

# COUNTRY PROFILES





# AFGHANISTAN



Population: 31 411 742

Income group: Low

Gross national income per capita: US\$ 410

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

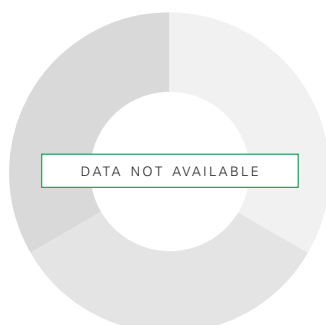
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 396 <sup>b</sup> , 65%M, 11%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

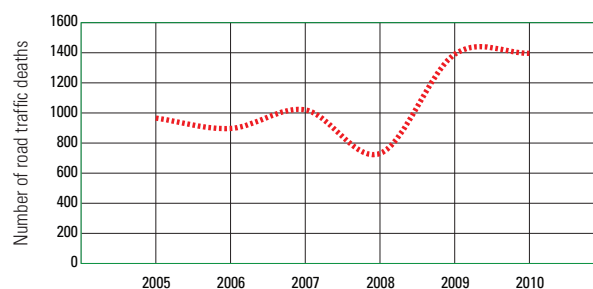
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	No <sup>c</sup>
BAC limit – general population	0 g/dl
BAC limit – young or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

<sup>c</sup> Alcohol consumption legally prohibited.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# ALBANIA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

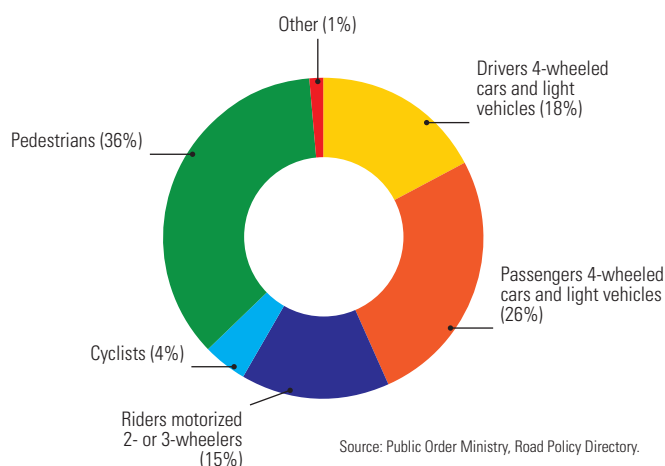
<sup>a</sup> No car manufacturers/assemblers.

## DATA

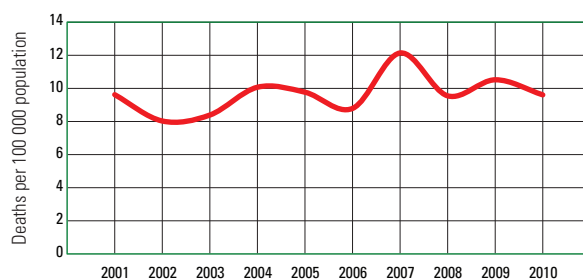
<b>Reported road traffic fatalities (2010)</b>	352 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Public Order Ministry, Road Policy Directory.

## SAFER ROAD USERS

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

<sup>c</sup> 2010, Road Policy Directory.

<sup>d</sup> 2010, Civil Society of Road Safety Monitoring.

## POST-CRASH CARE

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

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

# ANDORRA



Population: 84 865

Income group: High

Gross national income per capita: US\$ 41 750

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

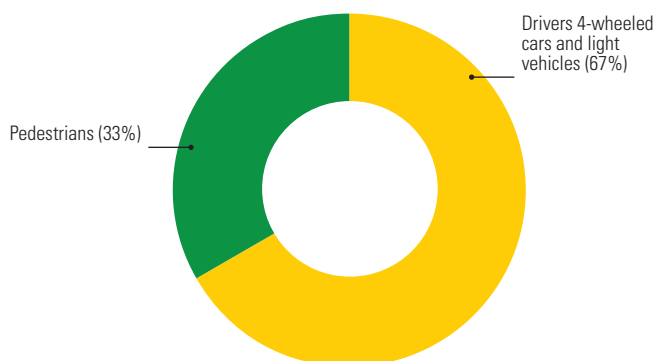
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 <sup>b</sup> , 100%M, 0%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> 2010, Police records. Defined as died at scene of crash.

## DEATHS BY ROAD USER CATEGORY



Source: Police Department.

