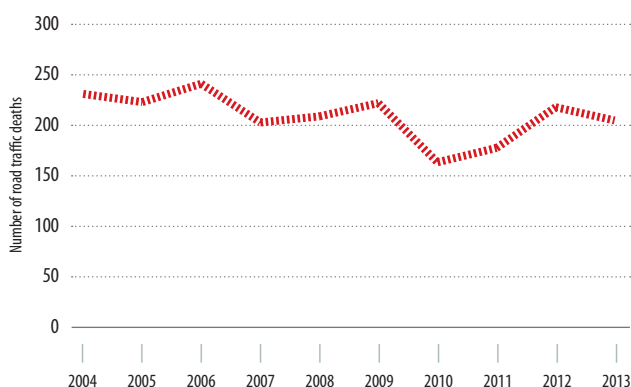
^d Alcohol consumption legally prohibited.

^e Seat-belts on rear seats only required outside urban areas.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Equipment and Transport.

MAURITIUS



Population: 1 244 403 • Income group: Middle • Gross national income per capita: US\$ 9 290

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Management and Road Safety Unit
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	443 495
Cars and 4-wheeled light vehicles	237 055
Motorized 2- and 3-wheelers	180 785
Heavy trucks	14 061
Buses	2 963
Other	8 631
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	114
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	136 ^b (78% M, 22%F)
WHO estimated road traffic fatalities	152
WHO estimated rate per 100 000 population	12.2
Estimated GDP lost due to road traffic crashes	—

^b Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, April 2014. Defined as died within 30 days of crash.

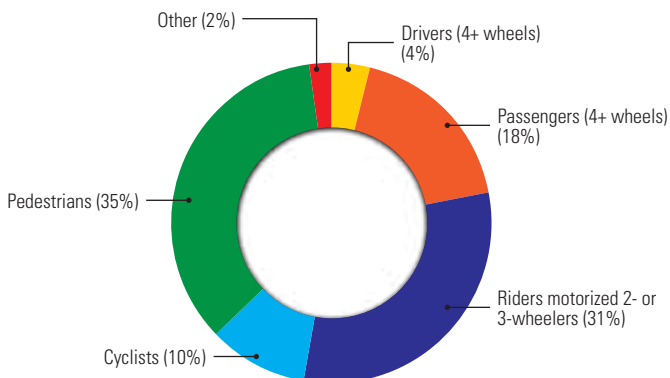
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	24% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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 , <1% Rear seats ^d
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Police Road Safety Unit (data from 2013).

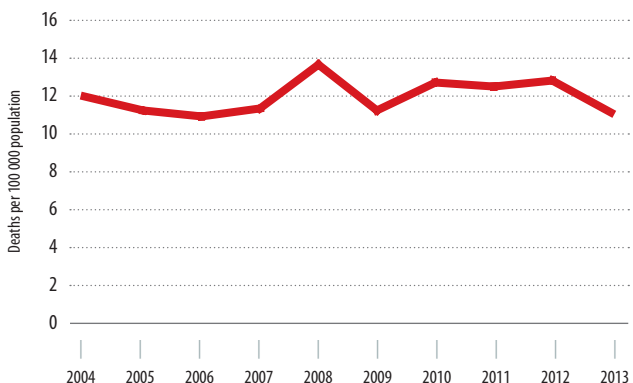
^d Traffic Management and Road Safety Unit (data from 2011).

DEATHS BY ROAD USER CATEGORY



Source: Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, Issue No. 1102, April 2014 (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, Issue No. 1102, April 2014.

MEXICO



Population: 122 332 399 • Income group: Middle • Gross national income per capita: US\$ 9 940

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% of the projected mortality in 2020, taking into consideration that no actions will take place (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	35 005 913
Cars and 4-wheeled light vehicles	23 644 820
Motorized 2- and 3-wheelers	1 589 708
Heavy trucks	9 429 827
Buses	341 558
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	16.4% ^b

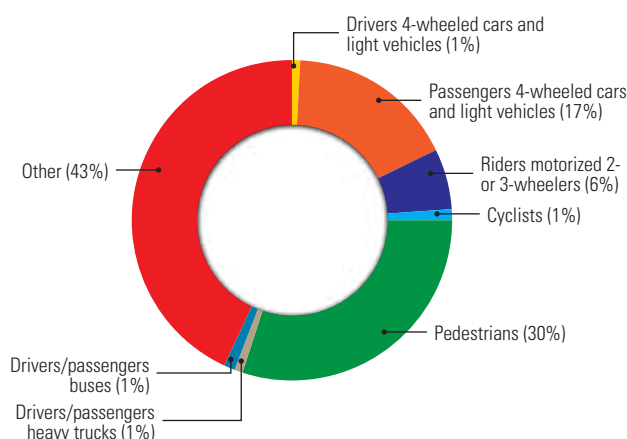
^b 2012, National Health and Nutrition Survey (ENSANUT).

DATA	
Reported road traffic fatalities (2012)	17 653 ^c (79% M, 21%F)
WHO estimated road traffic fatalities	15 062
WHO estimated rate per 100 000 population	12.3
Estimated GDP lost due to road traffic crashes	2.2% ^d

^c Mortality Statistics, National Institute of Statistics Geography and Informatics (INEGI). Define as unlimited time period following crash.

^d IMT, Statistical Yearbook of Accidents on Federal Highways, 2011; The World Bank, GDP per capita in USD.

DEATHS BY ROAD USER CATEGORY



Source: INEGI, General Mortality Statistics, according to the international classification ICD-10/2 (data from 2012).

SAFER ROAD USERS*	
Speed limit law	Yes
Max urban speed limit	20–70 km/h
Max rural speed limit	20–90 km/h
Max motorway speed limit	40–110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Drink–driving law	Yes ^e
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^f
Motorcycle helmet law	No
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	71% Drivers ^g , 16% Passengers ^g
Seat-belt law	No
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	36% Front seats ^g , 13% Rear seats ^g
Child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% children using child restraints	12% ^h
Law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
Drug-driving law	Yes

^e Not based on BAC in 19 out of 32 states.

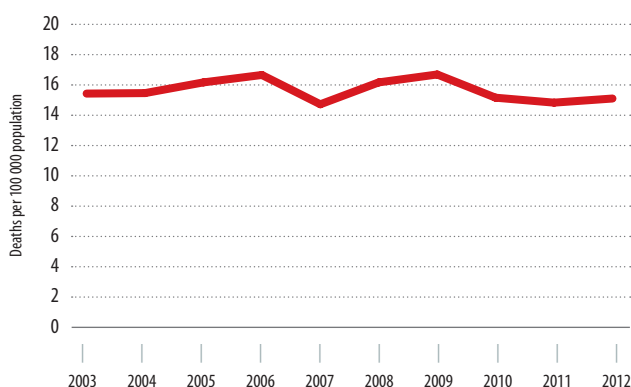
^f 2012, Epidemiological Surveillance Systems of Addictions.

^g 2014, STCONAPRA.

^h 2012, ENSANUT.

* These data take into consideration subnational laws. However, local authorities provide specific laws on a number of risk factors within their jurisdictions. Data at municipal level were not considered for this report.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: INEGI, General Mortality Statistics, according to ICD-10/2

MICRONESIA (FEDERATED STATES OF)



Population: 103 549 • Income group: Middle • Gross national income per capita: US\$ 3 280

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

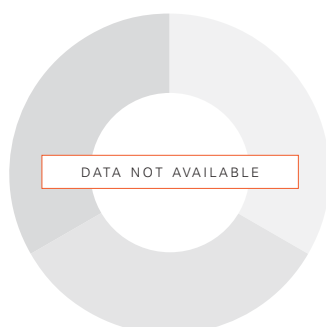
DATA	
Reported road traffic fatalities (2013)	2 ^b (100% M)
WHO estimated road traffic fatalities	2
WHO estimated rate per 100 000 population	1.9
Estimated GDP lost due to road traffic crashes	—

^b Department of Health and Social Affairs, Pohnpei and Yap States only. Defined as died within 24 hours of crash.

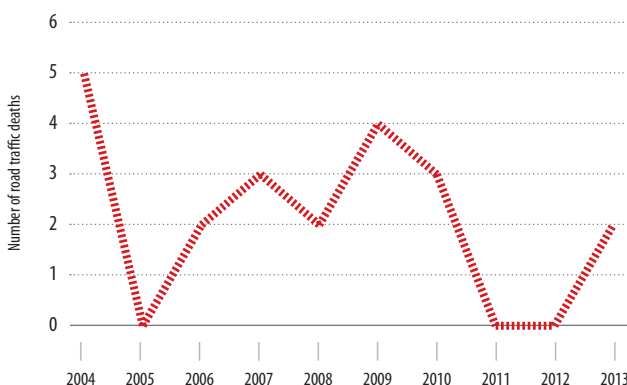
SAFER ROAD USERS	
National speed limit law	Subnational ^c
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Subnational ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Subnational ^c
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Subnational ^c
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Subnational ^c
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

^c All legislation is subnational.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Department of Health and Social Affairs, deaths in Pohnpei and Yap States only.



Population: 37 831 • Income group: High • Gross national income per capita: US\$ 186 950

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Public Works, the Environment and Urban Development
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	41 055
Cars and 4-wheeled light vehicles	30 453
Motorized 2- and 3-wheelers	9 295
Heavy trucks	962
Buses	122
Other	223
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

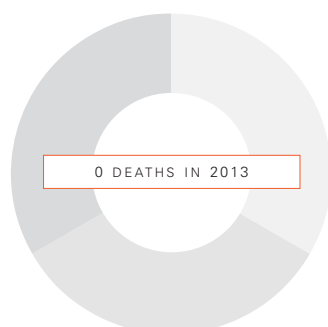
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	0 ^b
WHO estimated road traffic fatalities	0
WHO estimated rate per 100 000 population	0.0
Estimated GDP lost due to road traffic crashes	—

^b Police. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	100% All riders
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police.

MONGOLIA



Population: 2 839 073 • Income group: Middle • Gross national income per capita: US\$ 3 770

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Road and Transportation, Department of Road Transportation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2012–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	675 064
Cars and 4-wheeled light vehicles	491 771
Motorized 2- and 3-wheelers	25 771
Heavy trucks	151 530
Buses	5 992
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	579 ^b , (79% M, 21% F)
WHO estimated road traffic fatalities	597 (95% CI 538–656)
WHO estimated rate per 100 000 population	21
Estimated GDP lost due to road traffic crashes	—

^b Health Indicators 2013, Center for Health Development. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
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 ^c
BAC limit – young or novice drivers	< 0.04 g/dl ^c
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Helmet wearing rate	7% 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	42% Drivers ^f
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

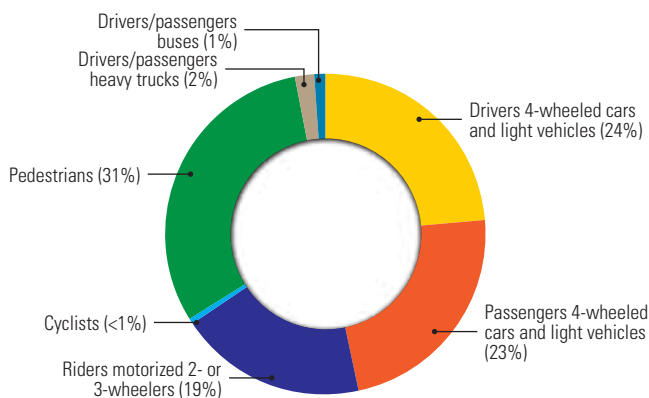
^c Law based on breath alcohol concentration, values converted to BAC.

^d 2013, Traffic fault and injury statistics 3rd edition.

^e 2014, The injury and death situation of motorbikes in countryside of Mongolia.

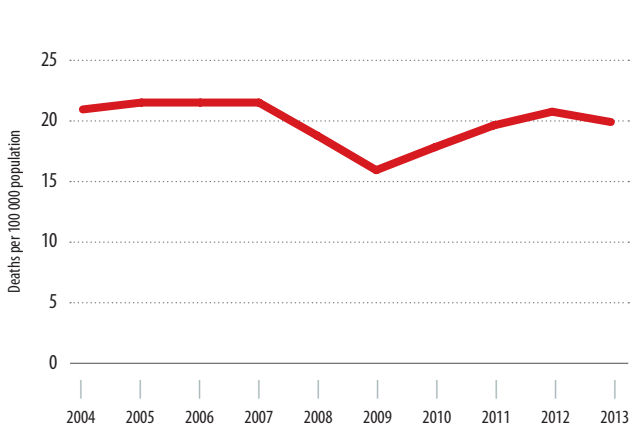
^f 2010, Research result of driver behavior when driving.

DEATHS BY ROAD USER CATEGORY



Source: Health Indicators 2013, Center for Health Development.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Health Indicators 2013, Center for Health Development.

MONTENEGRO



Population: 621 383 • Income group: Middle • Gross national income per capita: US\$ 7 250

INSTITUTIONAL FRAMEWORK	
Lead agency	Coordination Body for Monitoring the Implementation of Strategy for the Improving of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% by 2019 (2010–2019)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	201 229
Cars and 4-wheeled light vehicles	179 621
Motorized 2- and 3-wheelers	5 046
Heavy trucks	15 093
Buses	1 246
Other	223
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	74 ^b (62% M, 14% F)
WHO estimated road traffic fatalities	74
WHO estimated rate per 100 000 population	11.9
Estimated GDP lost due to road traffic crashes	—

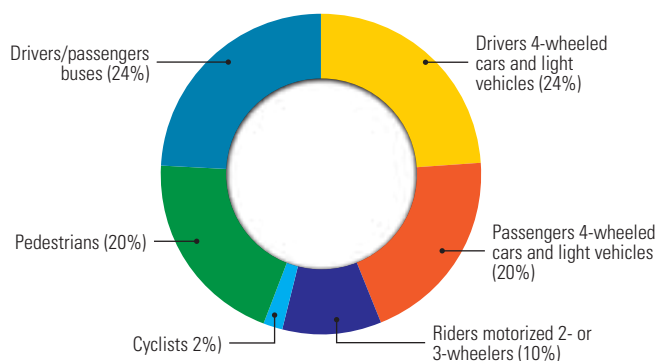
^b Police Directorate. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	80% Drivers ^d , 50% 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	40–50% Front seats ^d , 5% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	Yes

^c Can be increased up to 80 km/h.

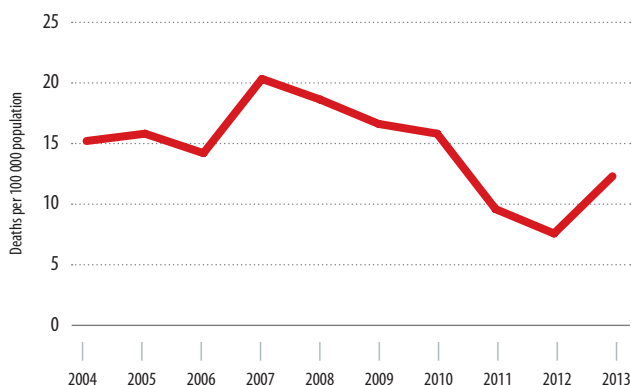
^d 2013, Police Directorate.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

MOROCCO



Population: 33 008 150 • Income group: Middle • Gross national income per capita: US\$ 3 020

INSTITUTIONAL FRAMEWORK		
Lead agency	Directorate of Road Transport and Road Safety, Ministry Works, Transport and Logistics	
Funded in national budget	Yes	
National road safety strategy	Yes	
Funding to implement strategy	Fully funded	
Fatality reduction target	No	

SAFER ROADS AND MOBILITY		
Formal audits required for new road construction projects	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 and protect VRUs	Yes	

SAFER VEHICLES		
Total registered vehicles for 2013	3 286 421	
Cars and 4-wheeled light vehicles	2 314 826	
Motorized 2- and 3-wheelers	38 792	
Heavy trucks	818 168	
Buses	10 579	
Other	104 056	
Vehicle standards applied ^a		
Frontal impact standard	No	
Electronic stability control	No	
Pedestrian protection	No	

^a UNECE WP29.

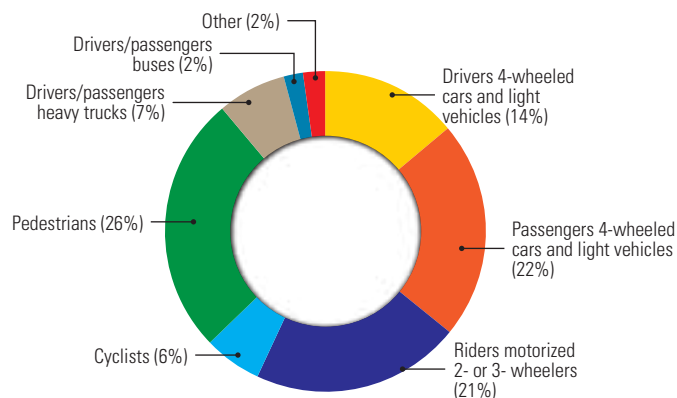
POST-CRASH CARE		
Emergency room injury surveillance system	No	
Emergency access telephone numbers	141	
Permanently disabled due to road traffic crash	—	

DATA		
Reported road traffic fatalities (2013)	3 832 ^b (83% M, 17% F)	
WHO estimated road traffic fatalities	6 870 (95%CI 5 831–7 910)	
WHO estimated rate per 100 000 population	20.8	
Estimated GDP lost due to road traffic crashes	2.0% ^c	

^b Directorate of Roads, Ministry of Works, Transport and Logistics. Defined as died within 30 days of crash.

^c 2012, « Bilan décennal des accidents de la circulation au Maroc 2000–2010 », National Committee for Traffic Accidents (CNPAC).

DEATHS BY ROAD USER CATEGORY



Source: Directorate of Roads, Ministry of Works, Transport and Logistics (data from 2013).

SAFER ROAD USERS		
National speed limit law	Yes	
Max urban speed limit	60 km/h	
Max rural speed limit	100 km/h	
Max motorway speed limit	120 km/h	
Local authorities can modify limits	Yes	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
National drink–driving law	Yes ^d	
BAC limit – general population	< 0.02 g/dl	
BAC limit – young or novice drivers	< 0.02 g/dl	
Random breath testing carried out	Yes	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
% road traffic deaths involving alcohol	3% ^e	
National motorcycle helmet law	Yes	
Applies to drivers and passengers	Yes	
Law requires helmet to be fastened	Yes	
Law refers to helmet standard	Yes	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
Helmet wearing rate	43% Drivers ^f , 8% Passengers ^f	
National seat-belt law	Yes	
Applies to front and rear seat occupants	No ^g	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
Seat-belt wearing rate	50% Drivers ^f , 46% Front seats ^f	
National child restraint law	No	
Restrictions on children sitting in front seat	Yes	
Child restraint law based on	—	
Enforcement	—	
% children using child restraints	—	
National law on mobile phone use while driving	Yes	
Law prohibits hand-held mobile phone use	Yes	
Law also applies to hands-free phones	No	
National drug-driving law	Yes	

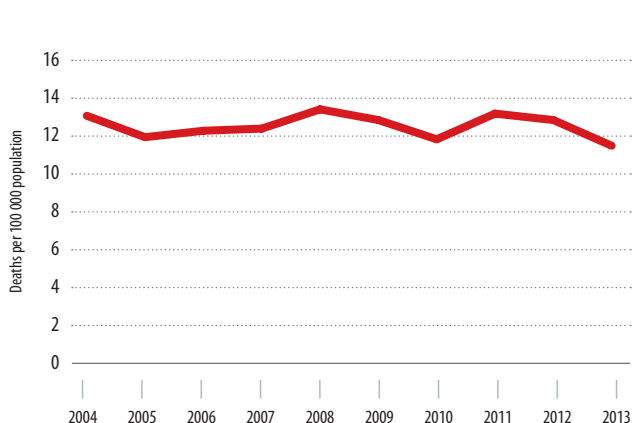
^d Alcohol consumption legally prohibited.

^e Directorate of Roads, Ministry of Works, Transport and Logistics (data from 2011).

^f 2011, Study on the Measurement of Behavioural Indicators of Road Users, National Committee for the Prevention of Traffic Accidents.

^g Law applies to rear seats only outside urban areas.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Equipment, Transport and Logistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Equipment, Transport and Logistics.

MOZAMBIQUE



Population: 25 833 752 • Income group: Low • Gross national income per capita: US\$ 610

INSTITUTIONAL FRAMEWORK	
Lead agency	National Institute of Land Transport (INATTER)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2011–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	542 336
Cars and 4-wheeled light vehicles	459 604
Motorized 2- and 3-wheelers	64 987
Heavy trucks	12 944
Buses	0
Other	4 801
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

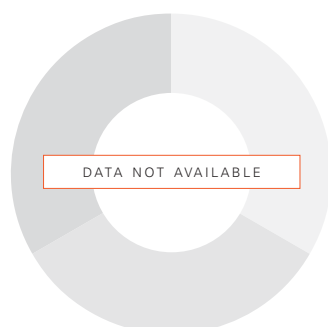
DATA	
Reported road traffic fatalities (2013)	1 744 ^b (80% M, 20%F)
WHO estimated road traffic fatalities	8 173 (95%CI 6 502–9 843)
WHO estimated rate per 100 000 population	31.6
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police of Mozambique. Defined as died within 30 days of crash.

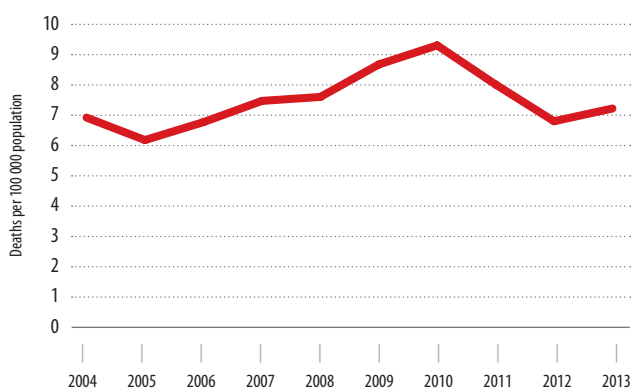
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	120 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.06 g/dl
BAC limit – young or novice drivers	< 0.06 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c 60km/h within towns and 120km/h outside of towns.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Land Transport (INATTER).

MYANMAR



Population: 53 259 018 • Income group: Low • Gross national income per capita: US\$ —

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Rules Enforcement Supervisory Committee (TRES)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2014	4 310 112
Cars and 4-wheeled light vehicles	386 049
Motorized 2- and 3-wheelers	3 712 220
Heavy trucks	127 947
Buses	22 253
Other	61 643
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	192
Permanently disabled due to road traffic crash	—

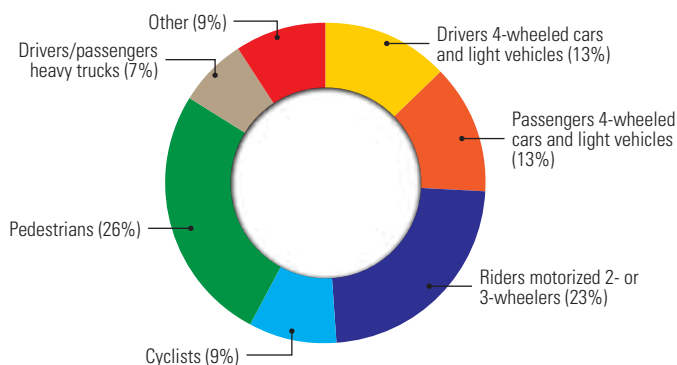
DATA

Reported road traffic fatalities (2013)	3 612 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	10 809 (95%CI 8 790–12 829)
WHO estimated rate per 100 000 population	20.3
Estimated GDP lost due to road traffic crashes	0.5% ^c

^b Myanmar Police Force. Defined as died within 30 days of crash.

^c University of Economics (data from 2008).