## SAFER ROAD USERS

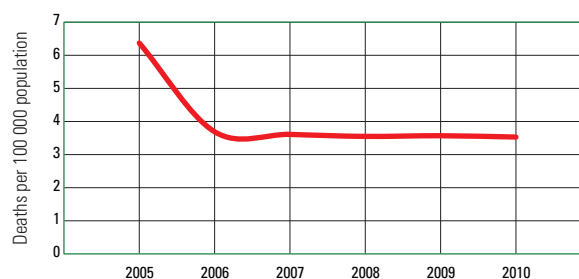
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers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

<sup>c</sup> 2010, Police Department.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Department.

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

# ANGOLA



Population: 19 081 912

Income group: Middle

Gross national income per capita: US\$ 3 960

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> Legislation different depending on age of second hand car.

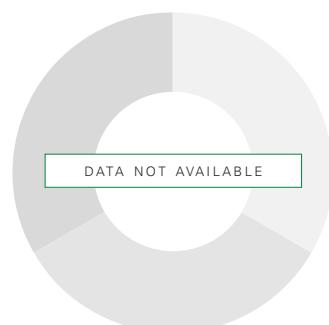
## DATA

<b>Reported road traffic fatalities (2010)</b>	3 112 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	9% <sup>c</sup>

<sup>b</sup> Police records. Defined as died at scene of crash.

<sup>c</sup> 2010, DNVT PN MININT (Ministry of Home Affairs).

## DEATHS BY ROAD USER CATEGORY



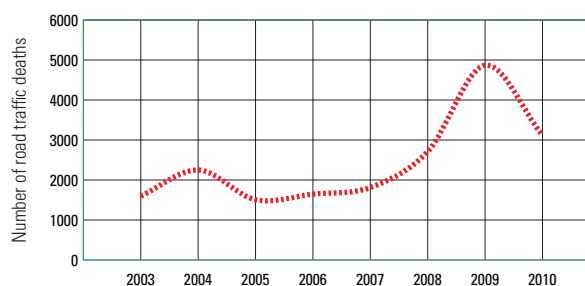
## SAFER ROAD USERS

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

## POST-CRASH CARE

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

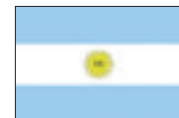
## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# ARGENTINA



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

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

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Subnational

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

DATA	
<b>Reported road traffic fatalities (2010)</b>	5 094 <sup>a</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 30 days of crash.

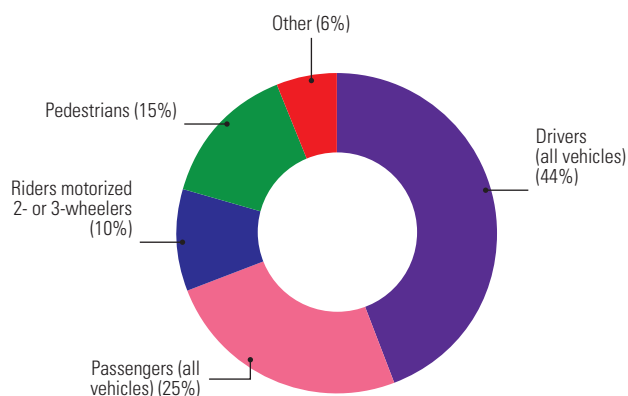
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40–60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit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

<sup>b</sup> 2009, National Road Safety Agency.

<sup>c</sup> 2011, National Survey Study of helmet, seat-belt use and distracting factors.

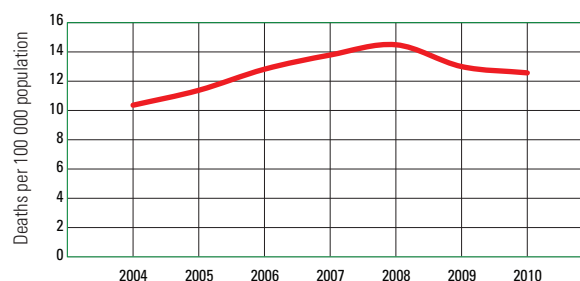
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	107
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training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

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# ARMENIA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

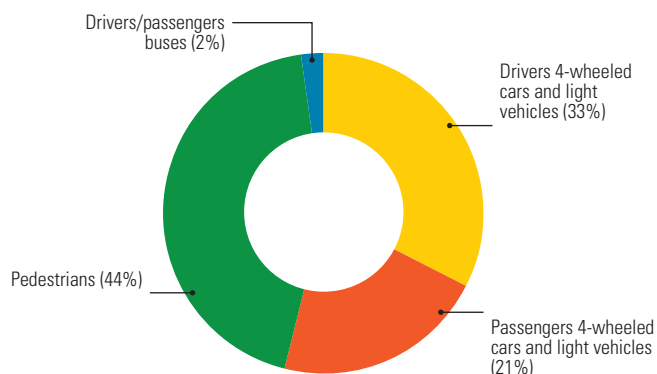
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	294 <sup>b</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>c</sup>

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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Police of RA.

## SAFER ROAD USERS

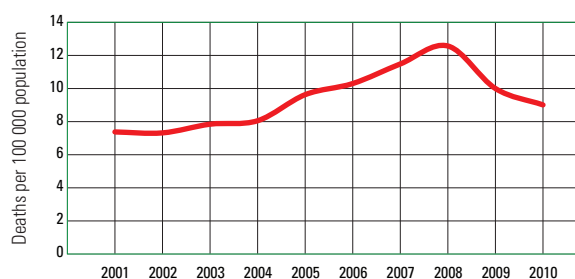
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.04 g/dl
BAC limit – young or novice drivers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

<sup>d</sup> 2010, Road Accident Registration Cards of Road Police of RA.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Police of RA.

Data collected by multisectoral consensus meeting. Data not cleared.



# AUSTRALIA



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

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

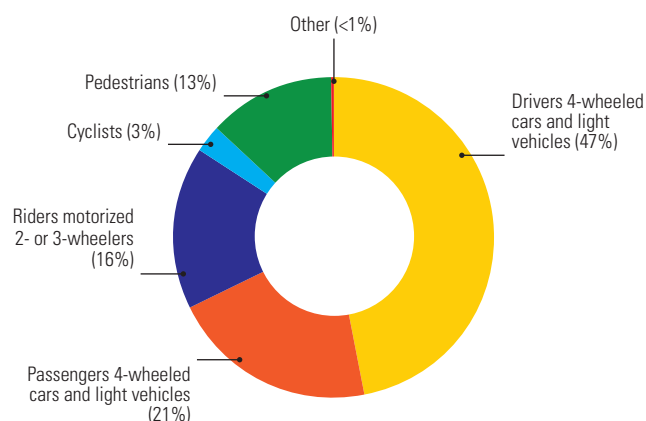
SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

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

DATA	
<b>Reported road traffic fatalities (2010)</b>	1 363 <sup>a</sup> , 72% M, 28% F
<b>Estimated GDP lost due to road traffic crashes</b>	1.7% <sup>b</sup>

<sup>a</sup> Police records. Died within 30 days of crash.  
<sup>b</sup> 2009, Dept of Infrastructure and Transport and Regional Economics (BITRE).

## DEATHS BY ROAD USER CATEGORY



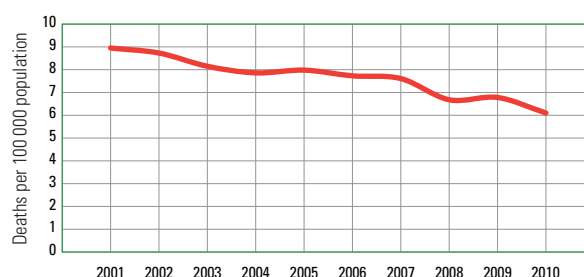
Source: 2010, Department of Infrastructure and Transport, Australian Road Deaths Database.

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

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

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# AUSTRIA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

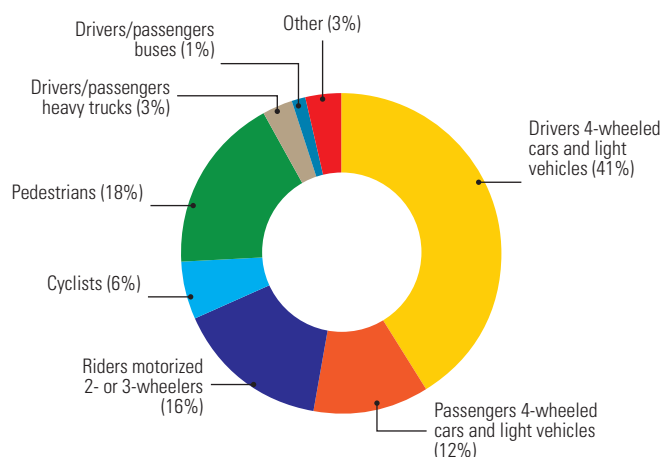
<b>Total registered vehicles (2010)</b>	6 091 881
Cars and 4-wheeled light vehicles	4 457 000
Motorized 2- and 3-wheelers	711 977
Heavy trucks	828 792
Buses	9 648
Other	84 464
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
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

## DATA

<b>Reported road traffic fatalities (2010)</b>	552 <sup>a</sup> , 74%M, 26%F
<b>Estimated GDP lost due to road traffic crashes</b>	3.9% <sup>b</sup>

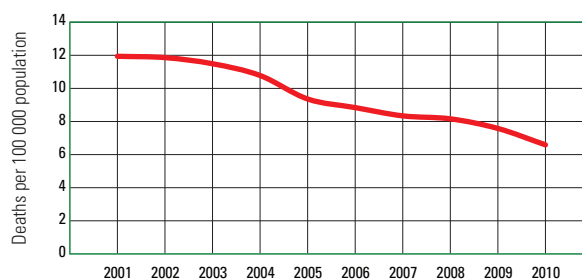
<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2006, Statistik Austria, Accident Costs (Forschungsarbeiten Verkehrswesen, Bd. 177).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistik Austria.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistik Austria.