DEATHS BY ROAD USER CATEGORY



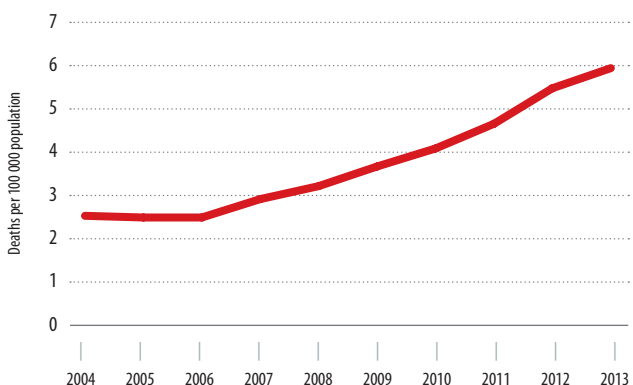
Source: Myanmar Police Force (data from 2010).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	48 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	48–51% All riders ^d
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

^d Department of Health, Study carried out by Yangon Hospital (data from 2011).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Myanmar Police Force.

NAMIBIA



Population: 2 303 315 • Income group: Middle • Gross national income per capita: US\$ 5 870

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 target	5% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2012	280 583
Cars and 4-wheeled light vehicles	257 378
Motorized 2- and 3-wheelers	5 854
Heavy trucks	7 842
Buses	3 984
Other	5 525
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	—
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2012)	308 ^b (72% M, 23% F)
WHO estimated road traffic fatalities	551 (95%CI 474–628)
WHO estimated rate per 100 000 population	23.9
Estimated GDP lost due to road traffic crashes	—

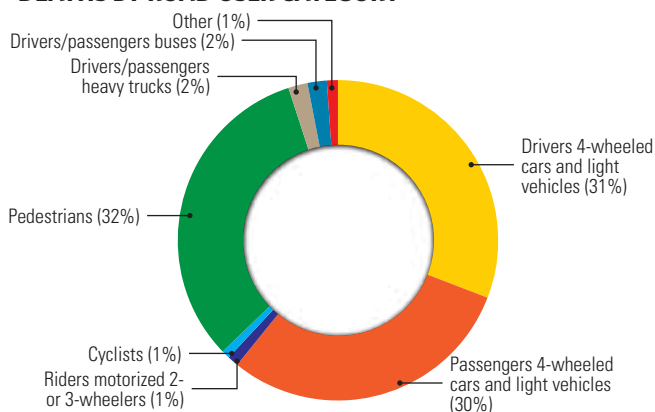
^b National Road Safety Council. Defined as died within 24 hours of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.079 g/dl
BAC limit – young or novice drivers	≤ 0.079 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^c National Road Safety Council (data from 2009).

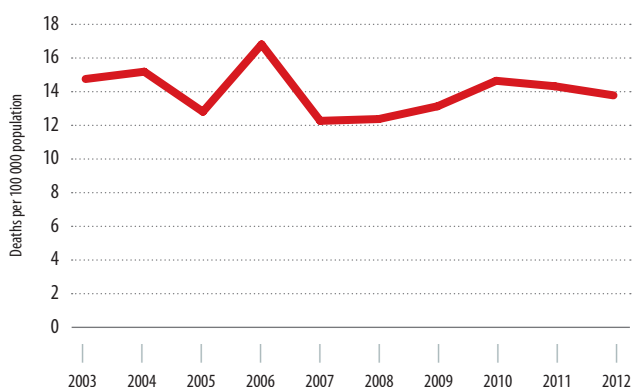
^d Global Road Safety Partnership (commissioned by National Road Safety Council) (data from 2007).

DEATHS BY ROAD USER CATEGORY



Source: National Road Safety Council (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Council.

NEPAL



Population: 27 797 457 • Income group: Low • Gross national income per capita: US\$ 730

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Council, Ministry of Physical Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

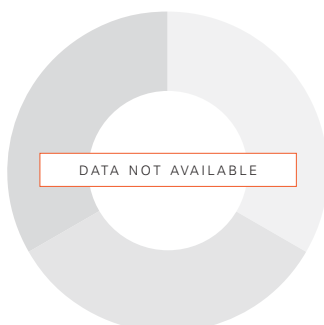
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 744 ^b (70% M, 30% F)
WHO estimated road traffic fatalities	4 713 (95%CI 3 880–5 546)
WHO estimated rate per 100 000 population	17.0
Estimated GDP lost due to road traffic crashes	0.8% ^c

^b Police Head Quarter (Traffic Division). Defined as died within 35 days of crash.

^c 2011, World Health Survey, Final Report on Study of Health Care Cost for RTA.

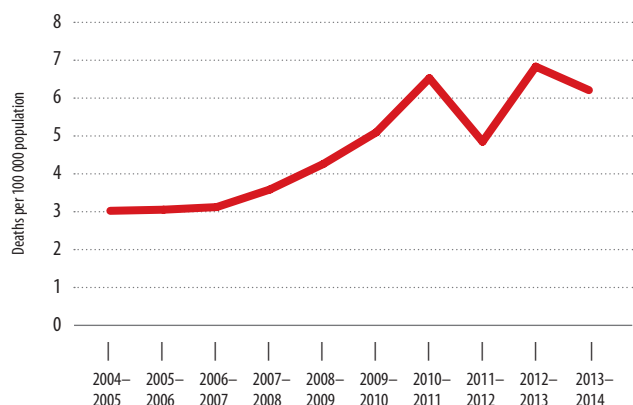
DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Head Quarter (Traffic Division).

NETHERLANDS



Population: 16 759 229 • Income group: High • Gross national income per capita: US\$ 51 060

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 target	≤ 140 fatalities by 2020 (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	9 612 273
Cars and 4-wheeled light vehicles	8 747 734
Motorized 2- and 3-wheelers	653 245
Heavy trucks	137 518
Buses	10 464
Other	63 312
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	5.0–8.0% ^b

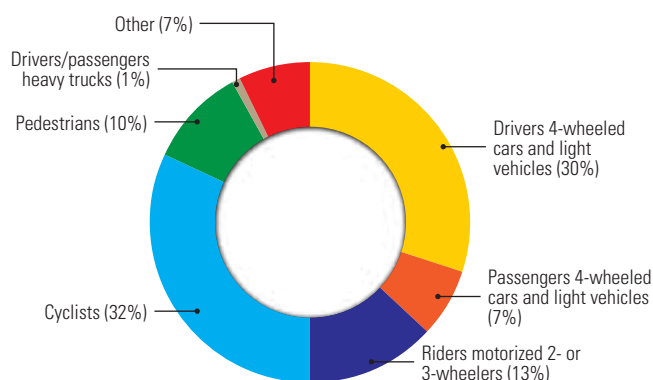
^b 2006–2013, Injuries and Physical Activities in the Netherlands survey (OBIN), Institute for Road Safety Research (SWOV).

DATA	
Reported road traffic fatalities (2013)	570 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	574
WHO estimated rate per 100 000 population	3.4
Estimated GDP lost due to road traffic crashes	2.2% ^d

^c Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS). Defined as died within 30 days of crash.

^d 2009, Institute for Road Safety Research (SWOV).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS).

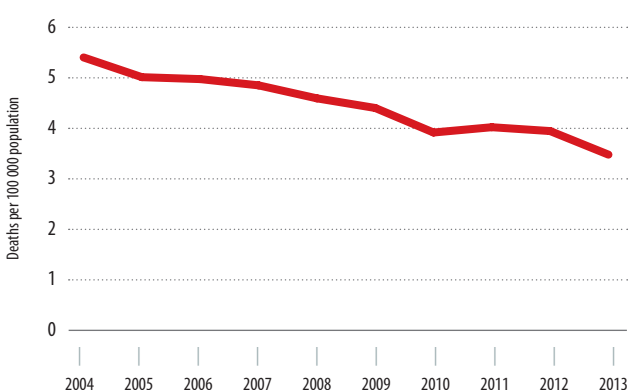
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	94–100% Drivers ^f , 84% Passengers ^f
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 ^g , 82% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^e 2011, Ministry of Infrastructure and the Environment.

^f 2011, Drivers: 100% motorcycles, 94–95% mopeds. Passengers: 84% mopeds. PROV, BVOM.

^g 2010, BIA Report.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Netherlands (CBS).

NEW ZEALAND



Population: 4 505 761 • Income group: High • Gross national income per capita: US\$ 35 550

INSTITUTIONAL FRAMEWORK	
Lead agency	Land Transport Safety Team, Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Multiple ^a

^a Targets vary for specific groups. See New Zealand Road Safety Strategy 2010-2020, p.13.

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	3 250 066
Cars and 4-wheeled light vehicles	2 643 624
Motorized 2- and 3-wheelers	114 930
Heavy trucks	112 856
Buses	8 286
Other	370 370
Vehicle standards applied ^b	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^b UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	111
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	253 ^c (70% M, 30% F)
WHO estimated road traffic fatalities	272
WHO estimated rate per 100 000 population	6
Estimated GDP lost due to road traffic crashes	1.6% ^d

^c Police reported data. Defined as died within 30 days of crash.

^d Calculated from The Social Cost of Road Crashes and Injuries 2013 update.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
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	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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 , 90% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	92% 0–4 years ^g , 96% 5–9 years ^h
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

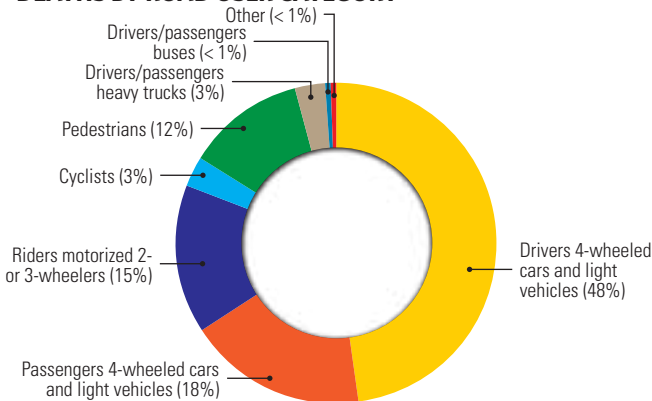
^e 2013, police reported data.

^f 2012, Annual National Survey of Seatbelts in New Zealand.

^g Ministry of Transport, Child restraint use by children under 5 years, 2012.

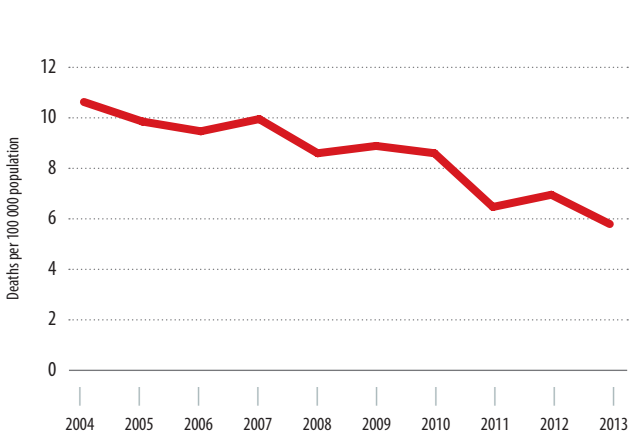
^h Ministry of Transport, Child restraint use by children aged 5-9 years; Results of a national survey 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police reported data.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Combined Police and Statistics New Zealand data.

NICARAGUA



Population: 6 080 478 • Income group: Middle • Gross national income per capita: US\$ 1 790

INSTITUTIONAL FRAMEWORK	
Lead agency	National Council for Education and Road Safety (CONASEV)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	20% (2013–2017)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	566 731
Cars and 4-wheeled light vehicles	284 833
Motorized 2- and 3-wheelers	208 817
Heavy trucks	53 121
Buses	17 537
Other	2 423
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

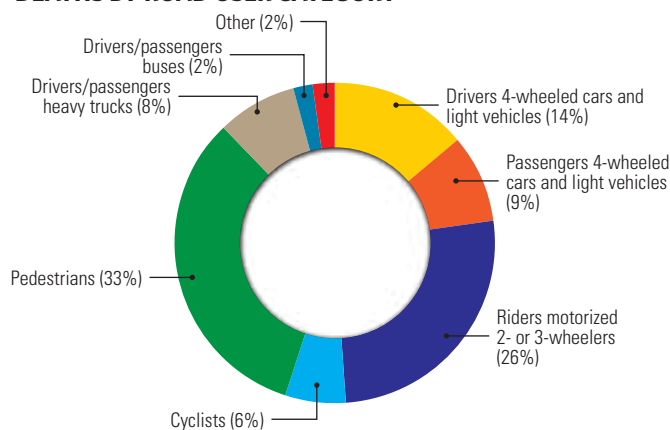
DATA	
Reported road traffic fatalities (2013)	577 ^b (85% M, 15%F)
WHO estimated road traffic fatalities	931 (95% CI 843–1 020)
WHO estimated rate per 100 000 population	15.3
Estimated GDP lost due to road traffic crashes	—

^b National Police. No standardized criteria has been established to define or determine when to categorize road traffic death

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	45 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	60 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

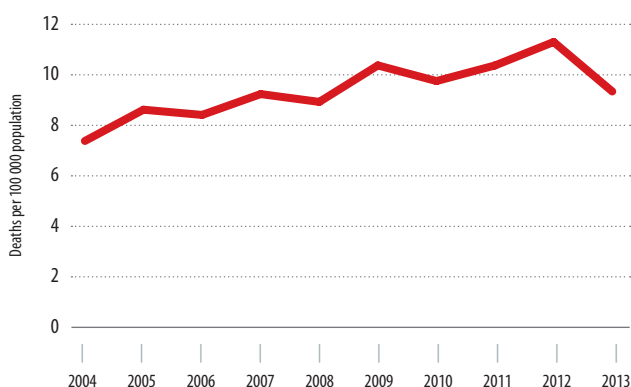
^c 2013, National Police.

DEATHS BY ROAD USER CATEGORY



Source: National Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police.

NIGER



Population: 17 831 270 • Income group: Low • Gross national income per capita: US\$ 400

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Traffic and Road Safety (DC/SR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	315 600
Cars and 4-wheeled light vehicles	190 067
Motorized 2- and 3-wheelers	109 499
Heavy trucks	7 519
Buses	8 515
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

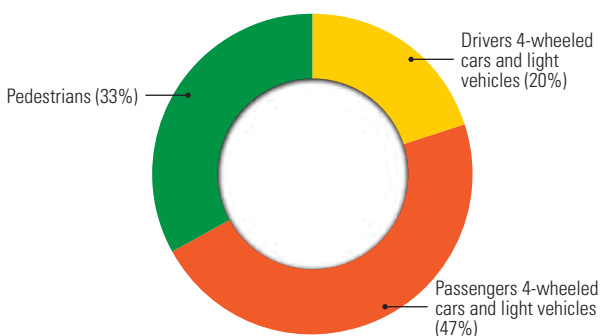
DATA

Reported road traffic fatalities (2013)	806 ^b (69% M)
WHO estimated road traffic fatalities	4 706 (95%CI 3 741–5 670)
WHO estimated rate per 100 000 population	26.4
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Ministry of Transport (DC/SR). Defined as died at scene of crash. Note: There are no data on % deaths among females.

^c Ministry of Transport, Study conducted by Global Road Safety Partnership in 2007 (data from 2006).

DEATHS BY ROAD USER CATEGORY



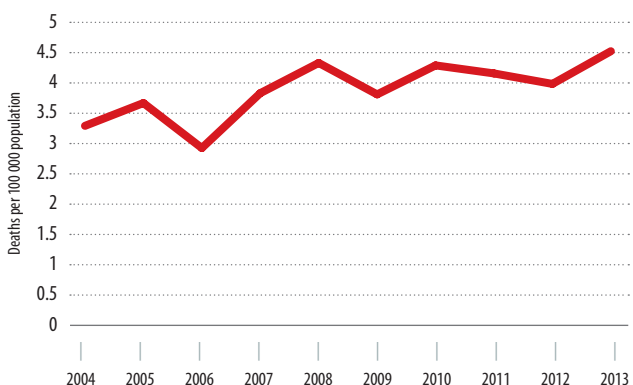
Source: Ministry of Transport (DC/SR) (data from 2007).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^d Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport (DC/SR).

NIGERIA



Population: 173 615 345 • Income group: Middle • Gross national income per capita: US\$ 2 710

INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Road Safety Corps
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction in crash fatalities by 2015 (Accra Declaration); Reducing RTC fatalities by 2020 (UN Decade of Action); 25% annually for 2014 reduction in fatalities and 15% in RTC (-) (FRSC Nigeria)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	5 791 446
Cars and 4-wheeled light vehicles	3 267 139
Motorized 2- and 3-wheelers	2 524 307
Heavy trucks	—
Buses	—
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

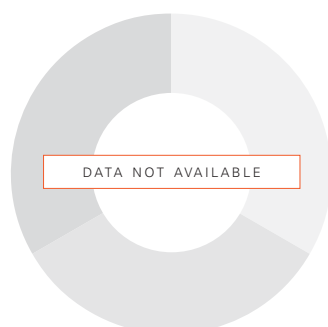
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	6 450 ^b (75% M, 25%F)
WHO estimated road traffic fatalities	35 641 (95%CI 27 949–43 332)
WHO estimated rate per 100 000 population	20.5
Estimated GDP lost due to road traffic crashes	3.0% ^c

^b FRSC. Defined as died within 30 days of crash.

^c 2011, National Road Safety Strategy (NRSS).

DEATHS BY ROAD USER CATEGORY

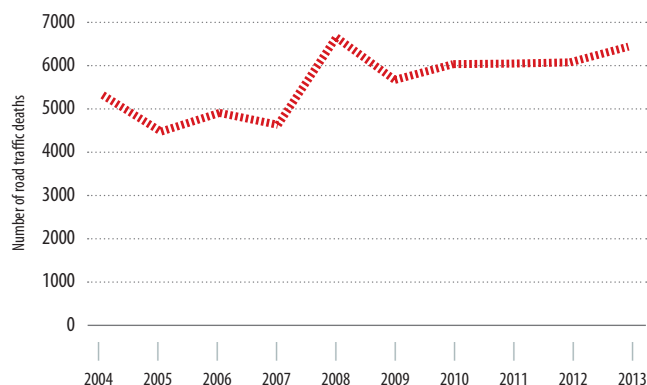


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	87% Front seats ^d , 10% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	Yes

^c Federal Road Safety Corps (data from 2013).

^d Federal Road Safety Corps and Observatory (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Road Safety Corps (FRSC).

NORWAY



Population: 5 042 671 • Income group: High • Gross national income per capita: US\$ 102 610

INSTITUTIONAL FRAMEWORK	
Lead agency	The Norwegian Public Roads Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Deaths and seriously injured ≤ 500 within 2024 (2014–2023)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	3 671 885
Cars and 4-wheeled light vehicles	2 906 397
Motorized 2- and 3-wheelers	405 213
Heavy trucks	79 857
Buses	18 220
Other	262 198
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

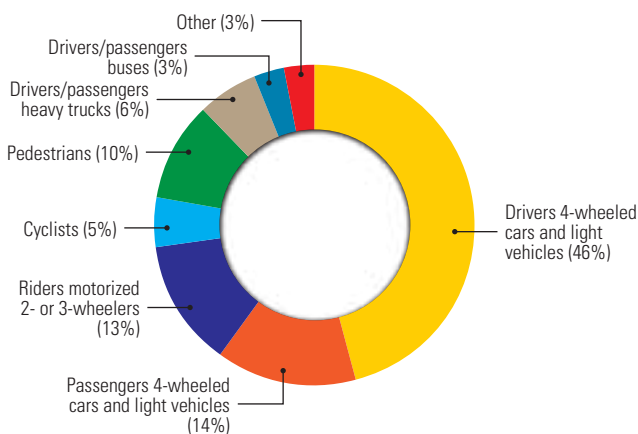
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	113
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	187 ^b (72% M, 28% F)
WHO estimated road traffic fatalities	192
WHO estimated rate per 100 000 population	3.8
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Statistics Norway. Defined as died within 30 days of crash.
^c 2013, Institute of Transport Economics Norway.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Norway.

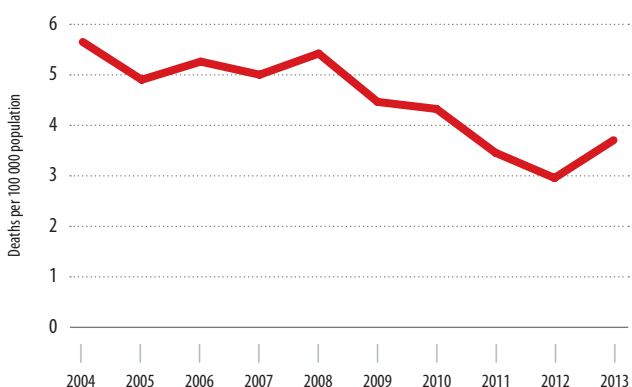
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% 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	96–97% Drivers ^f , 94–96% Front seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2012, Norwegian Public Roads Administration.

^e 2010, Statistics Norway.

^f 2013, Drivers: 96% in urban areas and 97% outside urban areas. Front seats: 94% in urban areas and 96% outside urban areas. The Norwegian Public Roads Administration (NPRA).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Norway.



Population: 3 632 444 • Income group: High • Gross national income per capita: US\$ 25 150

INSTITUTIONAL FRAMEWORK	
Lead agency	National Committee for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	25% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	1 082 996
Cars and 4-wheeled light vehicles	914 533
Motorized 2- and 3-wheelers	5 896
Heavy trucks	52 549
Buses	33 489
Other	76 529
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	9999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	913 ^b (86% M, 14% F)
WHO estimated road traffic fatalities	924
WHO estimated rate per 100 000 population	25.4
Estimated GDP lost due to road traffic crashes	—

^b Statistics Unit, Traffic Department, Royal Oman Police. Defined as died within 30 days of crash.

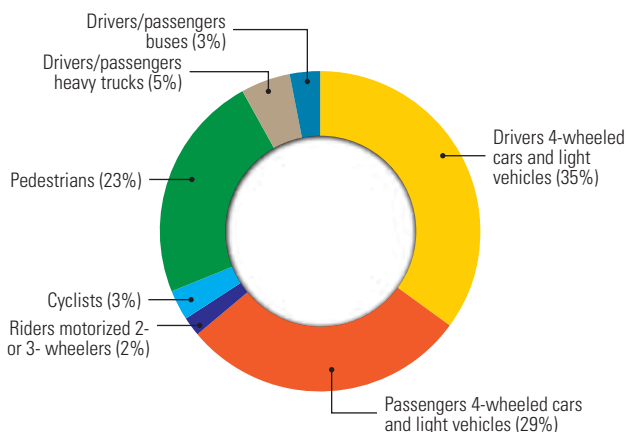
SAFER ROAD USERS	
National speed limit law	Yes ^c
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
National drink–driving law	Yes ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑧ 9 10
% road traffic deaths involving alcohol	0.4% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 ⑩
Helmet wearing rate	95% 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	97% Drivers ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^c Urban and rural speed limits differ by terrain.

^d Not based on BAC.

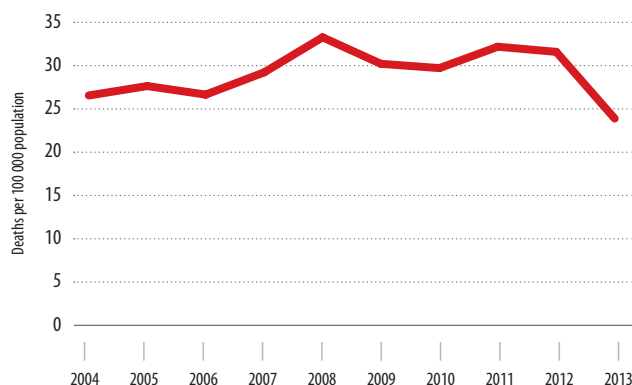
^e 2013, Royal Oman Police.

DEATHS BY ROAD USER CATEGORY



Source: Statistics unit- traffic department-Royal Oman police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics unit- traffic department-Royal Oman police.