## SAFER ROAD USERS

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

<sup>c</sup> 2010, Statistik Austria.  
<sup>d</sup> 2007, Austrian Road Safety Board.  
<sup>e</sup> 2008–2010, Kuratorium für Verkehrssicherheit.

## POST-CRASH CARE

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

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

# AZERBAIJAN



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

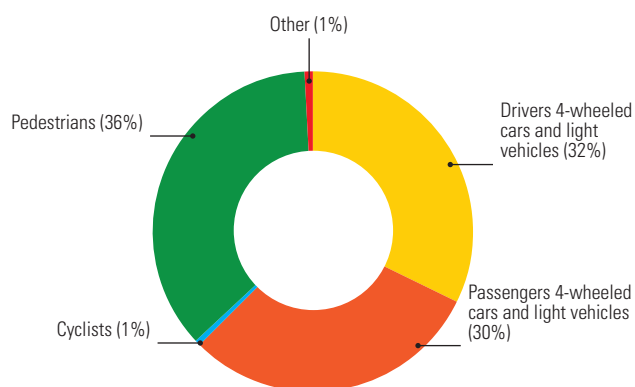
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	925 <sup>b</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

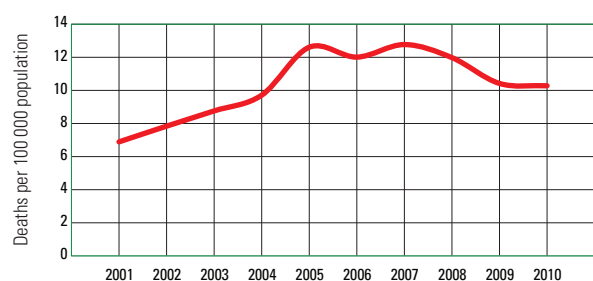
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers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

<sup>c</sup> 2010, State Road Police.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: State Statistical Committee.

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

# BAHAMAS



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

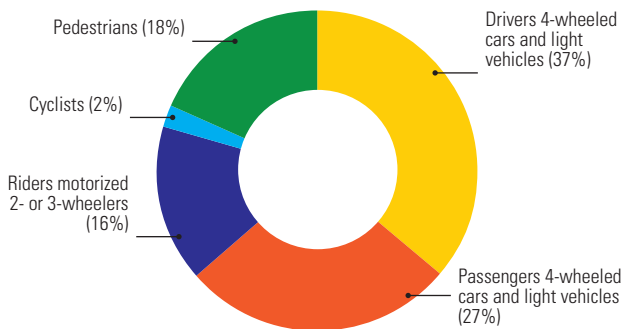
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	44 <sup>b</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Bahamas Police Force Traffic Division.

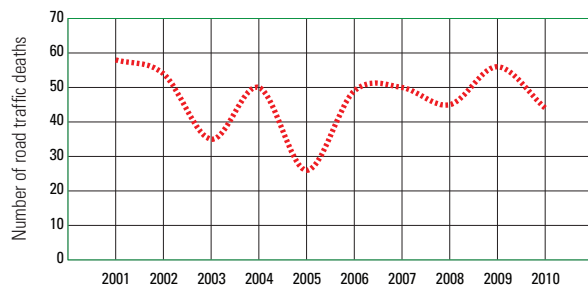
## SAFER ROAD USERS

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

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Royal Bahamas Police Force Traffic Division.

# BAHRAIN



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	75 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records and Health facility records. Defined as death caused by a road traffic crash (unlimited time period following crash).

## SAFER ROAD USERS

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

<sup>c</sup> Not based on BAC.

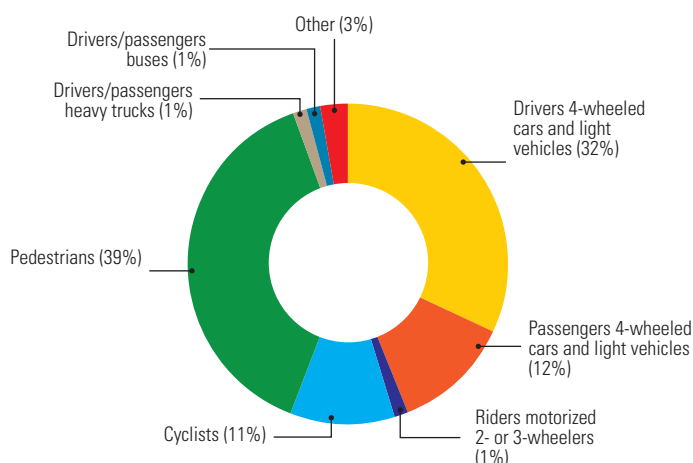
<sup>d</sup> 2010, GDT (General Directorate of Traffic).

<sup>e</sup> 2010, Roads Planning & Design Directorate – Ministry of Works.

## POST-CRASH CARE

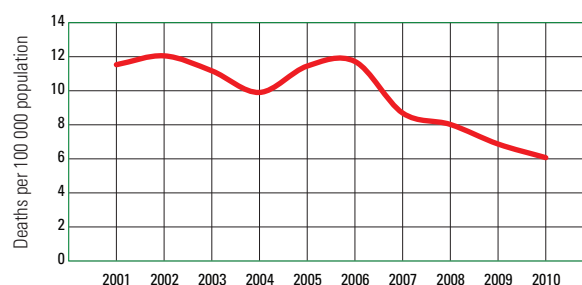
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	999
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, General Directorate of Traffic, MOI.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: General Directorate of Traffic.

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

# BANGLADESH



Population: 148 692 128

Income group: Low

Gross national income per capita: US\$ 700

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

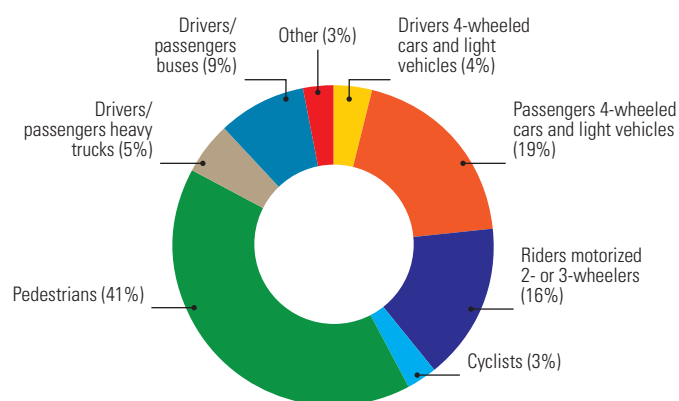
## DATA

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

<sup>a</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period).

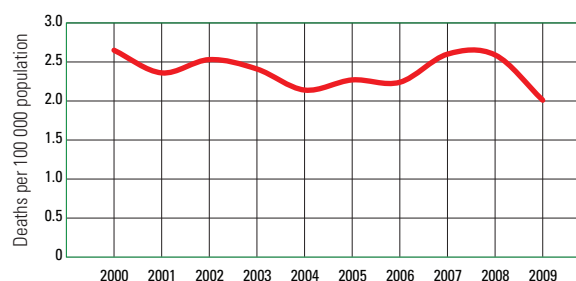
<sup>b</sup> 2003, Transport Research Lab UK.

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police First Information Report (FIR).

## SAFER ROAD USERS

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

<sup>c</sup> Not based on BAC.

<sup>d</sup> Alcohol consumption legally prohibited.

## POST-CRASH CARE

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

# BARBADOS



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

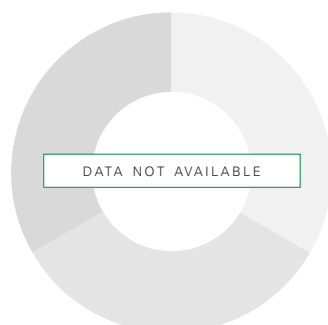
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	20 <sup>b</sup> , 85%M, 15%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period).

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

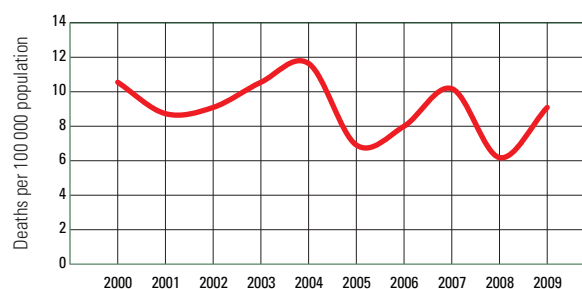
<sup>c</sup> Drink-driving not defined by BAC limit.

<sup>d</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Royal Barbados Police Force.