PAKISTAN



Population: 182 142 594 • Income group: Middle • Gross national income per capita: US\$ 1 360

INSTITUTIONAL FRAMEWORK	
Lead agency	National Transport Research Centre (NTRC)
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2011	9 080 437
Cars and 4-wheeled light vehicles	3 095 900
Motorized 2- and 3-wheelers	5 560 218
Heavy trucks	223 152
Buses	201 167
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	7 636 ^b
WHO estimated road traffic fatalities	25 781 (95%CI 20 979–30 582)
WHO estimated rate per 100 000 population	14.2
Estimated GDP lost due to road traffic crashes	—

^b Ambulance records for Punjab and Pakistan Bureau of Statistics for the rest of districts. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	10% All riders ^e , 10% Drivers ^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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes ^f
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

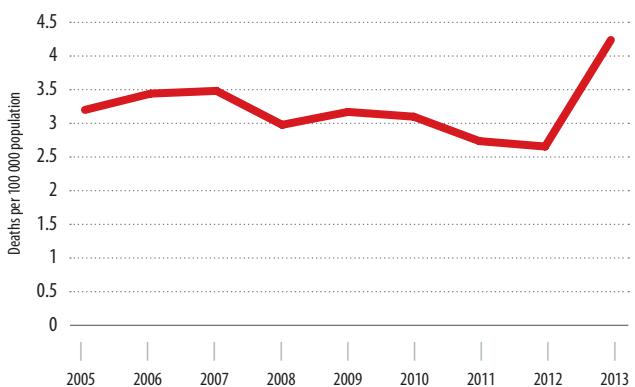
^c Not based on BAC.

^d Alcohol consumption legally prohibited.

^e RTIR & PC, Karachi (data from 2013).

^f Applies only while driving on motorways.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: PBS for Sindh, KPK, Balochistan, Islamabad and DG, Punjab Emergency (Rescue 1122) for the Punjab province.



INSTITUTIONAL FRAMEWORK	
Lead agency	Bureau of Public Safety
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	7 102
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 ^b (100% M, 0% F)
WHO estimated road traffic fatalities	1
WHO estimated rate per 100 000 population	4.78
Estimated GDP lost due to road traffic crashes	—

^b Bureau of Public Safety. Defined as unlimited time period following crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No ^c
Local authorities can modify limits	No
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
Random breath testing carried out	No
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c No motorways in Palau.

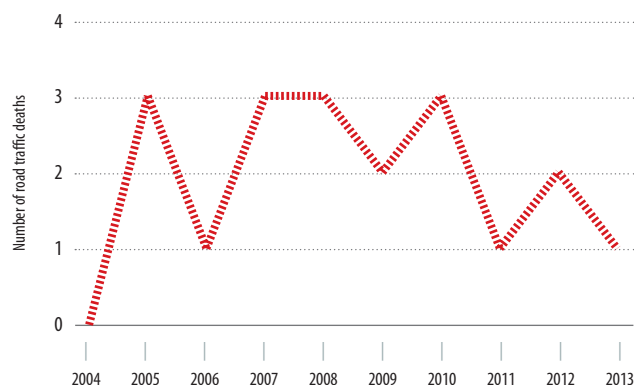
^d 2013, Bureau of Public Safety.

DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2013	Pedestrian	1

Source: 2013, Bureau of Public Safety.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Bureau of Public Safety and Ministry of Health.

PANAMA



Population: 3 864 170 • Income group: Middle • Gross national income per capita: US\$ 10 700

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic and Ground Transport Authority (ATT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	15% of mortality rate per 100 000 population. (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	—
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 and protect VRUs	—

SAFER VEHICLES

Total registered vehicles for 2013	1 004 669
Cars and 4-wheeled light vehicles	836 713
Motorized 2- and 3-wheelers	47 506
Heavy trucks	81 734
Buses	38 716
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

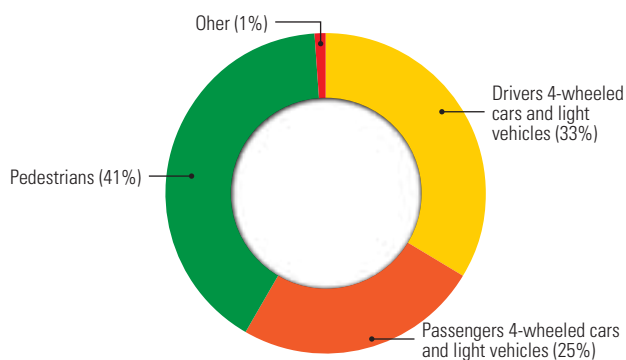
Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	386 ^b (82% M, 18%F)
WHO estimated road traffic fatalities	386
WHO estimated rate per 100 000 population	10
Estimated GDP lost due to road traffic crashes	—

^b Comptroller General of the Republic of Panama. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



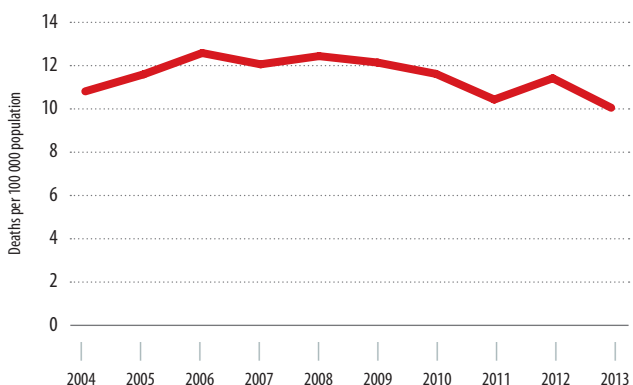
Source: Comptroller General of the Republic of Panama (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	90% Front seats ^c , 10% Rear seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c 2012, National Directorate of Transit Operation.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Comptroller General of the Republic of Panama.

PAPUA NEW GUINEA



Population: 7 321 262 • Income group: Middle • Gross national income per capita: US\$ 2 010

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council ^a
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

^a National Road Safety Council and National Department of Transport and Road Safety merged in February 2015 to form the National Road Transport Authority.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2014	94 297
Cars and 4-wheeled light vehicles	61 255
Motorized 2- and 3-wheelers	1 155
Heavy trucks	21 075
Buses	10 812
Other	0

Vehicle standards applied ^b	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^b UNECE WP29.

POST-CRASH CARE

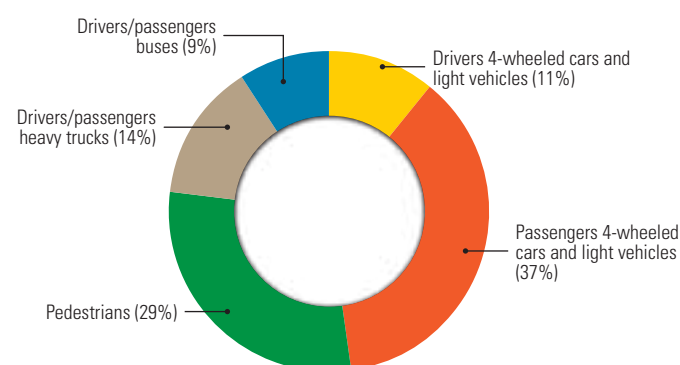
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	248 ^c
WHO estimated road traffic fatalities	1232 (95% CI 1 058–1 405)
WHO estimated rate per 100 000 population	16.8
Estimated GDP lost due to road traffic crashes	—

^c Royal Papua New Guinea Constabulary, Traffic Police records. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Royal Papua New Guinea Constabulary, Traffic Police records.

SAFER ROAD USERS

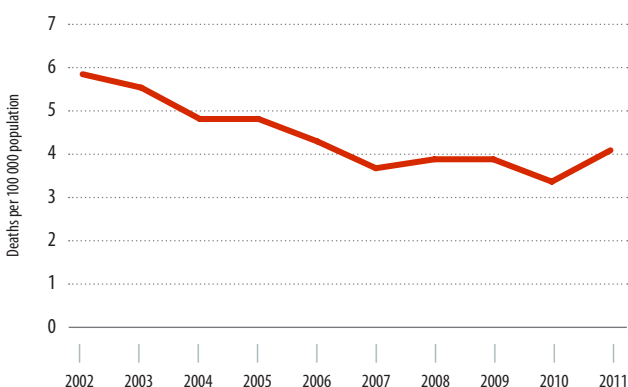
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	75 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^e
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	56% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d Higher speed limit may be posted.

^e Not based on BAC.

^f 2013, Papua New Guinea Traffic Police records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Council.

PARAGUAY



Population: 6 802 295 • Income group: Middle • Gross national income per capita: US\$ 4 010

INSTITUTIONAL FRAMEWORK

Lead agency	National Transit and Road Safety Agency
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2013–2018)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	1 227 469
Cars and 4-wheeled light vehicles	554 821
Motorized 2- and 3-wheelers	342 779
Heavy trucks	65 272
Buses	16 363
Other	248 234
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 114 ^b (83% M, 17%F)
WHO estimated road traffic fatalities	1 408
WHO estimated rate per 100 000 population	20.7
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Health, General Directorate of Strategic Health Information (DIGIES), Directorate of Biostatistics. Defined as died within 30 days of crash

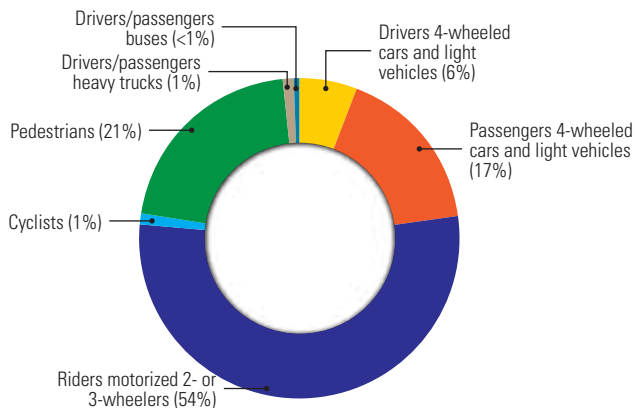
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	82% Drivers ^c , 52% 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	66% Front seats ^d , 65% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c 2012, Emergency Medical Center, Prof. Dr. Manuel Giagni (CEM).

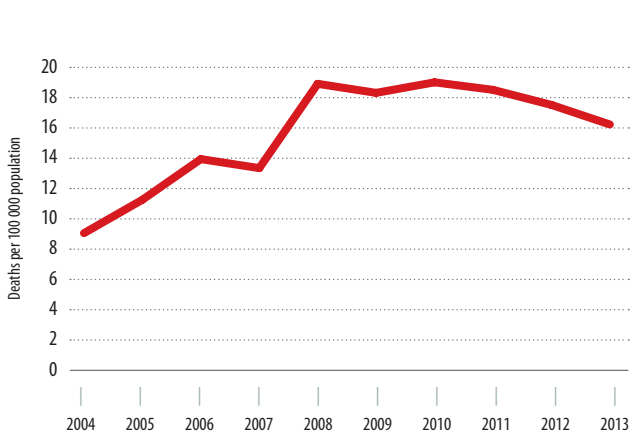
^d 2012, Ministry of Public Works and Communication (MOPC).

DEATHS BY ROAD USER CATEGORY



Source: Statistics Department of the National Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health, General Directorate of Strategic Health Information (DIGIES), Directorate of Biostatistics.



Population: 30 375 603 • Income group: Middle • Gross national income per capita: US\$ 6 270

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

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

SAFER VEHICLES	
Total registered vehicles for 2013	4 264 114
Cars and 4-wheeled light vehicles	1 898 356
Motorized 2- and 3-wheelers	2 041 022
Heavy trucks	264 749
Buses	59 987
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	106
Permanently disabled due to road traffic crash	4% ^b

^b 2012, Ministry of Health – Epidemiological injury surveillance of road accidents.

DATA	
Reported road traffic fatalities (2013)	3 110 ^c (78% M, 22%F)
WHO estimated road traffic fatalities	4 234 (95% CI 3 826–4 643)
WHO estimated rate per 100 000 population	13.9
Estimated GDP lost due to road traffic crashes	2% ^d

^c Peruvian National Police. Defined as died at scene of crash.

^d 2009, National Institute of Health "Socio-economic impact of road accidents".

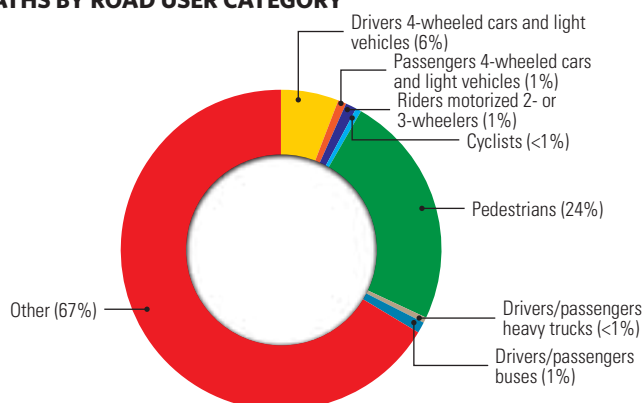
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^f , 95% Passengers ^f
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% Drivers ^f
National child restraint law	Yes ^g
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2013, Peruvian National Police.

^f 2014, Transitemos Foundation "Behavior of automotive drivers on the Panamerican Sur Highway during Easter".

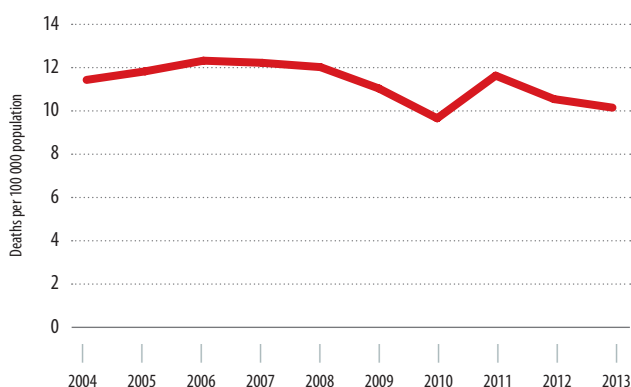
^g Effective on January 5, 2015.

DEATHS BY ROAD USER CATEGORY



Source: Ministry of Health (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Peruvian National Police.

PHILIPPINES



Population: 98 393 574 • Income group: Middle • Gross national income per capita: US\$ 3 270

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Management Group, Department of Transportation and Communications
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	7 690 038
Cars and 4-wheeled light vehicles	3 009 116
Motorized 2- and 3-wheelers	4 250 667
Heavy trucks	358 445
Buses	31 665
Other	40 145
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

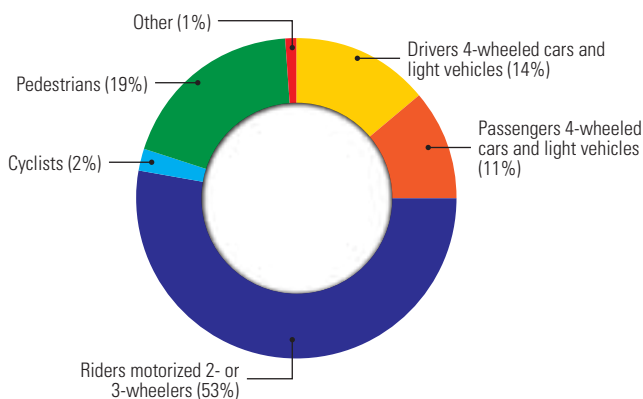
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	117 (call) or 2920 (SMS)
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 513 ^b , (77% M, 22% F)
WHO estimated road traffic fatalities	10 379
WHO estimated rate per 100 000 population	10.5
Estimated GDP lost due to road traffic crashes	2.6% ^c

^b 2013, Department of Public Works and Highway (DPWH) -Traffic Accident Recording and Analysis System (TARAS).
Defined as death caused by road traffic crash (unlimited time period).

^c 2009, Sigua, UP COE/NCTS (ADB Publication).

DEATHS BY ROAD USER CATEGORY



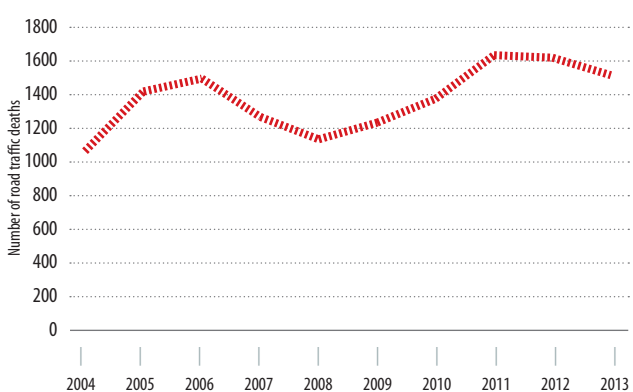
Source: 2013, DPWH Traffic Accident Recording and Analysis System (TARAS).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	51% All riders ^e , 87% 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	80% Drivers ^e
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d 2006, Philippine National Police (PNP), Traffic Management Group (TMG).

^e 2010, Prevalence of road traffic injury risk factors in the province of Guimaras.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: DPWH-Traffic Accident Recording and Analysis System (TARAS).

POLAND

Population: 38 216 635 • Income group: High • Gross national income per capita: US\$ 13 240



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 target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	24 875 717
Cars and 4-wheeled light vehicles	18 744 412
Motorized 2- and 3-wheelers	1 107 260
Heavy trucks	3 178 005
Buses	99 858
Other	1 746 182
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 357 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	3 931
WHO estimated rate per 100 000 population	10.3
Estimated GDP lost due to road traffic crashes	1.9% ^c

^b Polish National Police Headquarters (System of evidence of accidents and collisions). Defined as died within 30 days of crash.

^c 2012, Road and Bridge Research Institute, National Road Safety Council.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	97% All riders ^f
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	84% Front seats ^f , 59% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	88–89% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

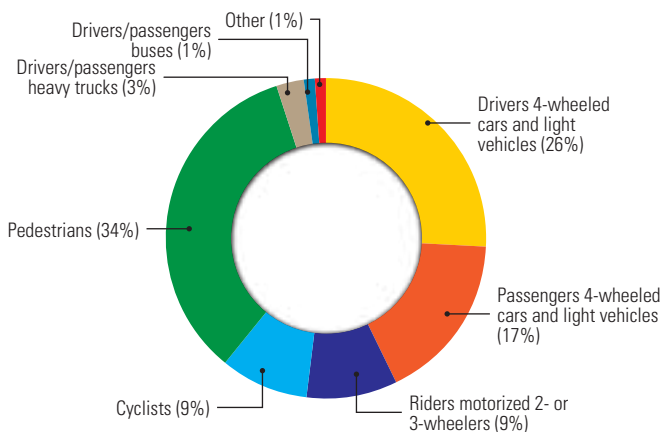
^d 60 km/h from 23:00–05:00.

^e 2013, Polish National Police Headquarters (System of evidence of accidents and collisions).

^f 2013, Foundation for the Development of Civil Engineering, Gdańsk University of Technology, Cracow University of Technology, Secretariat of the National Road Safety Council.

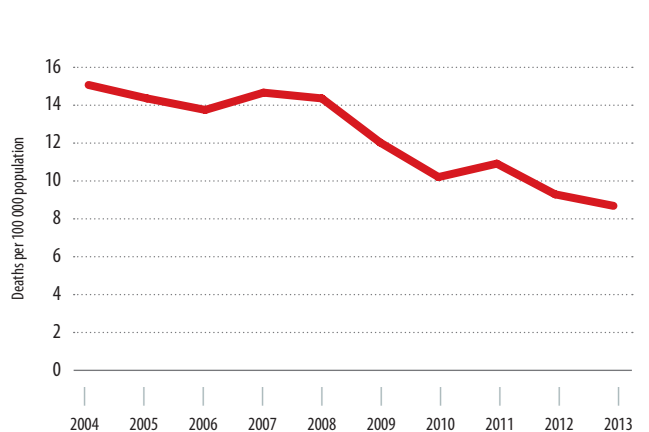
^g 2013, 89% - Front seats, 88% Rear seats. Foundation for the Development of Civil Engineering, Gdańsk University of Technology, Cracow University of Technology, Secretariat of the National Road Safety Council.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Polish National Police Headquarters (System of evidence of accidents and collisions).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: European Commission / Directorate General Energy and Transport.

PORTUGAL



Population: 10 608 156 • Income group: High • Gross national income per capita: US\$ 21 260

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 target	31.9% meaning 62 deaths per 1 million population (2008–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2012	6 056 856
Cars and 4-wheeled light vehicles	5 450 699
Motorized 2- and 3-wheelers	500 815
Heavy trucks	84 980
Buses	12 358
Other	8 004
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	637 ^b (79% M, 21% F)
WHO estimated road traffic fatalities	828
WHO estimated rate per 100 000 population	7.8
Estimated GDP lost due to road traffic crashes	1.2% ^c

^b National Authority for Road Safety. Defined as died within 30 days of crash.

^c 2010, Autonomous University of Lisbon.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers ^e , 96% 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	96% Front seats ^f , 77% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	85–88% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

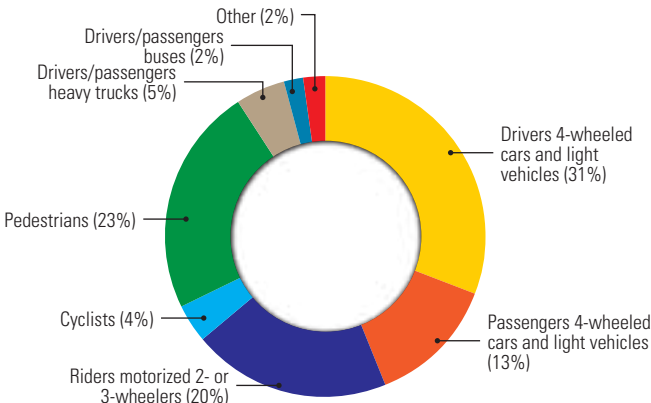
^d 2012, National Institute of Legal Medicine and Forensic Science.

^e 2012, National Authority for Road Safety.

^f 2013, Road Safety Prevention Association.

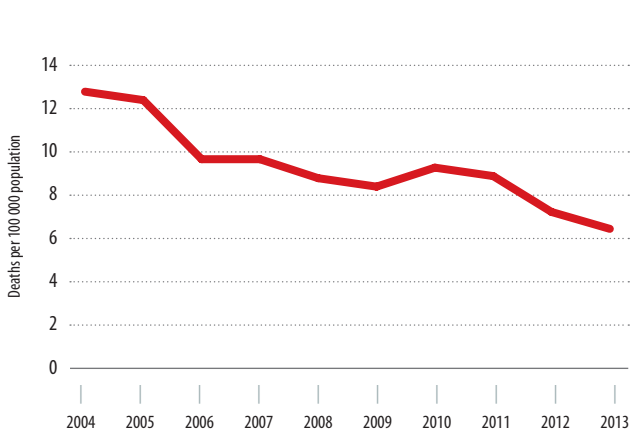
^g 2008–2012, 85% highway, 88% urban roads. Portuguese Association for Child Safety Promotion (APSI).

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Authority for Road Safety.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.



INSTITUTIONAL FRAMEWORK	
Lead agency	National Traffic Safety Committee (NTSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Less than 17% (2013–2022)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	647 878
Cars and 4-wheeled light vehicles	602 825
Motorized 2- and 3-wheelers	4 313
Heavy trucks	36 005
Buses	4 678
Other	57
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2012)	204 ^b (90% M, 10%F)
WHO estimated road traffic fatalities	330
WHO estimated rate per 100 000 population	15.2
Estimated GDP lost due to road traffic crashes	—

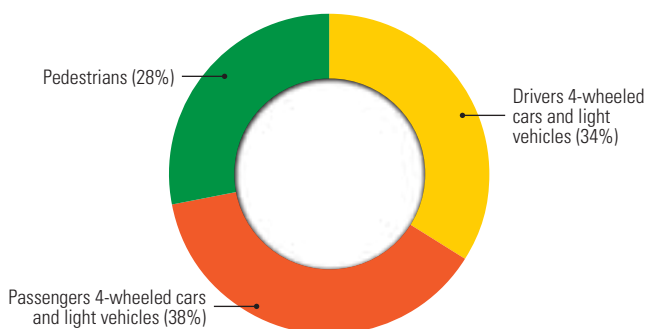
^b Traffic Department, Ministry of Interior. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	100 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^c Not based on BAC.

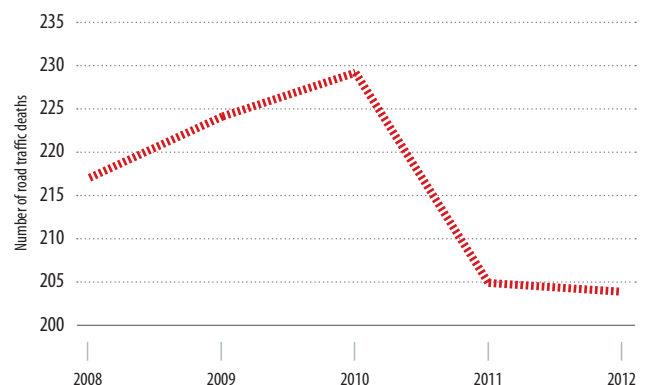
^d Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Department (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Department, Ministry of Interior.