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

# BELARUS



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

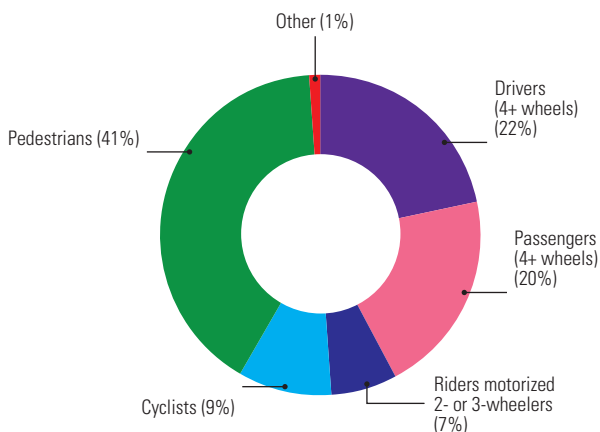
<b>Total registered vehicles (2011)</b>	3 829 244
Cars and 4-wheeled light vehicles	3 042 665
Motorized 2- and 3-wheelers	345 316
Heavy trucks	396 606
Buses	44 624
Other	33
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle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

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 190 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> 2010, Ministry of Transports. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Home Office.

## SAFER ROAD USERS

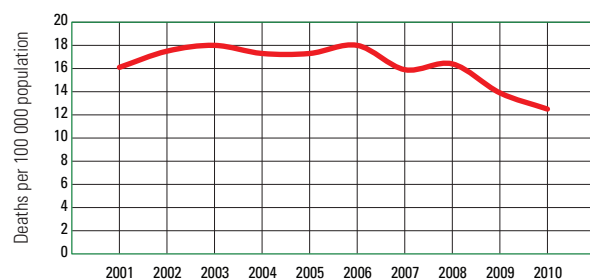
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.029 g/dl
BAC limit – young or novice drivers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

<sup>b</sup> 2011, National Committee of Statistics of Republic of Belarus (2010 data).

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Home Office.

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



# BELGIUM



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

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

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Subnational

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

DATA	
<b>Reported road traffic fatalities (2010)</b>	840 <sup>a</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Estimate. Defined as died within 30 days of crash.

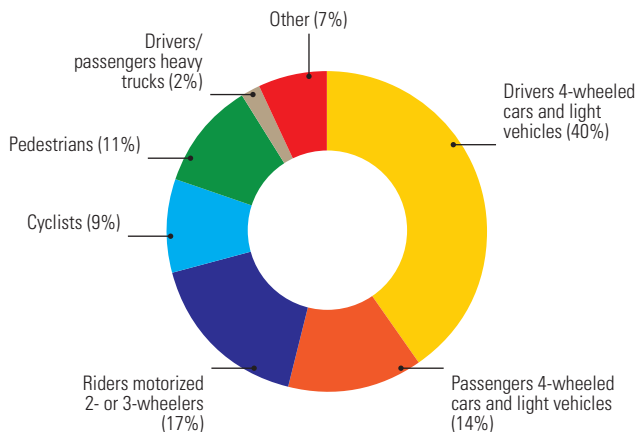
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit –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

<sup>b</sup> 2009, Directorate General Statistics and Economic Information (DGSEI), applies to all drivers and pedestrians.

<sup>c</sup> 2010, Belgian Institute for Road Safety (data from 2009).

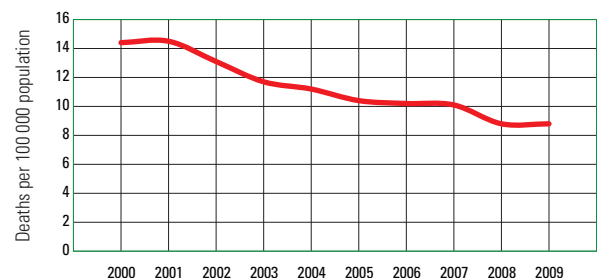
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	100
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for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

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN ROAD TRAFFIC DEATHS



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

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

# BELIZE



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

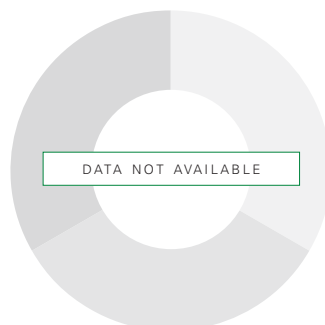
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	42 <sup>b</sup> , 86%M, 14%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.9% <sup>c</sup>

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

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

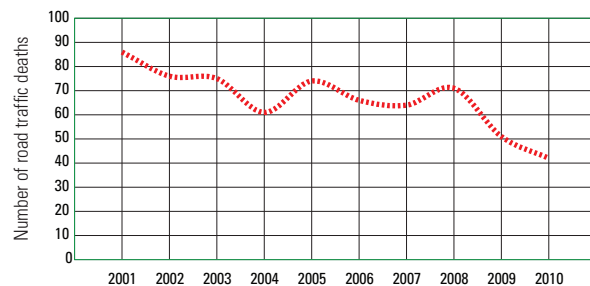
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

<sup>d</sup> 2011, Police/Department of Transport.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Epidemiology Unit.