REPUBLIC OF KOREA



Population: 49 262 698 • Income group: High • Gross national income per capita: US\$ 25 920

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Land, Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	< 4 000 deaths per year by 2017

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	23 150 619
Cars and 4-wheeled light vehicles	15 078 354
Motorized 2- and 3-wheelers	2 117 035
Heavy trucks	970 805
Buses	4 984 425
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	0.4% ^b

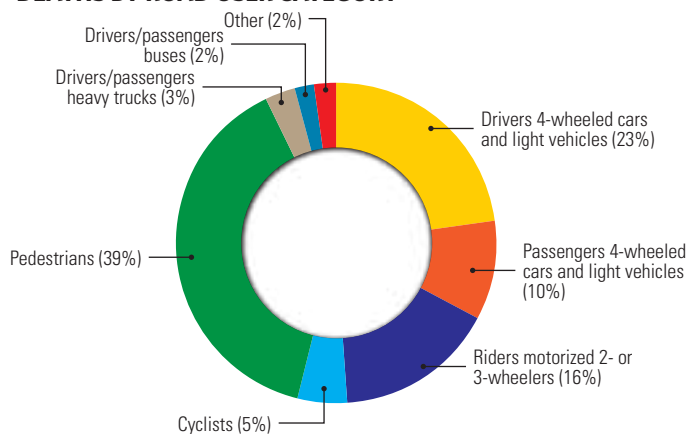
^b 2012, Korea Insurance Development Institute.

DATA	
Reported road traffic fatalities (2013)	5 092 ^c , (72% M, 28% F)
WHO estimated road traffic fatalities	5 931
WHO estimated rate per 100 000 population	12
Estimated GDP lost due to road traffic crashes	1% ^d

^c Korean National Police Agency. Defined as died within 30 days of crash.

^d 2013, Evaluation and estimation of the road accident cost, KoRoad.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Korean National Police Agency.

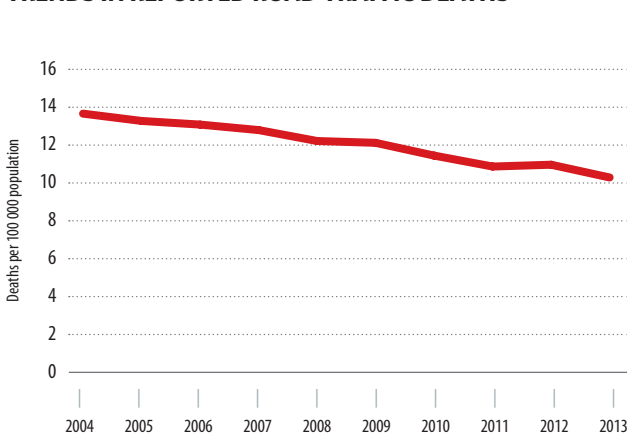
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h ^e
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	74% All riders ^g
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	84% Front seats ^g , 19% Rear seats ^g
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	34% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Maximum speed limit can increase to 90km/h on roads exclusively for use by automobiles.

^f 2013, Korean National Police Agency.

^g On motorways, lower on other roads. 2013 Korea Transportation Safety Authority (KOTSA), Transport Culture Index.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Korean National Police Agency.

REPUBLIC OF MOLDOVA



Population: 3 487 204 • Income group: Middle • Gross national income per capita: US\$ 2 470

INSTITUTIONAL FRAMEWORK	
Lead agency	The National Council on Traffic Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	706 785
Cars and 4-wheeled light vehicles	487 418
Motorized 2- and 3-wheelers	32 731
Heavy trucks	165 292
Buses	21 344
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	302 ^b (84% M, 16% F)
WHO estimated road traffic fatalities	437
WHO estimated rate per 100 000 population	12.5
Estimated GDP lost due to road traffic crashes	1.9% ^c

^b Ministry of Internal Affairs. Defined as died within 30 days of crash.

^c 2009, National Road Safety Strategy, approved by Government Resolution number 1214 of 24 December 2010.

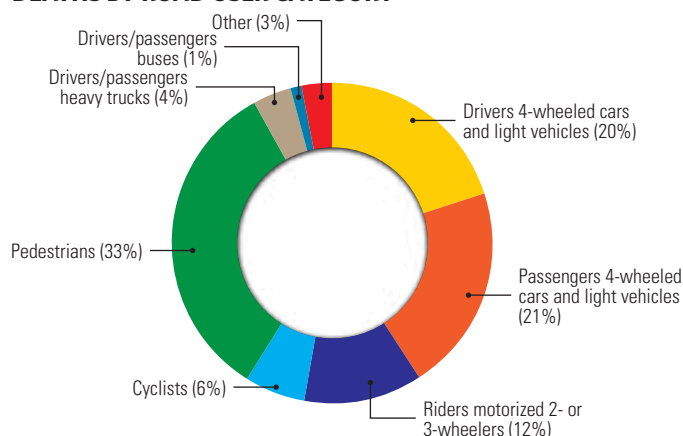
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	12% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	62% Front seats ^f , 18% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	50% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to 80 km/h.

^e 2013, Ministry of Internal Affairs.

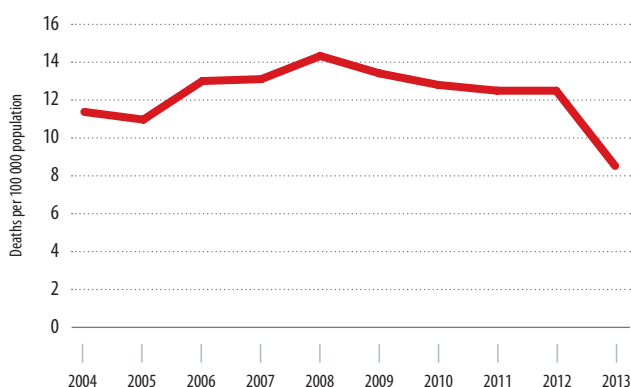
^f 2012, Joint Report on statistics and public attitudes to road safety in Chisinau and Tiraspol.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics of Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics of Ministry of Internal Affairs, National Statistics Office.

ROMANIA



Population: 21 698 585 • Income group: Middle • Gross national income per capita: US\$ 9 060

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% by 2020 (2014–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	5 985 085
Cars and 4-wheeled light vehicles	5 254 289
Motorized 2- and 3-wheelers	85 536
Heavy trucks	232 544
Buses	43 198
Other	369 518
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

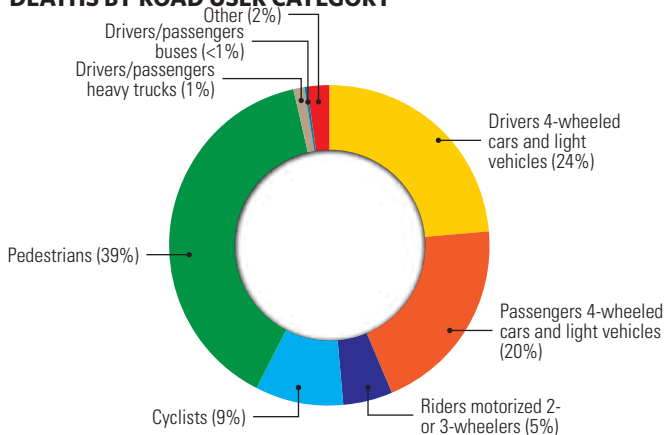
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 861 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 881
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

^b 2013, E.A.C. the Traffic Police Accidents Database. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, E.A.C. the Traffic Police Accidents Database.

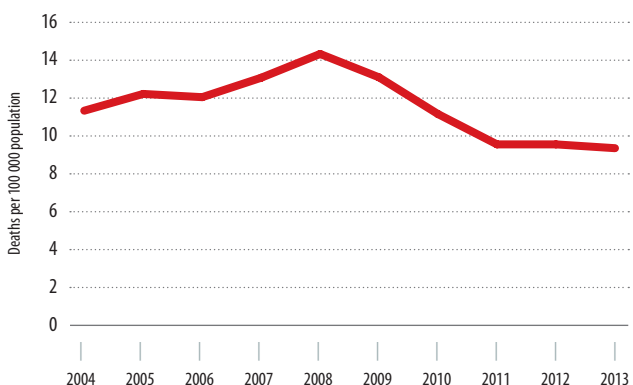
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	5% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Can be increased up to 80 km/h.

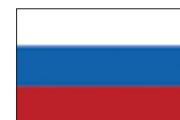
^d 2013, E.A.C. the Traffic Police Accidents Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: E.A.C. the Traffic Police Accidents Database, I.N.S. the National Institute of Statistics.

RUSSIAN FEDERATION



Population: 142 833 689 • Income group: High • Gross national income per capita: US\$ 13 850

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 target	8 000 reduction by 2020 (2012–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	50 616 163
Cars and 4-wheeled light vehicles	41 224 527
Motorized 2- and 3-wheelers	2 484 550
Heavy trucks	6 020 185
Buses	886 901
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	27 025 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	27 025
WHO estimated rate per 100 000 population	18.9
Estimated GDP lost due to road traffic crashes	2.2–2.6% ^c

^b Ministry of Internal Affairs. Defined as died within 30 days of crash.

^c 2000–2004, Federal Targeted Programme "Improving Road Safety 2006–2012".

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
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 ^d
BAC limit – young or novice drivers	0.03 g/dl ^d
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	70% Front seats ^f , 24% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	21–51% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

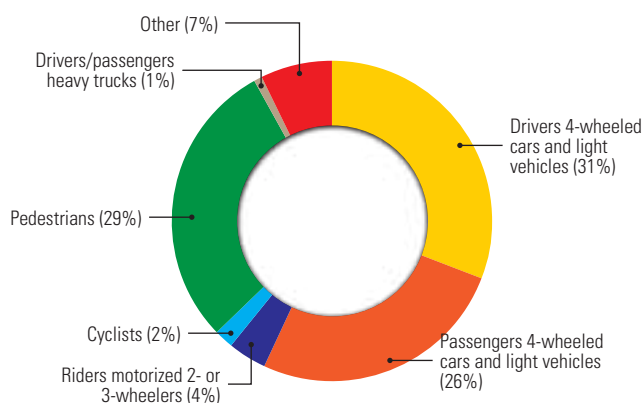
^d Law based on breath alcohol concentration, values converted to BAC.

^e 2013, Ministry of Internal Affairs.

^f 2013, Quantitative study of the campaign to promote road safety "Seat belts".

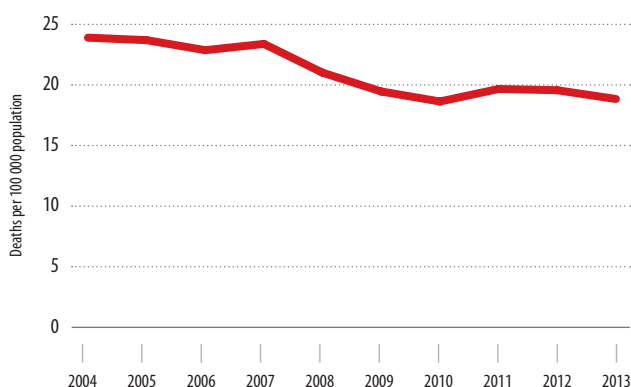
^g 2013, 21% non-owned car, 51% own car. Quantitative study of the campaign to promote road safety "Seat belts".

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs.

RWANDA



Population: 11 776 522 • Income group: Low • Gross national income per capita: US\$ 630

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 target	50% (2008–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2012	107 411
Cars and 4-wheeled light vehicles	43 395
Motorized 2- and 3-wheelers	47 622
Heavy trucks	3 849
Buses	12 545
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

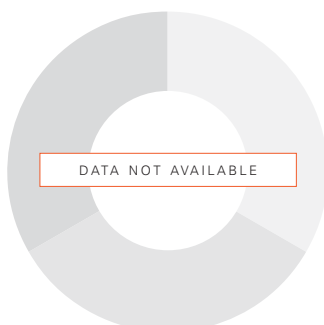
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	912
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	526 ^b
WHO estimated road traffic fatalities	3 782 (95%CI 3 022–4 541)
WHO estimated rate per 100 000 population	32.1
Estimated GDP lost due to road traffic crashes	—

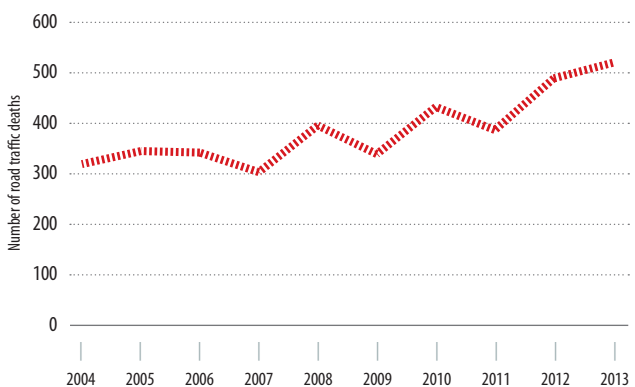
^b Traffic Police. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Infrastructure.

SAINT LUCIA



Population: 182 273 • Income group: Middle • Gross national income per capita: US\$ 7 060

INSTITUTIONAL FRAMEWORK	
Lead agency	Saint Lucia Road Transport Board
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 569
Cars and 4-wheeled light vehicles	1 371
Motorized 2- and 3-wheelers	51
Heavy trucks	121
Buses	26
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

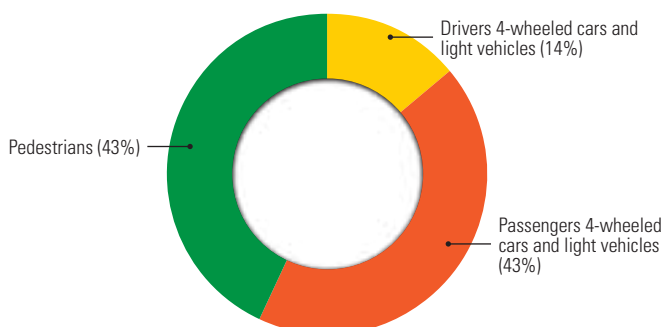
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	30 ^b (87% M, 13%F)
WHO estimated road traffic fatalities	33
WHO estimated rate per 100 000 population	18.1
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Infrastructure, Port Services and Transport Road Fatality Database. Defined as died within 30 days of crash

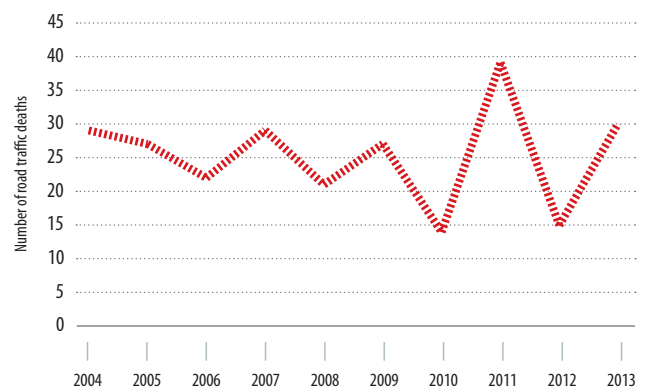
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	① 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Enforcement	① 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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 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 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Global Status Report on Road Safety 2013: Supporting a Decade of Action (Data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Fatality Database, Ministry of Infrastructure, Port Services and Transport.

SAINT VINCENT AND THE GRENADINES



Population: 109 373 • Income group: Middle • Gross national income per capita: US\$ 6 460

INSTITUTIONAL FRAMEWORK	
Lead agency	Police Traffic Department
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2014	28 368
Cars and 4-wheeled light vehicles	20 308
Motorized 2- and 3-wheelers	1 426
Heavy trucks	4 568
Buses	1 948
Other	118
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

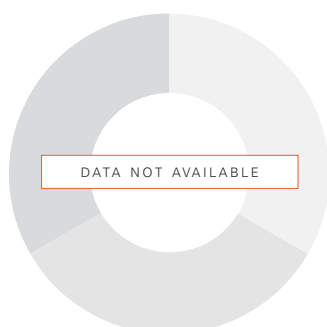
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	9 ^b (78% M, 22%F)
WHO estimated road traffic fatalities	9
WHO estimated rate per 100 000 population	8.2
Estimated GDP lost due to road traffic crashes	—

^b Police Database. Defined as died within a year of crash.

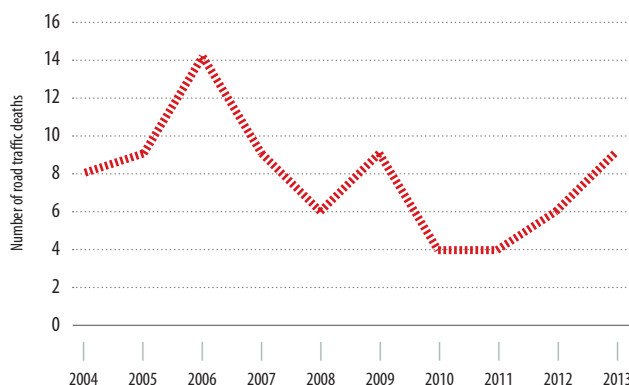
DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~48 km/h
Max rural speed limit	~48 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c Not based on BAC

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police records.



Population: 190 372 • Income group: Middle • Gross national income per capita: US\$ 3 970

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 target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	17 449
Cars and 4-wheeled light vehicles	16 243
Motorized 2- and 3-wheelers	97
Heavy trucks	873
Buses	236
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

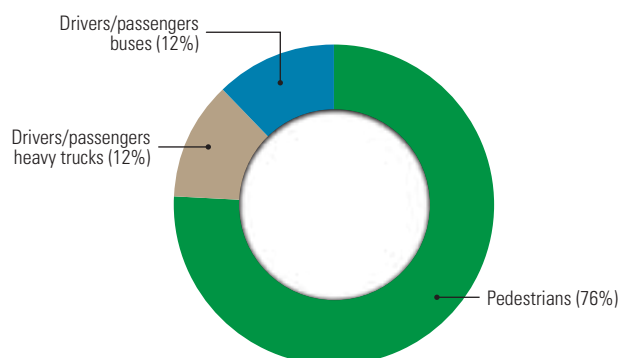
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	10.1% ^b

^b 2013, Accident Compensation Corporation.

DATA	
Reported road traffic fatalities (2013)	17 ^c (76% M, 24% F)
WHO estimated road traffic fatalities	30 (95% CI 27–33)
WHO estimated rate per 100 000 population	15.8
Estimated GDP lost due to road traffic crashes	—

^c Accident Compensation Corporation registration database. Defined as death caused by a road traffic crash (unlimited time period).

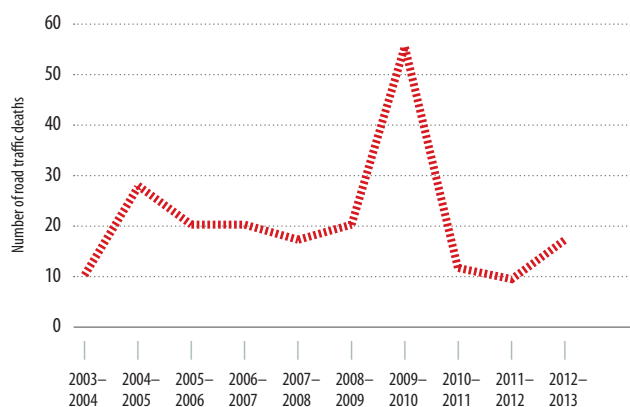
DEATHS BY ROAD USER CATEGORY



Source: 2013, Accident Compensation Corporation.

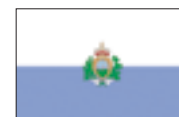
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~56 km/h
Max rural speed limit	~56 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Accident Compensation Corporation, Samoa Bureau of Statistics.

SAN MARINO



Population: 31 448 • Income group: High • Gross national income per capita: US\$ 51 470

INSTITUTIONAL FRAMEWORK	
Lead agency	Working Group on Road Security
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	54 606
Cars and 4-wheeled light vehicles	40 514
Motorized 2- and 3-wheelers	13 840
Heavy trucks	172
Buses	80
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	0.6% ^b

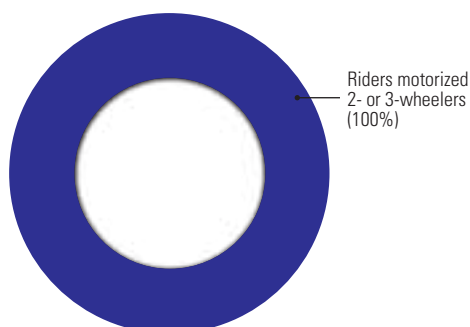
^b 2013, Social Security Institute (ISS - Istituto Sicurezza Sociale), ufficio Accertamenti Sanitari Individuali.

DATA	
Reported road traffic fatalities (2013)	1 ^c (100% M, 0% F)
WHO estimated road traffic fatalities	1
WHO estimated rate per 100 000 population	3.2
Estimated GDP lost due to road traffic crashes	0.6% ^d

^c Police. Defined as died within 30 days of crash.

^d 2013, Estimate based on data from the Italian Ministry of Transportation and International Monetary Fund.

DEATHS BY ROAD USER CATEGORY

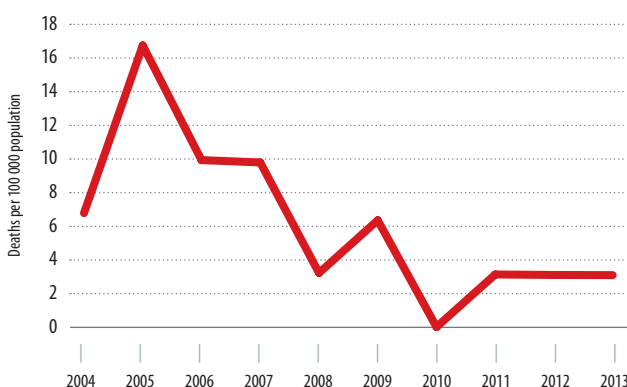


Source: 2013, Police.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	0% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 ⑩
Helmet wearing rate	100% Drivers ^e , 100% 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	60% Front seats ^e , 5% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2013, Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police.

SAO TOME AND PRINCIPE



Population: 192 993 • Income group: Middle • Gross national income per capita: US\$ 1 470

INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Land Transport
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

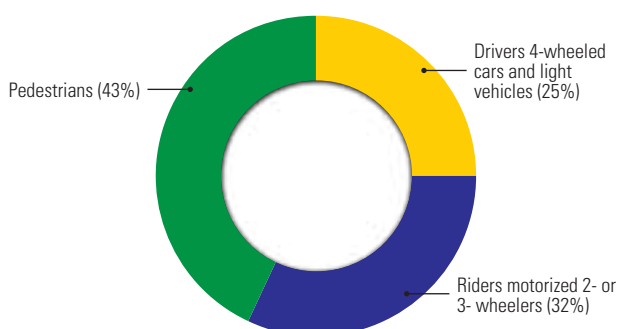
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	33 ^b (85% M, 15% F)
WHO estimated road traffic fatalities	60 (95%CI 47–73)
WHO estimated rate per 100 000 population	31.1
Estimated GDP lost due to road traffic crashes	—

^b Hospital Statistics Service Dr. Ayres de Menezes. Defined as died within 30 days of crash.

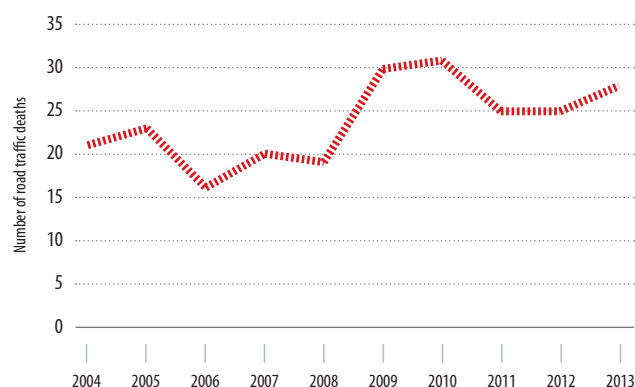
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



Source: General Command of the National Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Command of the National Police.

SAUDI ARABIA



Population: 28 828 870 • Income group: High • Gross national income per capita: US\$ 26 260

INSTITUTIONAL FRAMEWORK	
Lead agency	Traffic Department, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2010	6 599 216
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

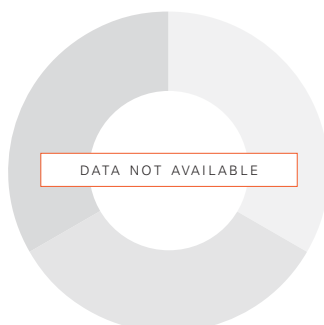
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	997
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	7 661 ^b (88% M, 12%F)
WHO estimated road traffic fatalities	7 898 (95%CI 7 002–8 795)
WHO estimated rate per 100 000 population	27.4
Estimated GDP lost due to road traffic crashes	—

^b Annual Statistical Report of the Traffic Department. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

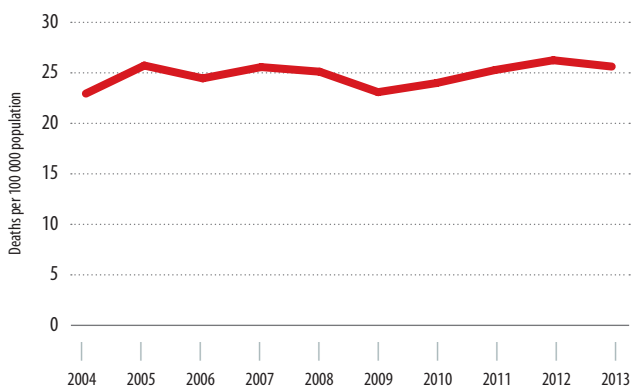


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
National drink–driving law	Yes ^{c,d}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

^d Alcohol consumption legally prohibited.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Annual Statistical Report of the Traffic Department.



Population: 14 133 280 • Income group: Middle • Gross national income per capita: US\$ 1 050

INSTITUTIONAL FRAMEWORK	
Lead agency	Directorate of Land Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% (2012–2022)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	401 910
Cars and 4-wheeled light vehicles	299 053
Motorized 2- and 3-wheelers	34 197
Heavy trucks	21 897
Buses	16 925
Other	29 838
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	367 ^b
WHO estimated road traffic fatalities	3 844 (95%CI 3 214–4 474)
WHO estimated rate per 100 000 population	27.2
Estimated GDP lost due to road traffic crashes	1% ^c

^b National Gendarmerie. Defined as unlimited time period following crash.

^c Directorate of Land Transport (data from 2012).

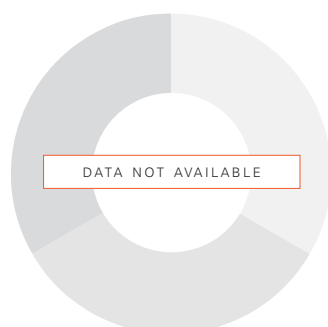
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^{d,e}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	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	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	54% Drivers ^f , 14% 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	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	Yes

^d Not based on BAC.

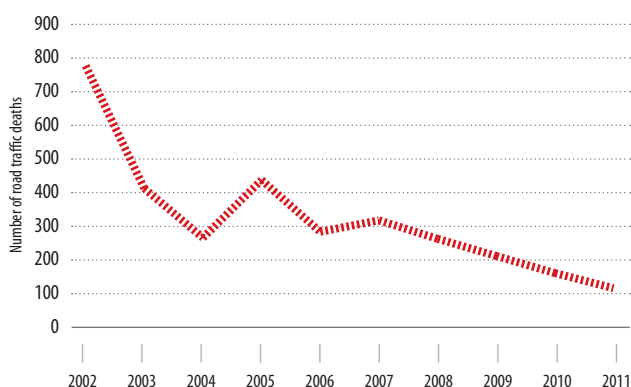
^e Alcohol consumption legally prohibited.

^f 2011, Review Medicine in Black Africa, Study on the Epidemiological and Clinical Aspects of Scooter Accidents in Dakar (Study conducted on 246 patients) (data from 2007/2008).

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Gendarmerie (data for 2002–2007) and Bulletin of Analysis of Physical Accidents (BAAC) (data for 2008–2011).

SERBIA



Population: 9 510 506 • Income group: Middle • Gross national income per capita: US\$ 6 050

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Traffic Safety Agency
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	2 130 035
Cars and 4-wheeled light vehicles	1 884 712
Motorized 2- and 3-wheelers	58 384
Heavy trucks	69 368
Buses	9 018
Other	108 553
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	650 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	735
WHO estimated rate per 100 000 population	7.7
Estimated GDP lost due to road traffic crashes	2.0% ^c

^b Database of the Ministry of Interior on road traffic accidents. Defined as died within 30 days of crash.

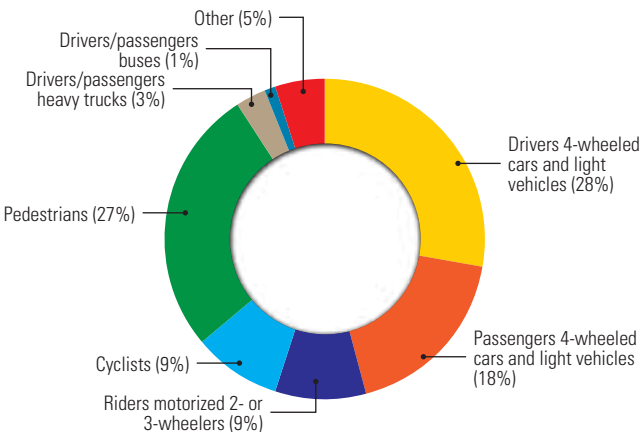
^c 2011, The draft of the Road Safety Strategy of Republic of Serbia and Technical Report, LOUIS BERGER, 2012.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	7% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	87% 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	66% Front seats ^e , 3% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	18% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Database of the Ministry of Interior on road traffic accidents.

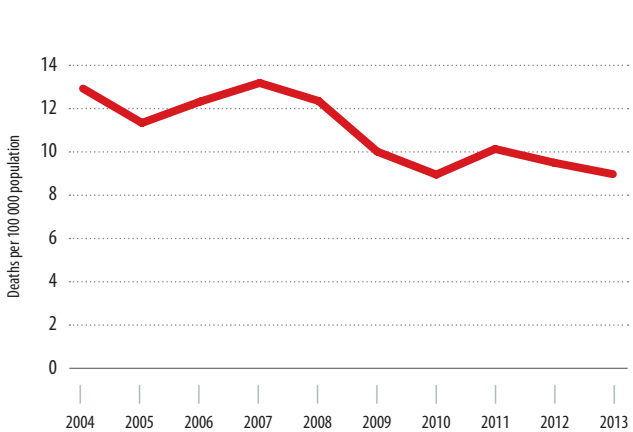
^e 2013, Road Traffic Safety Agency.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Database of the Ministry of Interior on road traffic accidents.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Serbia and the database of the Ministry of Interior on road traffic accidents.

SEYCHELLES



Population: 92 838 • Income group: Middle • Gross national income per capita: US\$ 13 210

INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Transport (DOT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	18 606
Cars and 4-wheeled light vehicles	17 773
Motorized 2- and 3-wheelers	307
Heavy trucks	68
Buses	458
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	8 ^b (88% M, 13%F)
WHO estimated road traffic fatalities	8
WHO estimated rate per 100 000 population	8.6
Estimated GDP lost due to road traffic crashes	—

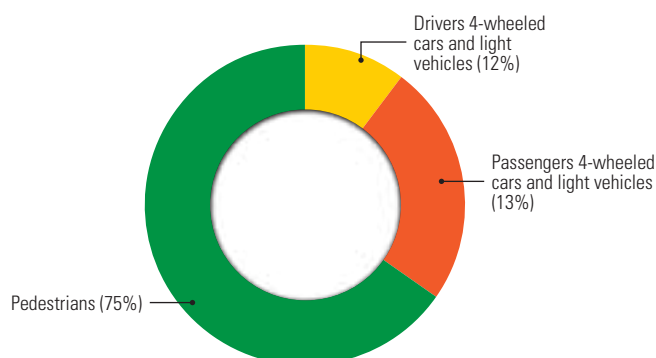
^b Police and Health Records. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	65 km/h
Max motorway speed limit	85 km/h
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	40% Front seats ^d , 2% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Police report (data from 2013).

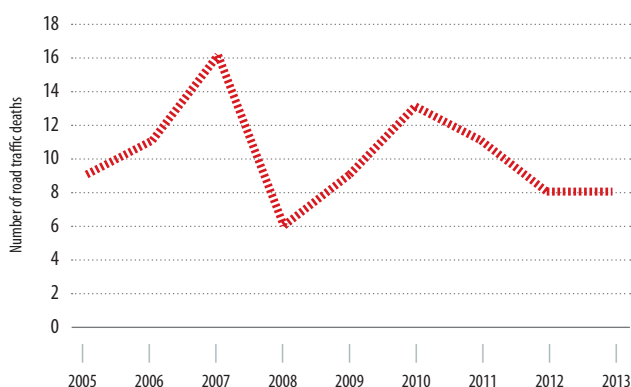
^d DOT/Police report/SLTA (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Police record (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Health/ Police/ Department of transport.

SIERRA LEONE



Population: 6 092 075 • Income group: Low • Gross national income per capita: US\$ 660

INSTITUTIONAL FRAMEWORK	
Lead agency	Sierra Leone Road Safety Authority
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2013–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	68 802
Cars and 4-wheeled light vehicles	44 685
Motorized 2- and 3-wheelers	19 969
Heavy trucks	703
Buses	469
Other	2 976
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

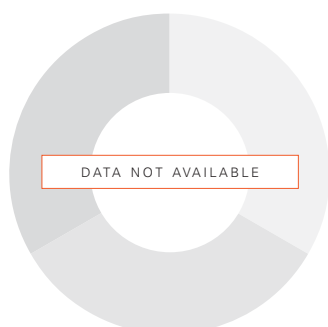
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	2244
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	220 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	1 661 (95%CI 1 334–1 988)
WHO estimated rate per 100 000 population	27.3
Estimated GDP lost due to road traffic crashes	1.3% ^c

^b Hospital Records. Defined as died within 30 days of crash.

^c 2013, Government of Sierra Leone National Road Safety Strategy 2013–2015, p. 9.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	40% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Sierra Leone Police Statistics (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



SINGAPORE



Population: 5 411 737 • Income group: High • Gross national income per capita: US\$ 54 040

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 target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	974 170
Cars and 4-wheeled light vehicles	763 008
Motorized 2- and 3-wheelers	144 934
Heavy trucks	48 719
Buses	17 065
Other	444
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

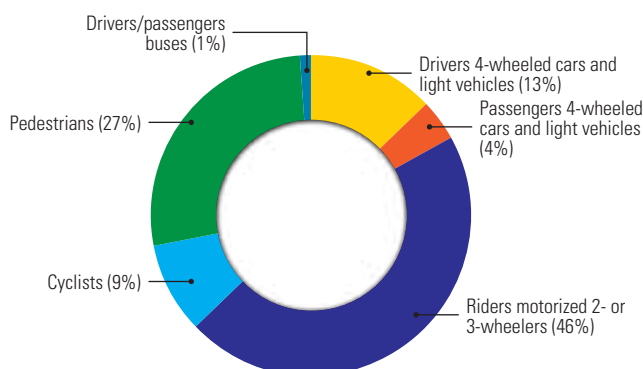
DATA	
Reported road traffic fatalities (2013)	159 ^b (87% M, 13% F)
WHO estimated road traffic fatalities	197
WHO estimated rate per 100 000 population	3.6
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police Department. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	No
Max motorway speed limit	90 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

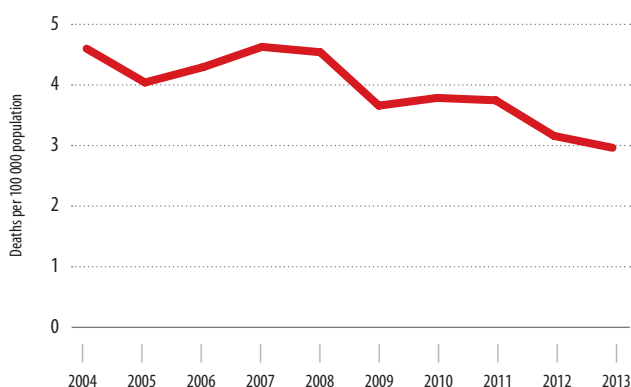
^c 2013, Traffic Police Department.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police Department.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Department.

SLOVAKIA



Population: 5 450 223 • Income group: High • Gross national income per capita: US\$ 17 810

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department, Ministry of Transport, Construction and Regional Development
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	2 622 939
Cars and 4-wheeled light vehicles	2 105 510
Motorized 2- and 3-wheelers	105 922
Heavy trucks	54 969
Buses	8 821
Other	347 717
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	≤ 5.0% ^b

^b 2013, Social Insurance Agency.

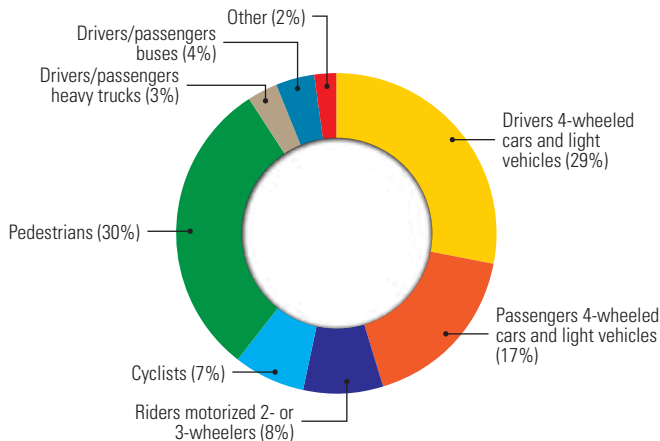
DATA

Reported road traffic fatalities (2013)	251 ^c (75% M, 25% F)
WHO estimated road traffic fatalities	360
WHO estimated rate per 100 000 population	6.6
Estimated GDP lost due to road traffic crashes	1.4% ^d

^c Road Accident Database (ISDN). Defined as died within 30 days of crash.

^d 2010, Statistical Office.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road Accident Database (ISDN).

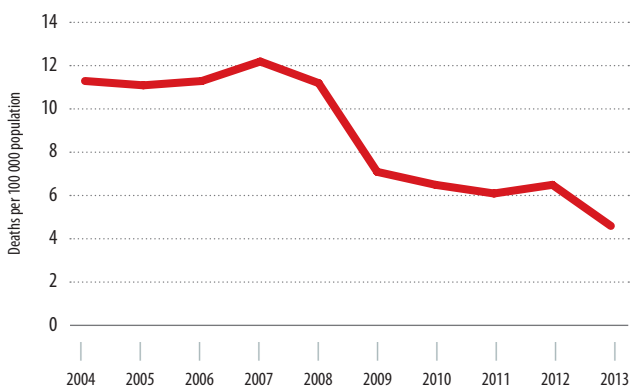
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^e
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	23% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Not based on BAC.

^f 2013, Road Accident Database (ISDN).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Accident Database (ISDN), Road Accident Database (SEDN), Statistical Office.

SLOVENIA



Population: 2 071 997 • Income group: High • Gross national income per capita: US\$ 23 210

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 target	50% (2013–2022)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	1 395 704
Cars and 4-wheeled light vehicles	1 134 465
Motorized 2- and 3-wheelers	87 618
Heavy trucks	27 176
Buses	2 444
Other	144 001
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	125 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	132
WHO estimated rate per 100 000 population	6.4
Estimated GDP lost due to road traffic crashes	1.5% ^c

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

^c 2012, Slovenian Traffic Safety Agency.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
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	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	30% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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 ^f , 66% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	94% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

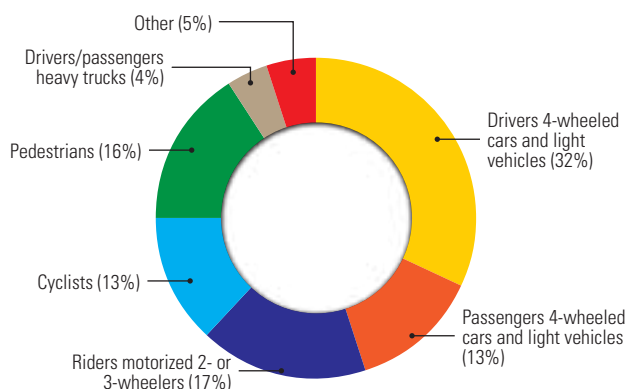
^d Can be increased up to 70 km/h.

^e 2013, Police records.

^f 2011, Slovenian Traffic Safety Agency.

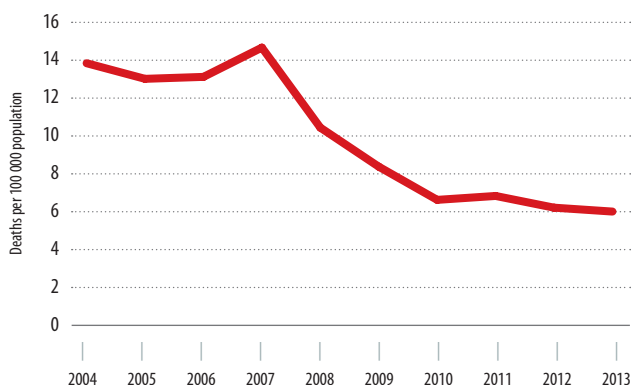
^g 2011, Children 0-7 years-old. University of Maribor.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Slovenian Traffic Safety Agency.

SOLOMON ISLANDS



Population: 561 231 • Income group: Middle • Gross national income per capita: US\$ 1 600

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Infrastructure Development
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	45 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

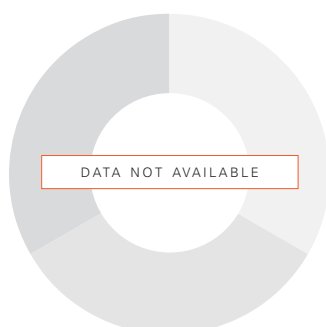
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	11 ^b
WHO estimated road traffic fatalities	108 (95% CI 96–120)
WHO estimated rate per 100 000 population	19.2
Estimated GDP lost due to road traffic crashes	—

^b Kukum Police Station. Defined as died within 24 hours of crash.

DEATHS BY ROAD USER CATEGORY

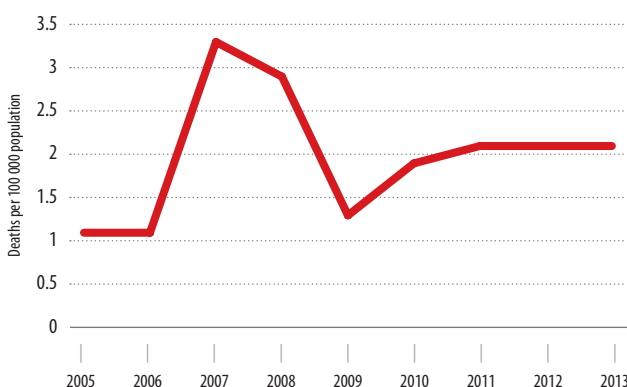


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	16% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^c Not based on BAC.

^d Kukum Police Station

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Kukum Police Station.

SOMALIA^a

Population: 10 495 583 • Income group: Low • Gross national income per capita: —

^a National data was not available at the time of publication. The data published herein refers roughly to the following administrative subdivisions of Somalia: Awdal, Marodi Jeeh, Sanaagh, Sool, Togdheer and Woqooyi Galbeed.

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Management
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2014 ^a	59 457
Cars and 4-wheeled light vehicles	56 000
Motorized 2- and 3-wheelers	760
Heavy trucks	—
Buses	—
Other	2 697
Vehicle standards applied ^b	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a As of April 2014.

^b UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	155 ^c
WHO estimated road traffic fatalities	2 664* (95%CI 2 092–3 237)
WHO estimated rate per 100 000 population	25.4*
Estimated GDP lost due to road traffic crashes	—

^c Data applies only to the administrative subdivisions of the country referred to above.

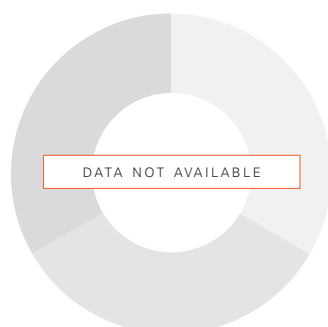
* This is for all Somalia.

SAFER ROAD USERS	
National speed limit law	Yes ^c
Max urban speed limit	40 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	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	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

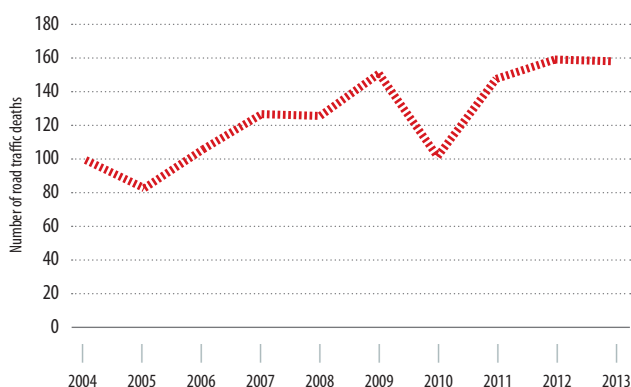
^c Speed law based on limits in the administrative subdivisions referred to above.

^d Law relates to the administrative subdivisions referred to above. There is no national drink-driving law in Somalia. Alcohol consumption is legally prohibited.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Report (data from 2013). Data applies to Somaliland region only.

SOUTH AFRICA



Population: 52 776 130 • Income group: Middle • Gross national income per capita: US\$ 7 190

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 target	50% (2011–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	9 909 923
Cars and 4-wheeled light vehicles	8 894 239
Motorized 2- and 3-wheelers	367 231
Heavy trucks	350 498
Buses	54 494
Other	243 461
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

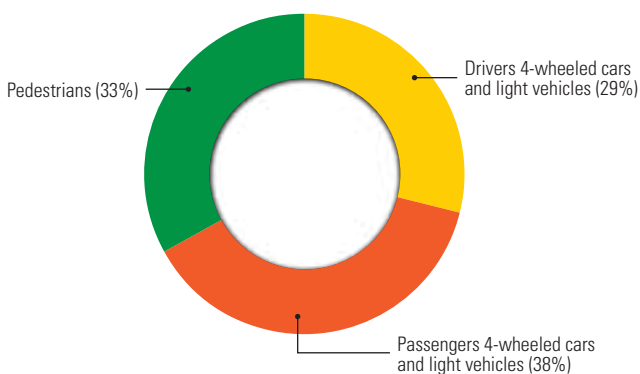
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2010–2011)	13 802 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	13 273
WHO estimated rate per 100 000 population	25.1
Estimated GDP lost due to road traffic crashes	7.8% ^c

^b Road Traffic Management Corporation. Defined as died within 30 days of crash.

^c Road Traffic Management Corporation and iRAP (data from 2013).

DEATHS BY ROAD USER CATEGORY



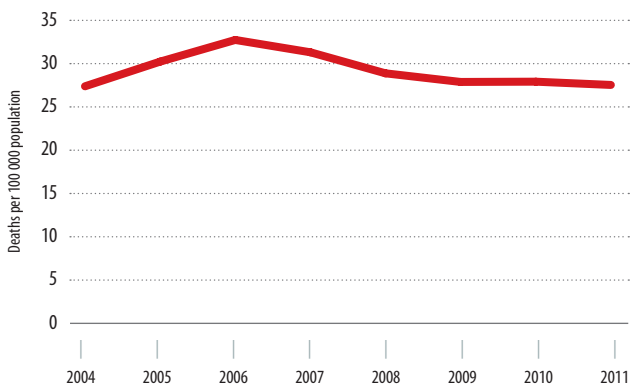
Source: Road Traffic Management Corporation (data from 2010–2011).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	58% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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	33% Drivers ^e , 31% Front seats ^e
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d National Injury Mortality Surveillance System (NIMSS) (data from 2010).

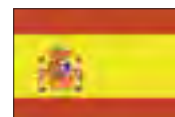
^e Traffic Offence Survey RTMC (data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Traffic Management Corporation.