# BENIN



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	759 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 7 days of crash.

## SAFER ROAD USERS

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

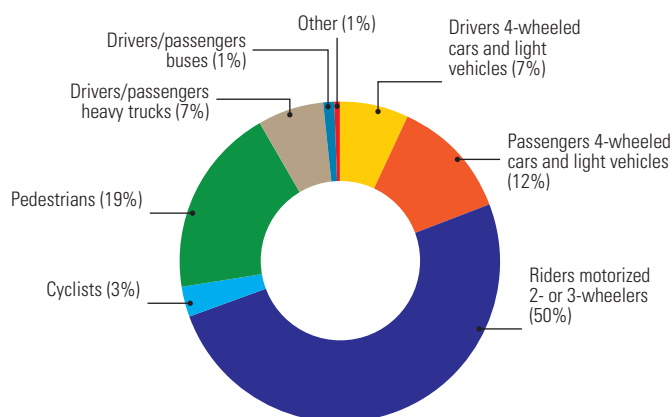
<sup>c</sup> Based on reported breath alcohol content limit of 0.025 g/dl.

## POST-CRASH CARE

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

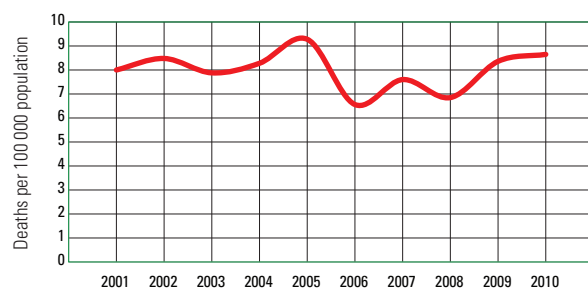
<sup>d</sup> No ambulance services in country.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Center for Road Safety.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Center for Road Safety.

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

# BHUTAN

Population: 725 940

Income group: Middle

Gross national income per capita: US\$ 1 870



## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	79 <sup>b</sup> , 71%M, 29%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

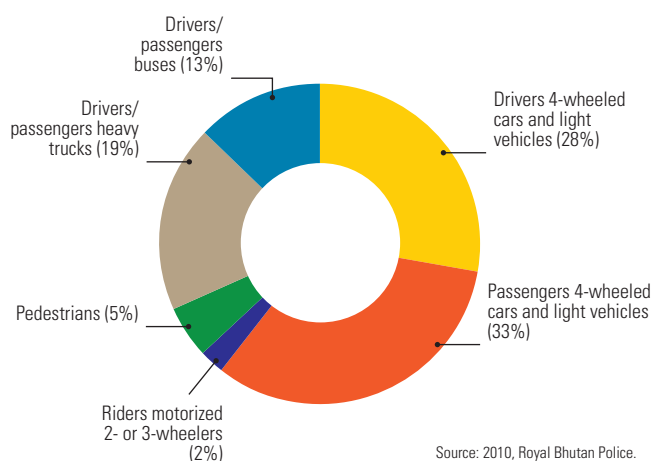
## SAFER ROAD USERS

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

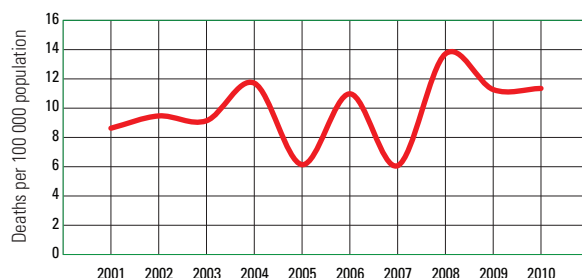
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# BOLIVIA (PLURINATIONAL STATE OF)



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 294 <sup>b</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

## SAFER ROAD USERS

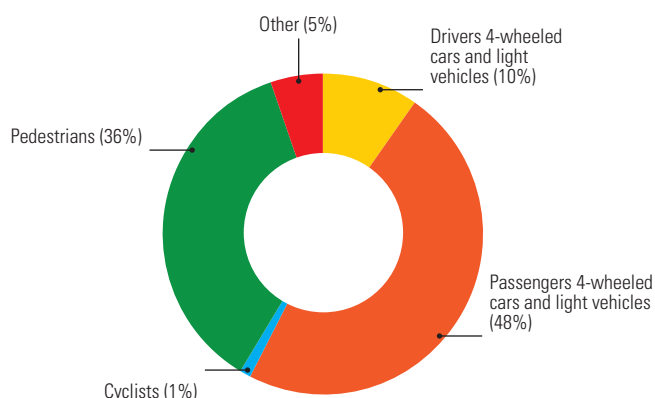
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice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

<sup>c</sup> Applies to public transportation drivers only.