SPAIN



Population: 46 926 963 • Income group: High • Gross national income per capita: US\$ 29 920

INSTITUTIONAL FRAMEWORK	
Lead agency	Directorate General of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	< 3.7 per 100 000 population (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	32 616 105
Cars and 4-wheeled light vehicles	26 574 614
Motorized 2- and 3-wheelers	4 998 320
Heavy trucks	520 098
Buses	59 892
Other	463 181
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 680 ^b (76% M, 23% F)
WHO estimated road traffic fatalities	1 730
WHO estimated rate per 100 000 population	3.7
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Directorate General of Traffic. Defined as died within 30 days of crash.

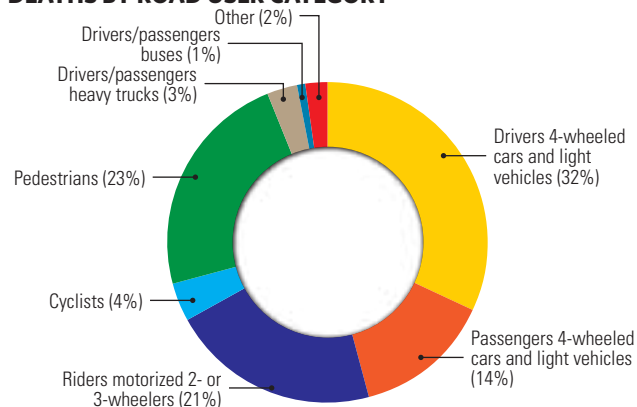
^c 2012, Directorate General of Traffic.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7–17% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% 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	91% Front seats ^e , 81% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	88% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^e 2012, 17% Males, 7% Females. WHO Global status report on alcohol and health 2014.

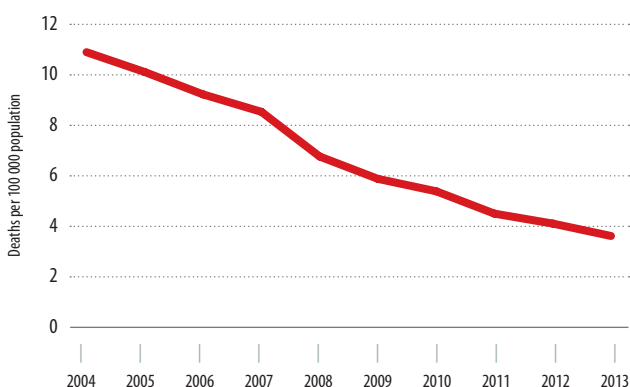
^d 2012, Directorate General of Traffic.

DEATHS BY ROAD USER CATEGORY

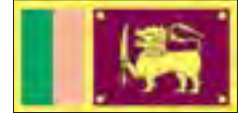


Source: 2013, Directorate General of Traffic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of Traffic.



Population: 21 273 228 • Income group: Middle • Gross national income per capita: US\$ 3 170

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 target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	5 203 678
Cars and 4-wheeled light vehicles	832 840
Motorized 2- and 3-wheelers	3 566 184
Heavy trucks	329 648
Buses	93 428
Other	381 578
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

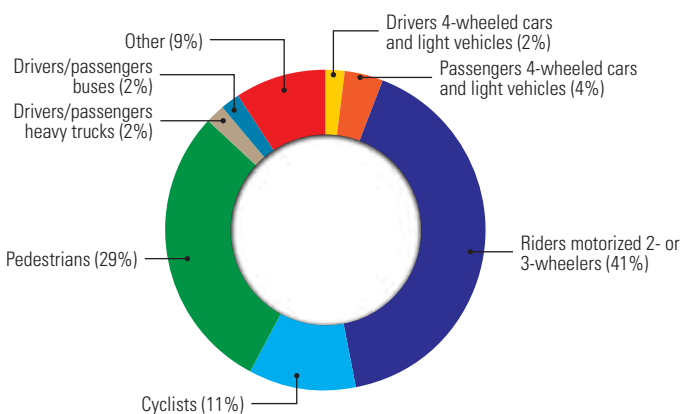
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	2 362 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	3 691 (95%CI 3 245–4 137)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	—

^b Department of Police. Defined as died within 30 days of crash.

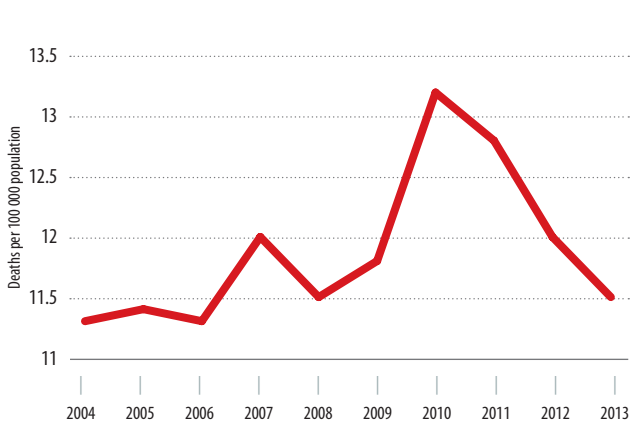
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Police Accident Database (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Sri Lanka Police Accident Database and Department of Census and Statistics.

SUDAN



Population: 37 964 306 • Income group: Middle • Gross national income per capita: US\$ 1 550

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 target	20% (2011–2016)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	320 974
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	14 247
Heavy trucks	40 590
Buses	23 423
Other	242 714
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	777777
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	2 349 ^b (67% M, 17%F)
WHO estimated road traffic fatalities	9 221 (95%CI 7 746–10 697)
WHO estimated rate per 100 000 population	24.3
Estimated GDP lost due to road traffic crashes	—

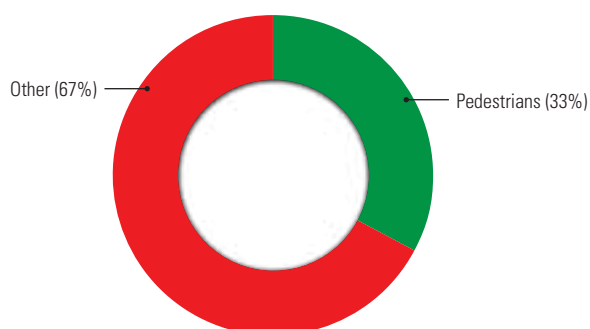
^b Annual Report for Road Traffic Crashes (data from 2013). Defined as unlimited time period following crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Not based on BAC.

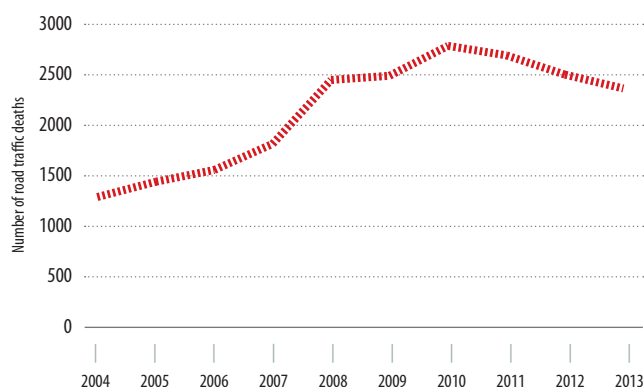
^d Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



Source: Annual Report for Road Traffic Crashes (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Annual Report for Road Traffic Crashes (data from 2013).

SURINAME



Population: 539 276 • Income group: Middle • Gross national income per capita: US\$ 9 370

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	207 161
Cars and 4-wheeled light vehicles	125 590
Motorized 2- and 3-wheelers	44 831
Heavy trucks	32 392
Buses	3 368
Other	980
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

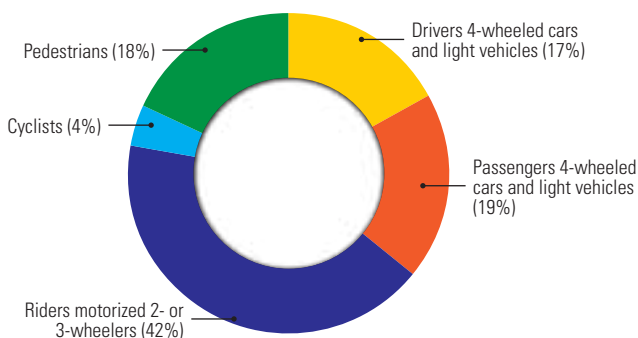
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	76 ^b (82% M, 18%F)
WHO estimated road traffic fatalities	103
WHO estimated rate per 100 000 population	19.1
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police/Ministry of Justice and Police. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

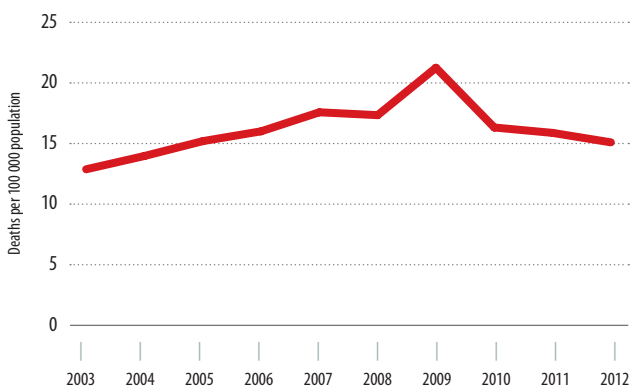


Source: Traffic Police/Ministry of Justice and Police (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers ^c , 92% 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% Drivers ^c , 80% Front seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c 2013, Traffic Police/Ministry of Justice and Police

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police/Ministry of Justice and Police / General Bureau of Statistics.

SWAZILAND



Population: 1 249 514 • Income group: Middle • Gross national income per capita: US\$ 2 990

INSTITUTIONAL FRAMEWORK	
Lead agency	Swaziland Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	180 103
Cars and 4-wheeled light vehicles	140 941
Motorized 2- and 3-wheelers	4 014
Heavy trucks	11 279
Buses	10 402
Other	13 467
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

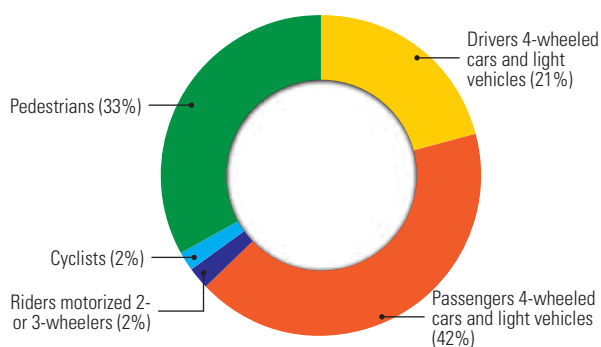
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	197 ^b (67% M, 33%F)
WHO estimated road traffic fatalities	303 (95%CI 263–343)
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	—

^b Royal Swaziland Police Service. Defined as unlimited time period following crash.

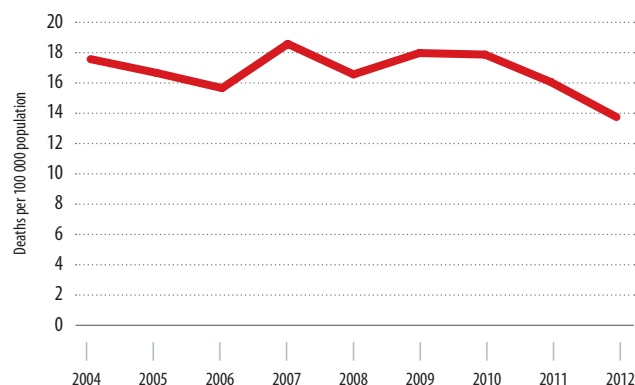
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	100 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Royal Swaziland Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Swaziland Police Service.

SWEDEN



Population: 9 571 105 • Income group: High • Gross national income per capita: US\$ 61 760

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 target	50% (2007–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	5 755 952
Cars and 4-wheeled light vehicles	4 981 525
Motorized 2- and 3-wheelers	358 145
Heavy trucks	79 130
Buses	13 986
Other	323 166
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	10.0% ^b

^b 2013, STRADA hospital data, Swedish Transport Agency.

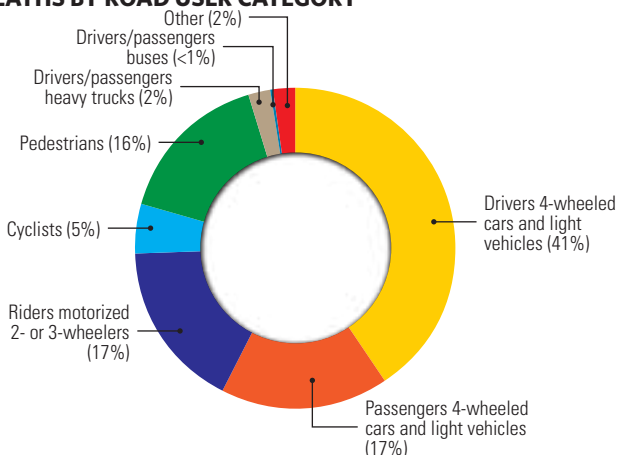
DATA

Reported road traffic fatalities (2013)	260 ^c (75% M, 25% F)
WHO estimated road traffic fatalities	272
WHO estimated rate per 100 000 population	2.8
Estimated GDP lost due to road traffic crashes	< 1.0% ^d

^c Transport Analysis. Defined as died within 30 days of crash.

^d 2010, International Traffic Safety Data and Analysis Group (IRTAD) Road Safety Annual Report 2011.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Transport Analysis.

SAFER ROAD USERS

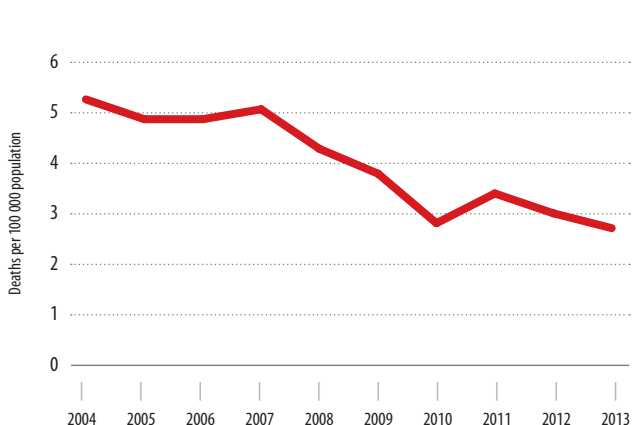
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90–97% Drivers ^f , 90–97% Passengers ^f
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	98% Front seats ^g , 84% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	96% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2013, Swedish Transport Administration.

^f 2003, The Swedish National Road and Transport Research Institute (VTI), Travel Survey (Resor i Sverige).

^g 2013, The Swedish National Road and Transport Research Institute (VTI), The use of seat belts in Sweden 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Transport analysis.

SWITZERLAND



Population: 8 077 833 • Income group: High • Gross national income per capita: US\$ 90 760

INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Roads Office
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	5 693 642
Cars and 4-wheeled light vehicles	4 320 885
Motorized 2- and 3-wheelers	687 990
Heavy trucks	371 361
Buses	60 151
Other	253 255
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	144
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	269 ^b (71% M, 29% F)
WHO estimated road traffic fatalities	269
WHO estimated rate per 100 000 population	3.3
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Data warehouse of the Federal Roads Office (FEDRO). Defined as died within 30 days of crash.

^c 2010, Federal Roads Office (FEDRO).

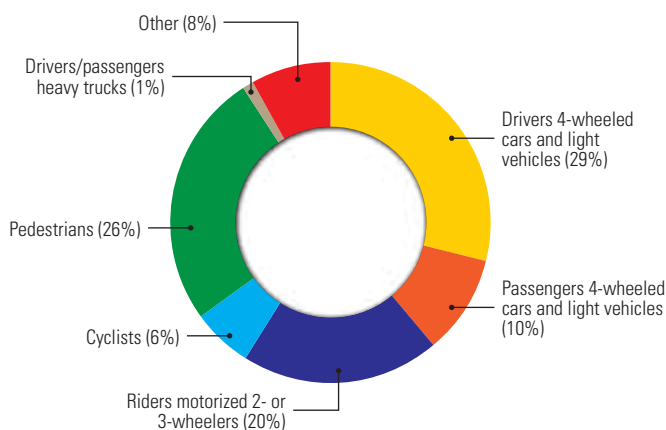
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	16% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	96–100% 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	91–92% Front seats ^f , 72% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Data warehouse of the Federal Roads Office (FEDRO).

^e 2012, 100% motorcycles, 96% mopeds. Swiss Council for Accident Prevention.

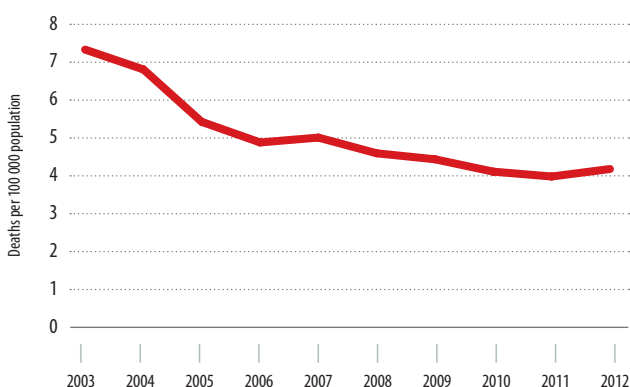
^f 2013, Front seats: 92% Drivers, 91% Passengers; Rear seats: 72%. Swiss Council for Accident Prevention.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Data warehouse of the Federal Roads Office (FEDRO).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Data warehouse of the Federal Roads Office (FEDRO), Swiss Statistics.

TAJIKISTAN



Population: 8 207 834 • Income group: Low • Gross national income per capita: US\$ 990

INSTITUTIONAL FRAMEWORK

Lead agency	State Automobile Inspectorate of the Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	411 548
Cars and 4-wheeled light vehicles	353 919
Motorized 2- and 3-wheelers	4 925
Heavy trucks	36 942
Buses	15 762
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

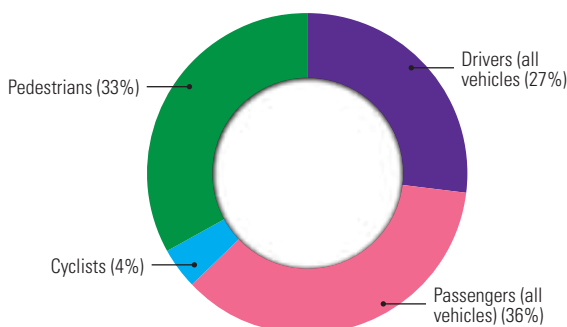
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	03
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	472 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 543 (95%CI 1 387–1 699)
WHO estimated rate per 100 000 population	18.8
Estimated GDP lost due to road traffic crashes	—

^b State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013. Defined as died within 7 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

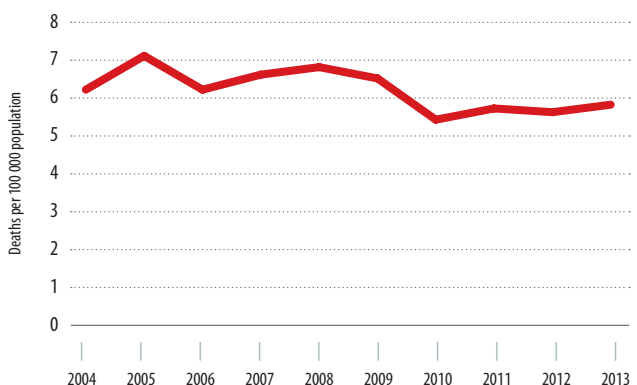
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
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	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

^d 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

THAILAND



Population: 67 010 502 • Income group: Middle • Gross national income per capita: US\$ 5 340

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Directing Center
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Less than 10 deaths per 100 000 population (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2012	32 476 977
Cars and 4-wheeled light vehicles	11 829 221
Motorized 2- and 3-wheelers	19 169 418
Heavy trucks	901 014
Buses	137 609
Other	439 715
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	1669
Permanently disabled due to road traffic crash	4.6% of admitted patients ^b

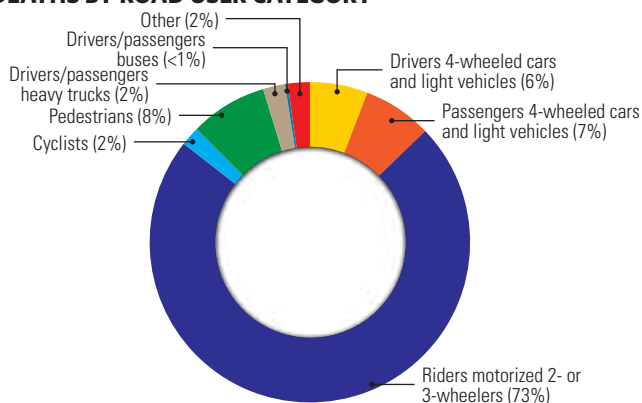
^b 2006, Study of Dr. Daranee Suwapan, MD. "Incidence of Disability and Impact from Road Traffic Injury".

DATA	
Reported road traffic fatalities (2012)	14 059 ^c (79% M, 21% F)
WHO estimated road traffic fatalities	24 237
WHO estimated rate per 100 000 population	36.2
Estimated GDP lost due to road traffic crashes	3.0% ^d

^c Bureau of Policy and Strategy, Office of Permanent Secretary, Ministry of Public Health. Defined as unlimited time period following crash.

^d 2009, Dr. Pichai Thaneerananon, PhD. "Traffic Accident Costing in Thailand 2004".

DEATHS BY ROAD USER CATEGORY



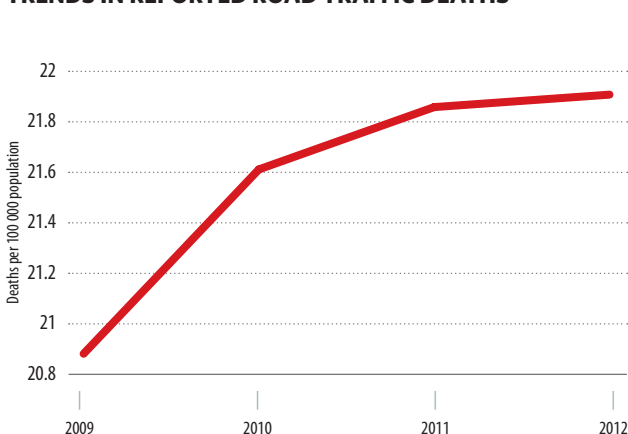
Source: Injury Surveillance System (data from 2012).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	26% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	52% Drivers ^f , 20% 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	58% Drivers ^f , 54% Front seats ^f
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Injury Surveillance System (data from 2012).

^f Survey of Thai Roads Foundation (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Bureau of Policy and Strategy, Office of Permanent Secretary, Ministry of Public Health.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Population: 2 107 158 • Income group: Middle • Gross national income per capita: US\$ 4 870



INSTITUTIONAL FRAMEWORK	
Lead agency	Republic Council on Road Traffic Safety and Coordination Body of the Government
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction and 0 child victims (2009–2014)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	403 339
Cars and 4-wheeled light vehicles	346 798
Motorized 2- and 3-wheelers	8 093
Heavy trucks	45 426
Buses	3 022
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

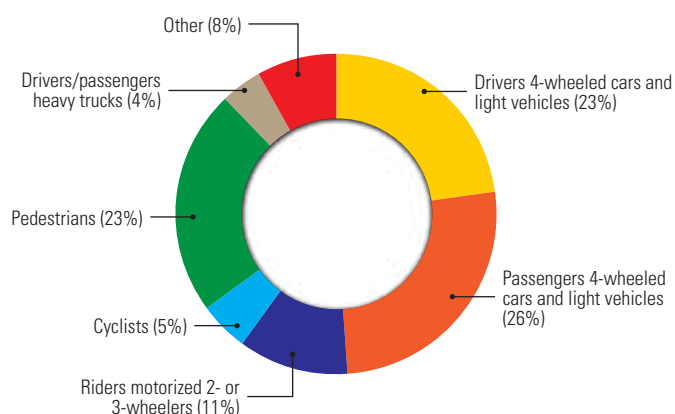
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	11.5% ^b

^b 2008, Institute of Public Health, Community injury survey in Macedonia.

DATA	
Reported road traffic fatalities (2013)	198 ^c (78% M, 22% F)
WHO estimated road traffic fatalities	198
WHO estimated rate per 100 000 population	9.4
Estimated GDP lost due to road traffic crashes	—

^c Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

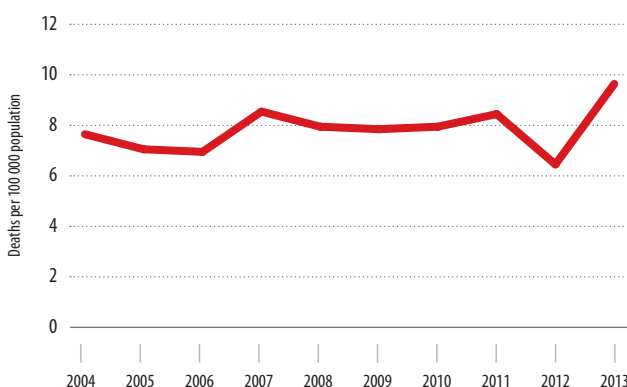
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% All riders ^f
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% Front seats ^f , 10% Rear seats ^f
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to an unspecified limit.

^e 2013, Ministry of Interior (Police records), State Statistical Office.

^f 2013, Ministry of Interior (Police records).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

TIMOR-LESTE



Population: 1 132 879 • Income group: Middle • Gross national income per capita: US\$ 3 940

INSTITUTIONAL FRAMEWORK	
Lead agency	National Directorate of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2006–2013	63 553
Cars and 4-wheeled light vehicles	14 621
Motorized 2- and 3-wheelers	48 143
Heavy trucks	651
Buses	138
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	110
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	74 ^b (79% M, 21% F)
WHO estimated road traffic fatalities	188 (95%CI 158–219)
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	—

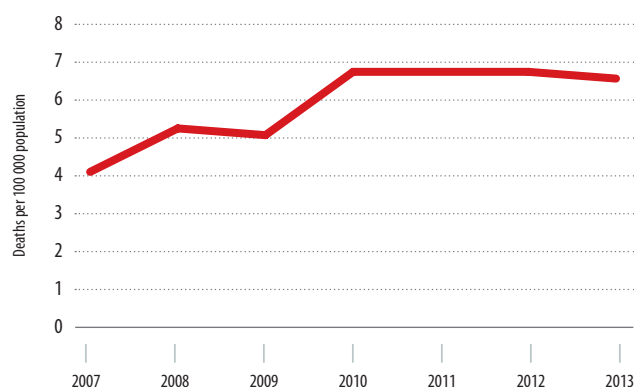
^b National Police Timor-Leste (PNTL). Defined as died within 24 hours of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Transit Police, Timor-Leste.



Population: 6 816 982 • Income group: Low • Gross national income per capita: US\$ 530

INSTITUTIONAL FRAMEWORK	
Lead agency	National Office of Road Safety
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2011	58 111
Cars and 4-wheeled light vehicles	11 739
Motorized 2- and 3-wheelers	41 838
Heavy trucks	4 440
Buses	94
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

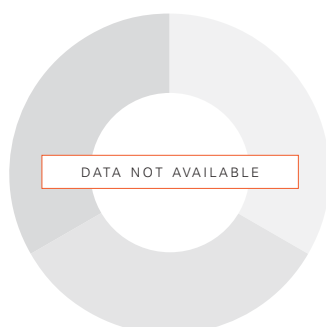
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	118
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	971 ^b (84% M, 16%F)
WHO estimated road traffic fatalities	2 123 (95%CI 1 719–2 526)
WHO estimated rate per 100 000 population	31.1
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Public Works and Transport. Defined as died within 7 days of crash.

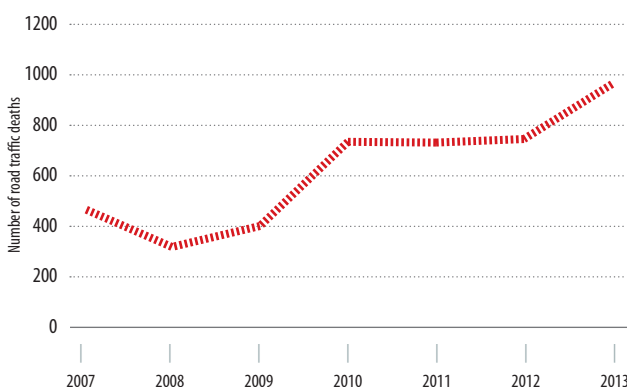
DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport (note: figures for 2007, 2008, 2009 do not include data from Ministry of Security).

TONGA



Population: 105 323 • Income group: Middle • Gross national income per capita: US\$ 4 490

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Police and Ministry of Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	8 154
Cars and 4-wheeled light vehicles	6 039
Motorized 2- and 3-wheelers	184
Heavy trucks	1 882
Buses	49
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	1.9% ^b

^b 2013, Ministry of Health, Tonga.

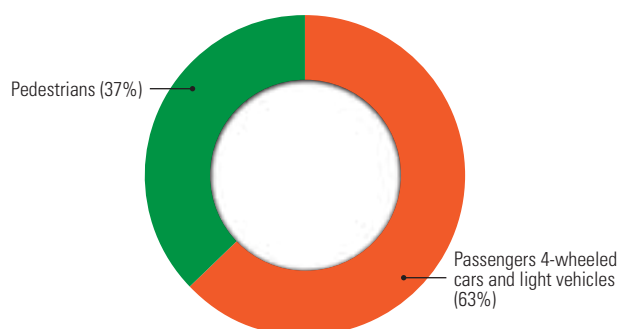
DATA	
Reported road traffic fatalities (2013)	8 ^c (88% M, 13% F)
WHO estimated road traffic fatalities	8
WHO estimated rate per 100 000 population	7.6
Estimated GDP lost due to road traffic crashes	—

^c Police Records. Defined as died within a year of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	70 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	100% Drivers ^d , 100% Passengers ^d
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

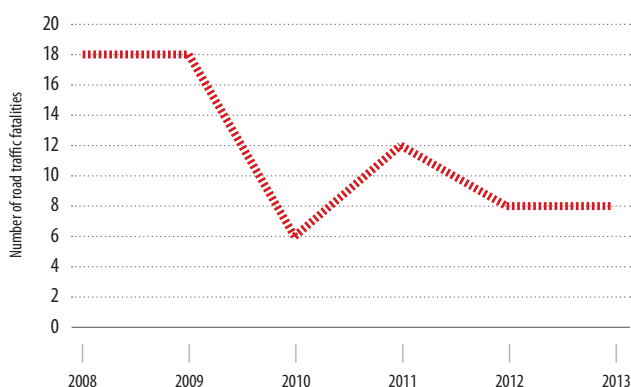
^d 2013, Police Data.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Police.

TRINIDAD AND TOBAGO



Population: 1 341 151 • Income group: High • Gross national income per capita: US\$ 15 760

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

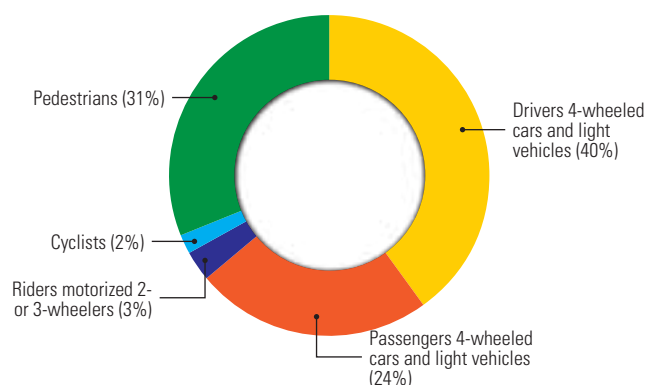
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	151 ^b (81% M, 19% F)
WHO estimated road traffic fatalities	189
WHO estimated rate per 100 000 population	14.1
Estimated GDP lost due to road traffic crashes	—

^b Trinidad and Tobago Police Service. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY

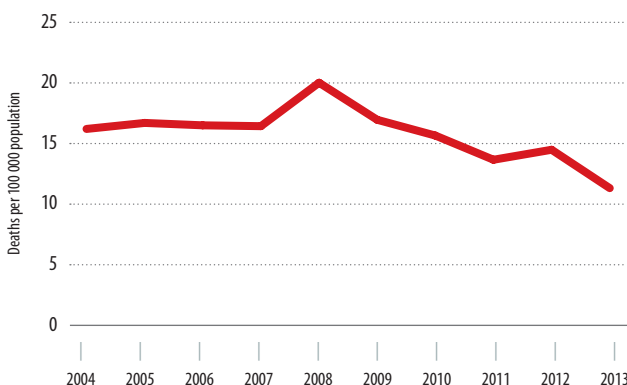


Source: Trinidad and Tobago Police Service (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	95% Drivers ^c , 95% 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	95% Drivers ^c , 95% Front seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Ministry of Transport (data from 2014).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Trinidad and Tobago Police Service



Population: 10 996 515 • Income group: Middle • Gross national income per capita: US\$ 4 200

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 target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 735 339
Cars and 4-wheeled light vehicles	1 467 504
Motorized 2- and 3-wheelers	7 916
Heavy trucks	51 523
Buses	18 409
Other	189 987
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

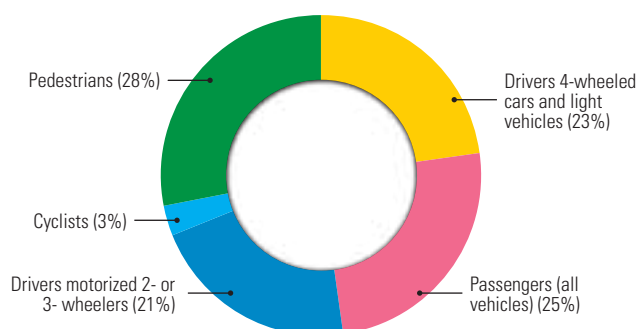
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 505 ^b (84% M, 16% F)
WHO estimated road traffic fatalities	2 679 (95%CI 2 346–3 012)
WHO estimated rate per 100 000 population	24.4
Estimated GDP lost due to road traffic crashes	—

^b General Directorate of the National Guard, Ministry of Interior (data from 2013). Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



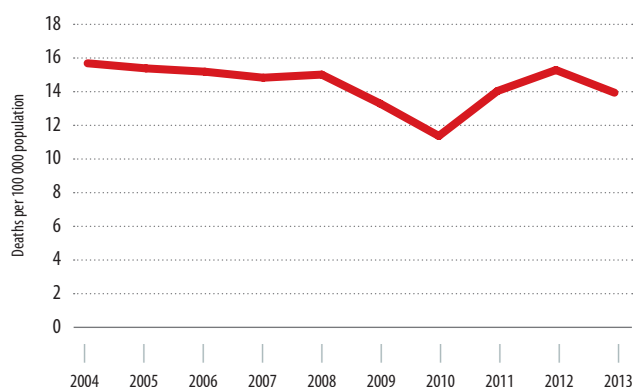
Source: General Directorate of the National Guard, Ministry of Interior (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes ^d
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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^c General Directorate of the National Guard, Ministry of Interior (data from 2013).

^d Law applies only outside urban areas.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of the National Guard, Ministry of Interior.

TURKEY



Population: 74 932 641 • Income group: Middle • Gross national income per capita: US\$ 10 970

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Strategy Coordination Council and Road Traffic Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2012–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	17 939 447
Cars and 4-wheeled light vehicles	14 240 786
Motorized 2- and 3-wheelers	2 722 826
Heavy trucks	755 950
Buses	219 885
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 685 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	6 687
WHO estimated rate per 100 000 population	8.9
Estimated GDP lost due to road traffic crashes	—

^b Turkish Statistical Institute. Defined as died at scene of crash.

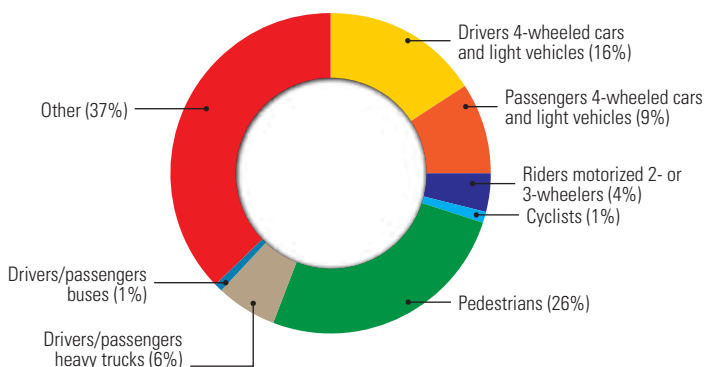
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	No
Law refers to helmet standard	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	44% Drivers ^d , 36% Front seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c 2012, Turkish National Police.

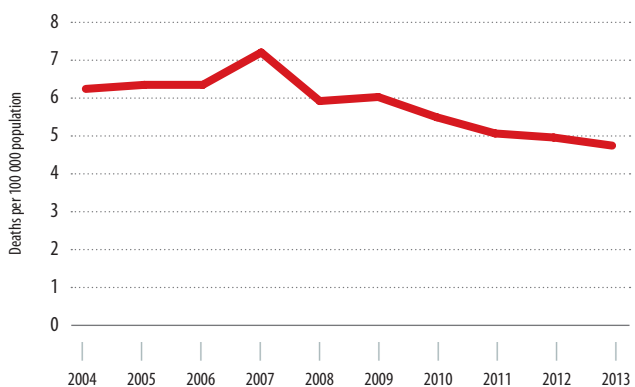
^d 2013, Turkish National Police. Final report of safety belts usage for drivers and front seat passengers.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Turkish Statistical Institute, Turkish National Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Turkish Statistical Institute.

TURKMENISTAN



Population: 5 240 072 • Income group: Middle • Gross national income per capita: US\$ 6 880

INSTITUTIONAL FRAMEWORK	
Lead agency	The Cabinet of Ministers of Turkmenistan
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2014	847 874
Cars and 4-wheeled light vehicles	676 622
Motorized 2- and 3-wheelers	37 275
Heavy trucks	114 004
Buses	19 973
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

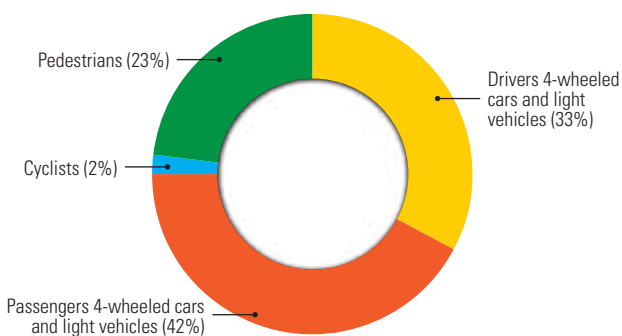
DATA	
Reported road traffic fatalities (2013)	821 ^b (67% M, 21% F)
WHO estimated road traffic fatalities	914 (95%CI 844–983)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents". Defined as died within 7 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

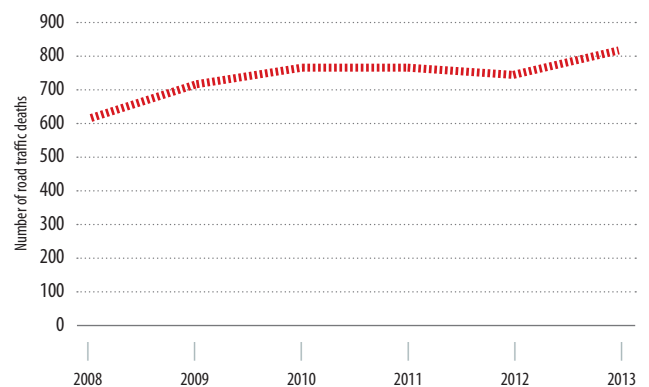
^c 2013, Traffic Police, Ministry of Internal Affairs.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents".

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents".

UGANDA



Population: 37 578 876 • Income group: Low • Gross national income per capita: US\$ 550

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	1 228 425
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	2.8% ^b

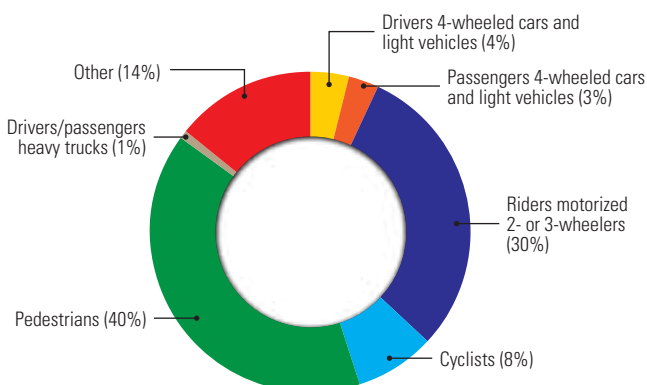
^b Community Survey in Mokuno (data from 1999).

DATA

Reported road traffic fatalities (2013)	2 937 ^c (79% M, 21%F)
WHO estimated road traffic fatalities	10 280 (95%CI 7 820–12 739)
WHO estimated rate per 100 000 population	27.4
Estimated GDP lost due to road traffic crashes	—

^c Annual Traffic Report. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



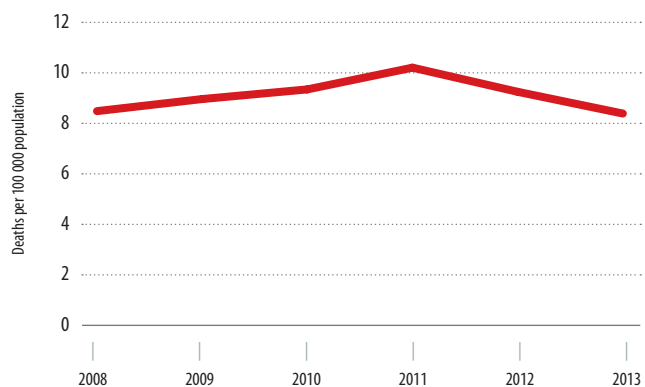
Source: Annual Traffic Report 2013 (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	49% Drivers ^d , 1% 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	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Uganda Helmet Vaccine Initiative (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Report, Statistical Abstract.

UNITED ARAB EMIRATES



Population: 9 346 129 • Income group: High • Gross national income per capita: US\$ 38 360

INSTITUTIONAL FRAMEWORK	
Lead agency	Traffic Coordination Department, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	3 deaths per 100 000 population (2013–2021)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	2 674 894
Cars and 4-wheeled light vehicles	2 425 630
Motorized 2- and 3-wheelers	38 620
Heavy trucks	126 832
Buses	83 812
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	651 ^b (86% M, 14%F)
WHO estimated road traffic fatalities	1 021 (95%CI 845–1 198)
WHO estimated rate per 100 000 population	10.9
Estimated GDP lost due to road traffic crashes	1.3% ^c

^b Traffic Coordination Department, Ministry of Interior. Defined as died within 30 days of crash.

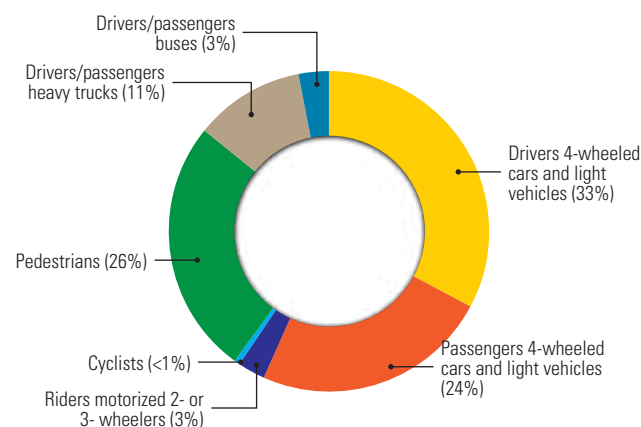
^c Department of Economic Development (data from 2011).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	90 km/h ^d
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9
National drink–driving law	Yes ^e
BAC limit – general population	≤ 0.01 g/dl
BAC limit – young or novice drivers	≤ 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9
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
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d Speed limit varies by Emirate.

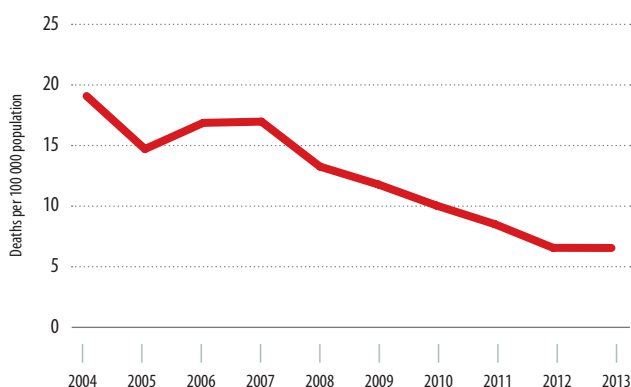
^e Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Coordination Department, Ministry of Interior (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Coordination Department, Ministry of Interior.

UNITED KINGDOM



Population: 63 136 265 • Income group: High • Gross national income per capita: US\$ 41 680

INSTITUTIONAL FRAMEWORK

Lead agency	Department for Transport (Great Britain), Department of the Environment (Northern Ireland), Department for Economy, Science and Transport (Wales), Transport Scotland (Scotland)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Between 37–60% (by 2020) ^a

^a Great Britain Strategy 37%–46%; Wales: 40%; Northern Ireland: 60%; Scotland: 40%.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2012	35 582 650
Cars and 4-wheeled light vehicles	32 978 351
Motorized 2- and 3-wheelers	1 252 102
Heavy trucks	483 000
Buses	172 132
Other	697 065
Vehicle standards applied ^b	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^b UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

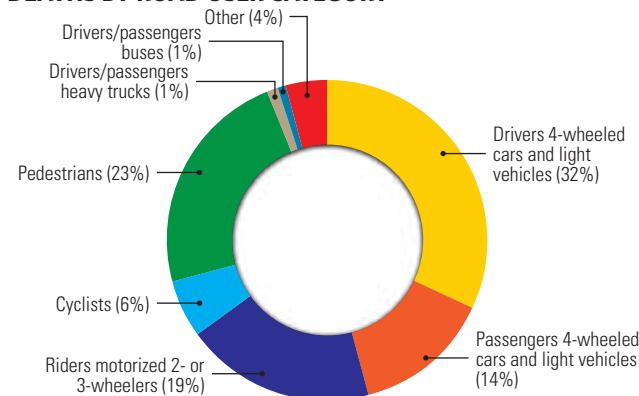
DATA

Reported road traffic fatalities (2013)	1 770 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	1 827
WHO estimated rate per 100 000 population	2.9
Estimated GDP lost due to road traffic crashes	1.0% ^d

^c Department for Transport, Road accidents and safety statistics (Great Britain), Police Service of Northern Ireland, Police Recorded Injury Road Traffic Collision Statistics, 2013 Key Statistics Report (Northern Ireland). Defined as died within 30 days of crash.

^d 2012, Department for Transport: Road accidents and safety statistics, Reported Road Casualties in Great Britain: 2012 Annual Report. HM Treasury: GDP deflators at market prices, and money GDP: December 2013. Data refer to Great Britain.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Department for Transport, Road accidents and safety statistics (Great Britain), Police Service, Northern Ireland Statistics (Northern Ireland).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	48 km/h
Max rural speed limit	96 km/h
Max motorway speed limit	112 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	16% ^e for Great Britain 17% ^f for Northern Ireland
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	Front seats: 95% ^g for Great Britain; 98% ^h for Northern Ireland Rear seats: 88% ^g for Great Britain; 95% ^h for Northern Ireland
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

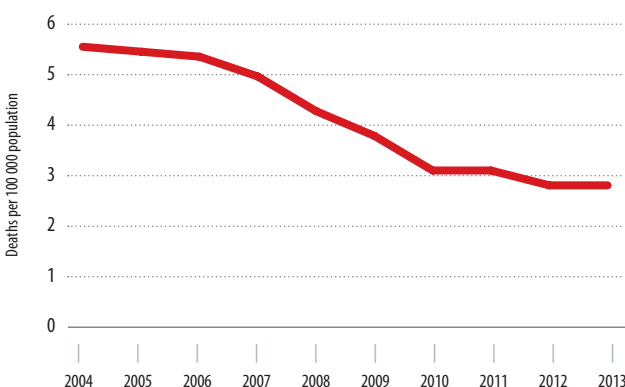
^e 2012, Department for Transport, Reported road casualties in Great Britain: Estimates for accidents involving illegal alcohol levels.

^f 2012, Police Service, Northern Ireland Statistics (Northern Ireland).

^g 2013, Department for Transport, Think! Campaign Team's Annual Survey Report.

^h 2013, Northern Ireland Statistics and Research Agency, Northern Ireland Survey of Seat Belt Wearing 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Department for Transport, Road accidents and safety statistics (Great Britain), Population and Migration Estimates Northern Ireland 2013 - Statistical Report, Police Service of Northern Ireland, Police Recorded Injury Road Traffic Collision Statistics, 2013 Key Statistics Report (Northern Ireland).

UNITED REPUBLIC OF TANZANIA



Population: 49 253 126 • Income group: Low • Gross national income per capita: US\$ 630

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	-
National road safety strategy	No
Funding to implement strategy	-
Fatality reduction target	-

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2014	1 509 786
Cars and 4-wheeled light vehicles	511 604
Motorized 2- and 3-wheelers	808 984
Heavy trucks	85 931
Buses	48 698
Other	54 569
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

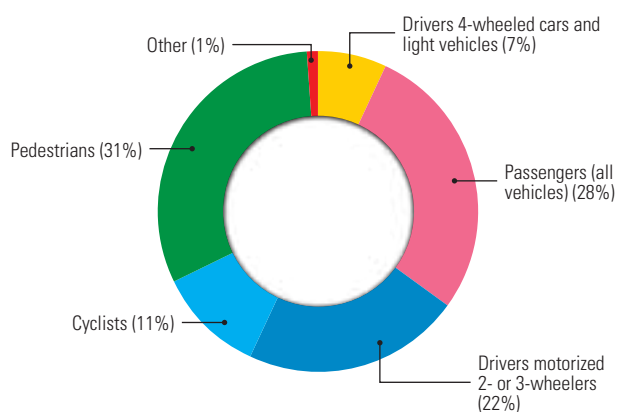
DATA	
Reported road traffic fatalities (2013)	4 002 ^b (80% M, 20%F)
WHO estimated road traffic fatalities	16 211 (95%CI 13 116–19 307)
WHO estimated rate per 100 000 population	32.9
Estimated GDP lost due to road traffic crashes	3.4% ^c

^b Traffic Police. Defined as died within one year and a day.

^c 2007, Bureau of Industrial Cooperation (BICO) Report.

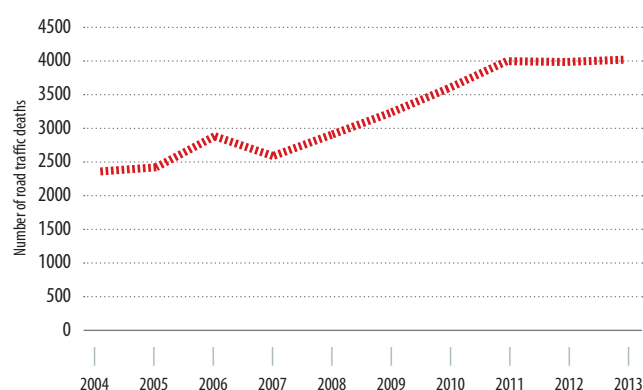
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Traffic Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

UNITED STATES OF AMERICA



Population: 320 050 716 • Income group: High • Gross national income per capita: US\$ 53 470

INSTITUTIONAL FRAMEWORK

Lead agency	National Highway Traffic Safety Administration (NHTSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	1.05 per 100 million Vehicle Miles Travelled (VMT) (for transport) (2012)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2011	265 043 362
Cars and 4-wheeled light vehicles	245 669 103
Motorized 2- and 3-wheelers	8 437 502
Heavy trucks	10 270 693
Buses	666 064
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	No

^a FMVSS 208 and FMVSS126.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

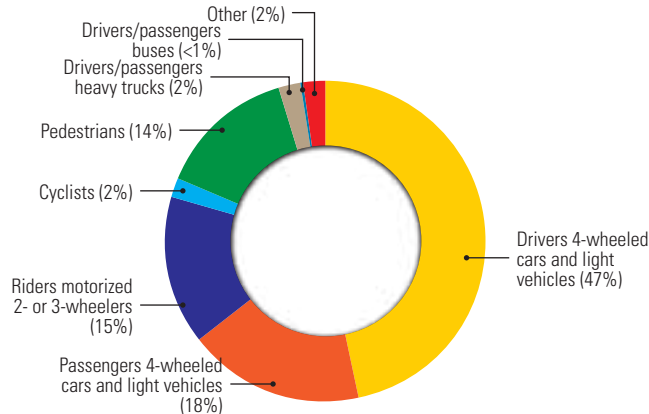
DATA

Reported road traffic fatalities (2013)	32 719 ^b (71% M, 29% F)
WHO estimated road traffic fatalities	34 064
WHO estimated rate per 100 000 population	10.6
Estimated GDP lost due to road traffic crashes	1.9% ^c

^b National Highway Traffic Safety Administration. Defined as died within 30 days of crash.

^c 2014, Blincoe, LJ, Miller TR, Zaloshnja E, Lawrence BA. The economic and societal impact of motor vehicle crashes, (Data from 2010). Report No. DOT HS 812.013. Washington, DC: National Highway Traffic Safety Administration.

DEATHS BY ROAD USER CATEGORY



Source: Fatality Analysis Reporting System (FARS) (data from 2012).

SAFER ROAD USERS*

Speed limit law	Yes
Max urban speed limit	32–105 km/h
Max rural speed limit	40–121 km/h
Max motorway speed limit	105–121 km/h
Local authorities can modify limits	Yes
Enforcement	—
Drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	0.00–0.08 g/dl
Random breath testing carried out	Yes ^d
Enforcement	—
% road traffic deaths involving alcohol	31% ^e
Motorcycle helmet law	Yes
Applies to drivers and passengers	No ^f
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	63% Drivers ^g , 46% Passengers ^g
Seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	—
Seat-belt wearing rate	84% Front seats ^h , 70% Rear seats ^h
Child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	—
% children using child restraints	91% ^h
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No ⁱ
Law also applies to hands-free phones	No
Drug-driving law	Yes

^d While the U.S. Constitution permits random breath testing subject to certain procedural safeguards, approximately 12 states do not conduct random breath testing because they lack the authority to do so or have prohibited such testing based on their own laws or constitutions, or based on an interpretation of the U.S. Constitution.

^e Fatality Analysis Reporting System (FARS) (Data from 2012).

^f 21 subnational jurisdictions require helmets for all motorcycle riders and more than half of subnational jurisdictions require a motorcycle helmet for young or novice drivers.

^g National Occupant Protection Use Survey (NOPUS) (Data from 2012).

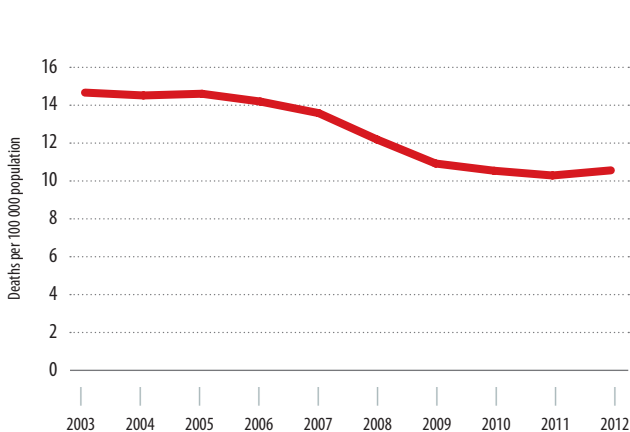
^h 2010 National Occupant Protection Use Survey.

ⁱ National Survey of the Use of Booster Seats (Data from 2013).

* The majority of states prohibit text messaging while driving.

* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Fatality Analysis Reporting System (FARS).

URUGUAY



Population: 3 407 062 • Income group: High • Gross national income per capita: US\$ 15 180

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Unit (UNASEV)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	1 991 836
Cars and 4-wheeled light vehicles	841 333
Motorized 2- and 3-wheelers	1 080 017
Heavy trucks	61 667
Buses	8 819
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

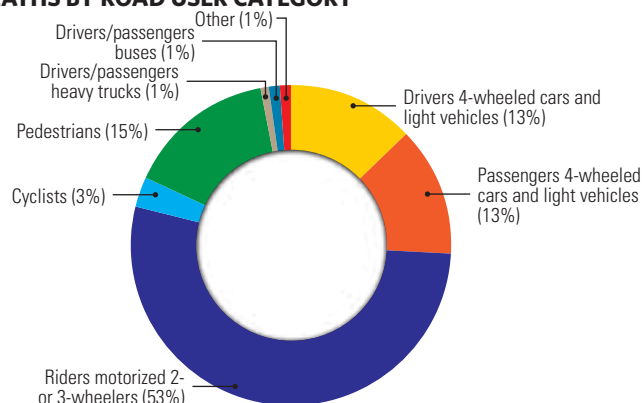
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	567 ^b (77% M, 23%F)
WHO estimated road traffic fatalities	567
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	2.7% ^c

^b Report on Road Accidents in Uruguay – UNASEV. Defined as died within 30 days of crash.

^c 2010, Cost of social crises in Uruguay – Cr. Herman Garat

DEATHS BY ROAD USER CATEGORY



Source: Report on Road Accidents in Uruguay – UNASEV (Data from 2013).

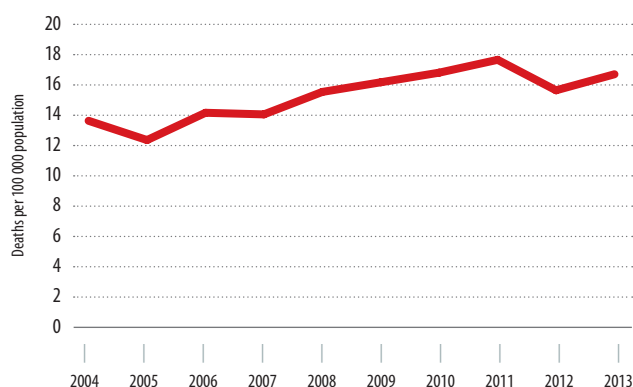
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	45 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	38% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	85% Drivers ^f , 74% Passengers ^f
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	56% Front seats ^f , 32% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% children using child restraints	28% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^d Speed can be increased up to 60 km/h in certain cases.

^e 1997, Dr. Guido Berro Forensic Technical Institute.

^f Observational study of road behavior, UNASEV (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Report on Road Accidents in Uruguay – UNASEV.

UZBEKISTAN



Population: 28 934 102 • Income group: Middle • Gross national income per capita: US\$ 1 880

INSTITUTIONAL FRAMEWORK	
Lead agency	Central Administrative Board of Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

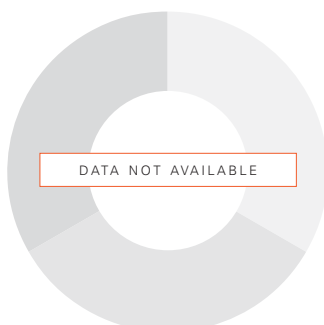
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	2 298 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	3 240
WHO estimated rate per 100 000 population	11.2
Estimated GDP lost due to road traffic crashes	—

^b Forensic institutions. Defined as unlimited time period following crash.

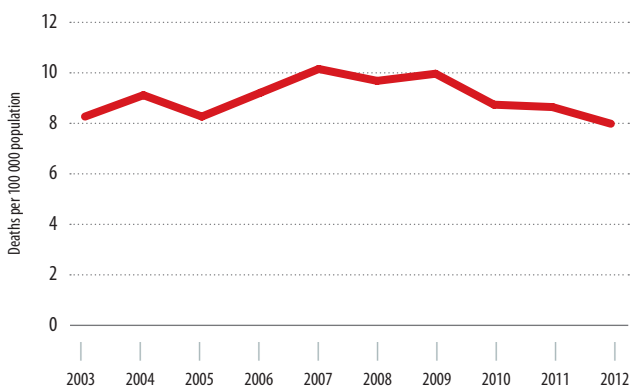
DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Forensic institutions.



Population: 252 763 • Income group: Middle • Gross national income per capita: US\$ 3 130

INSTITUTIONAL FRAMEWORK	
Lead agency	Vanuatu Police Force
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	14 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	10% ^b

^b 2013, Ministry of Health.

DATA	
Reported road traffic fatalities (2013)	9 ^c (33% M, 67% F)
WHO estimated road traffic fatalities	42 (95% CI 37–47)
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	—

^c Vanuatu Police Force and Ministry of Health. Defined as died at scene of crash.

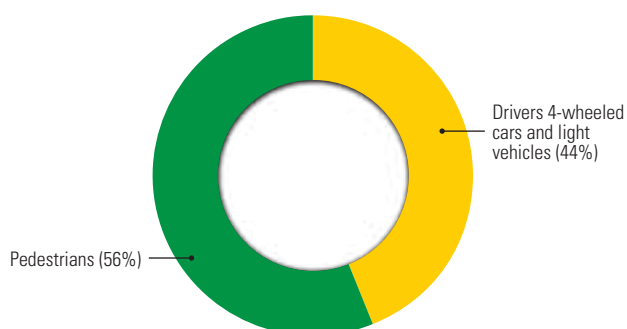
SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	50% Drivers ^f , 50% Passengers ^f
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d Not based on BAC.

^e 2013, Vanuatu Police Force & Ministry of Health.

^f 2013, Vanuatu Police Force.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Vanuatu Police Force and Ministry of Health.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



VIET NAM



Population: 91 679 733 • Income group: Middle • Gross national income per capita: US\$ 1 740

INSTITUTIONAL FRAMEWORK	
Lead agency	National Traffic Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5–10% annually (2012–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	40 790 841
Cars and 4-wheeled light vehicles	798 592
Motorized 2- and 3-wheelers	38 643 091
Heavy trucks	696 316
Buses	111 030
Other	541 812
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

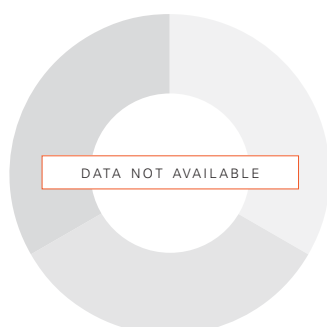
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	9 156 ^b
WHO estimated road traffic fatalities	22 419
WHO estimated rate per 100 000 population	24.5
Estimated GDP lost due to road traffic crashes	2.9% ^c

^b National Traffic Safety Committee Annual Report. Defined as died within 7 days of crash.

^c 2012, The research master plan for road safety in Vietnam (Japan International Cooperation Agency).

DEATHS BY ROAD USER CATEGORY



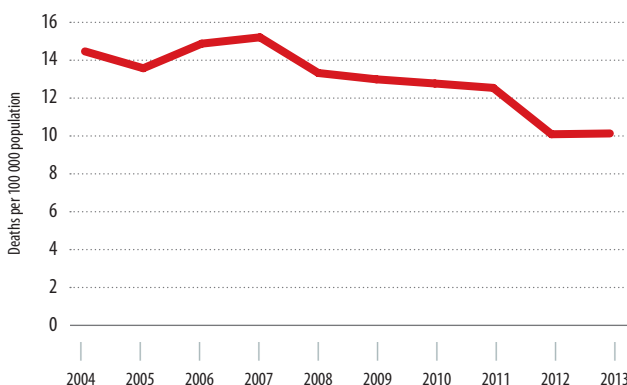
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00–0.05 g/dl ^d
BAC limit – young or novice drivers	0.00–0.05 g/dl ^d
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	34% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	96% Drivers ^f , 83% 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	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

^d For motorcycles drivers and for drivers of all other vehicles.

^e 2003, National Forensic Institute.

^f 2013, Hanoi School of Public Health, Helmet observations in select provinces.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Traffic Safety Committee Annual Reports.

WEST BANK AND GAZA STRIP

Population: 4 326 295 • Income group: Middle • Gross national income per capita: US\$ 3 070

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 target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	233 818
Cars and 4-wheeled light vehicles	210 446
Motorized 2- and 3-wheelers	880
Heavy trucks	20 496
Buses	1 996
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

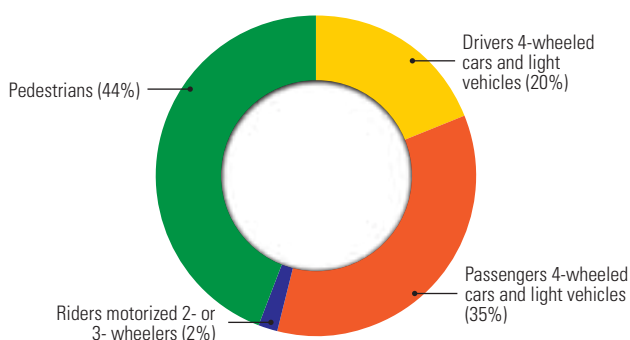
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	101
Permanently disabled due to road traffic crash	1.8% ^b

^b Ministry of Health (data from 2013).

DATA	
Reported road traffic fatalities (2013)	133 ^c (68% M, 32%F)
WHO estimated road traffic fatalities	241
WHO estimated rate per 100 000 population	5.6
Estimated GDP lost due to road traffic crashes	—

^c Ministry of Health. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



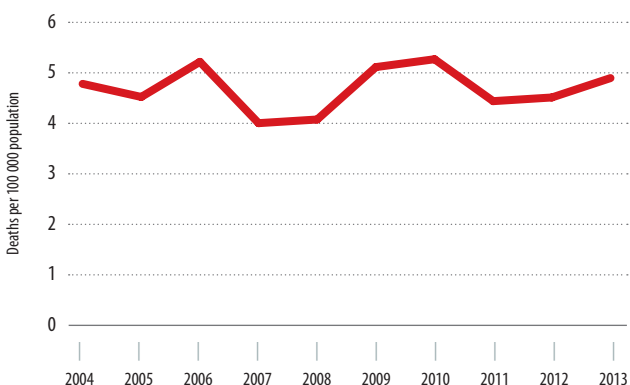
Source: Ministry of Health in coordination with Traffic Police (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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 5 4 6 ⑦ 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS^e

^e The data between 2008–2013 are for the West Bank only.



Source: Palestinian Central Bureau of Statistics.



Population: 24 407 381 • Income group: Middle • Gross national income per capita: US\$ 1 330

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	1 201 890
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	109 989
Heavy trucks	377 014
Buses	—
Other	714 887
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	195
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	2 494 ^b (86% M, 14% F)
WHO estimated road traffic fatalities	5 248 (95%CI 4 426–6 069)
WHO estimated rate per 100 000 population	21.5
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police (data from 2013). Defined as died within 24 hours of crash.

DEATHS BY ROAD USER CATEGORY



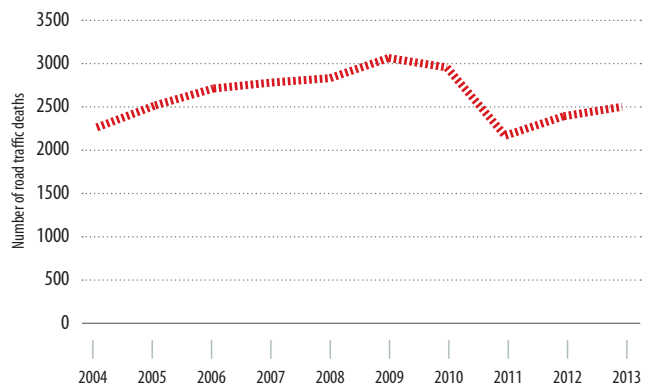
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^{c,d}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	① 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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	4% Drivers ^e , 0% 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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

^d Alcohol consumption legally prohibited.

^e Traffic Directorate (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

ZAMBIA



Population: 14 538 640 • Income group: Middle • Gross national income per capita: US\$ 1 810

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Transport and Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2014–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	534 532
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

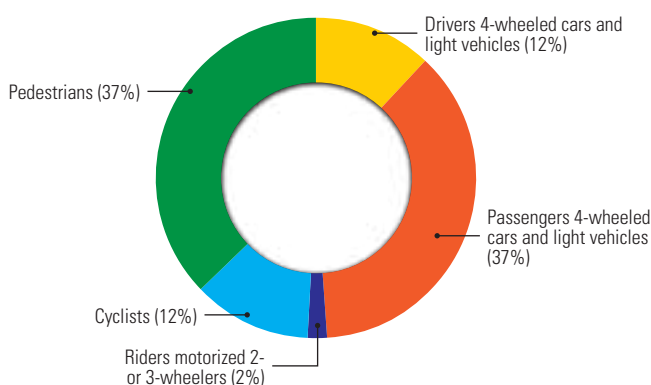
DATA	
Reported road traffic fatalities (2013)	1 851 ^b
WHO estimated road traffic fatalities	3 586 (95%CI 2 914–4 257)
WHO estimated rate per 100 000 population	24.7
Estimated GDP lost due to road traffic crashes	—

^b Zambia Police Records. Defined as died within a year of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
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	—
Random breath testing carried out	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
Law requires helmet to be fastened	No
Law refers to helmet standard	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
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

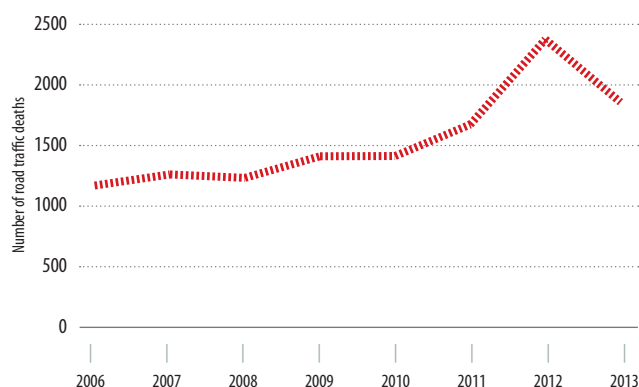
^c Not based on BAC.

DEATHS BY ROAD USER CATEGORY



Source: Zambia Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Zambia Police and Health Facilities.

ZIMBABWE



Population: 14 149 648 • Income group: Low • Gross national income per capita: US\$ 860

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Safety Council of Zimbabwe
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	927 129
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

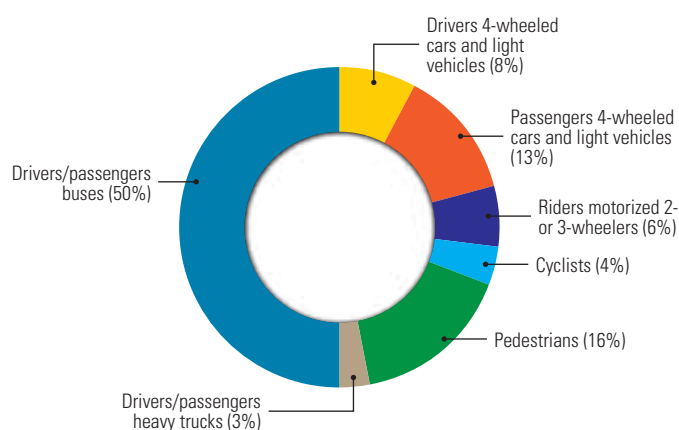
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 787 ^b (61% M, 39%F)
WHO estimated road traffic fatalities	3 985 (95%CI 3 319–4 652)
WHO estimated rate per 100 000 population	28.2
Estimated GDP lost due to road traffic crashes	—

^b Zimbabwe Republic Police Records. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

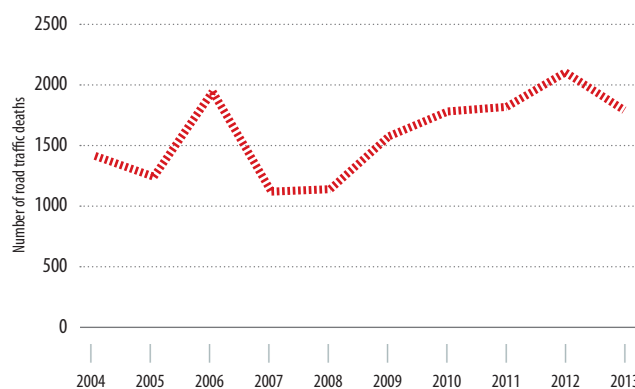


Source: Zimbabwe Republic Police Records (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	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
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Zimbabwe Republic Police Records.