## POST-CRASH CARE

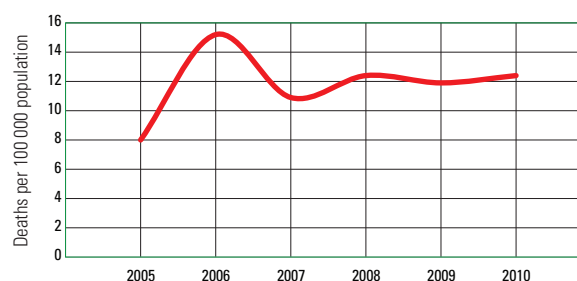
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Subnational
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, General Command of the Bolivian Police.

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# BOSNIA AND HERZEGOVINA



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

## INSTITUTIONAL FRAMEWORK

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

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

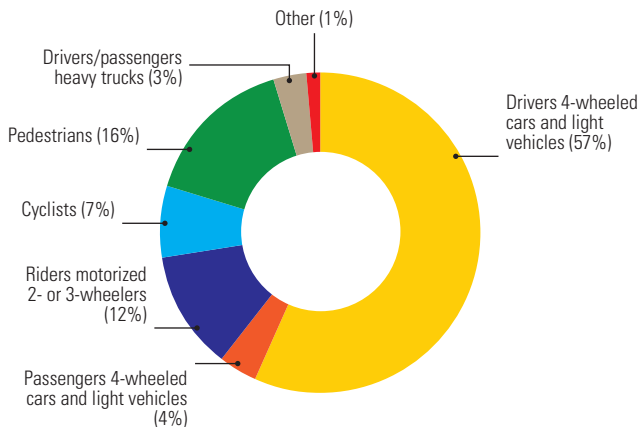
<sup>c</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	336 <sup>d</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>d</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



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

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

## SAFER ROAD USERS

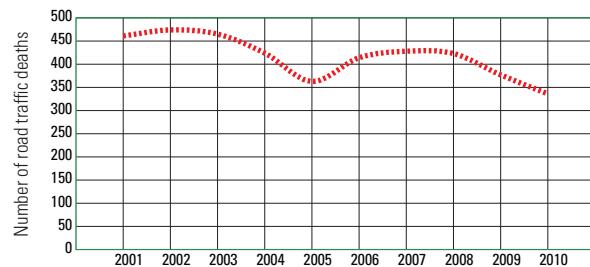
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice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

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

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

# BOTSWANA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

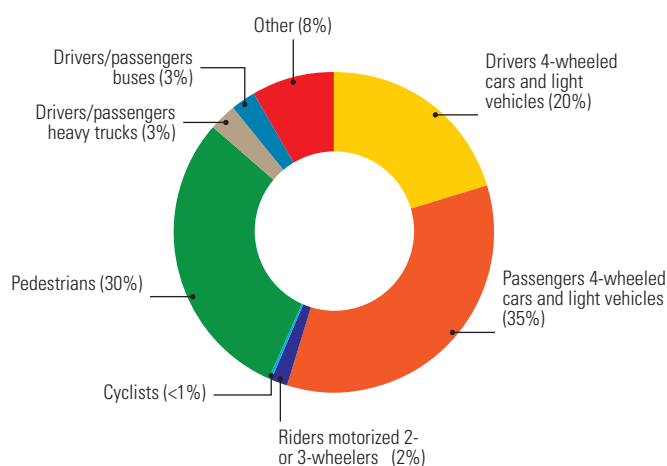
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	397 <sup>b</sup> , 72%M, 28%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Botswana Police Service Accident Statistics Unit.

## SAFER ROAD USERS

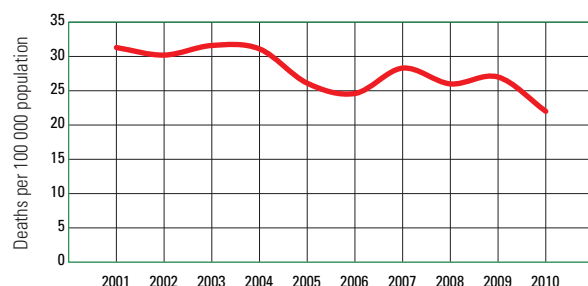
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice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

<sup>c</sup> 2010, Botswana Police Service.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Botswana Police Service Accident Statistics Unit.

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

# BRAZIL

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



## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

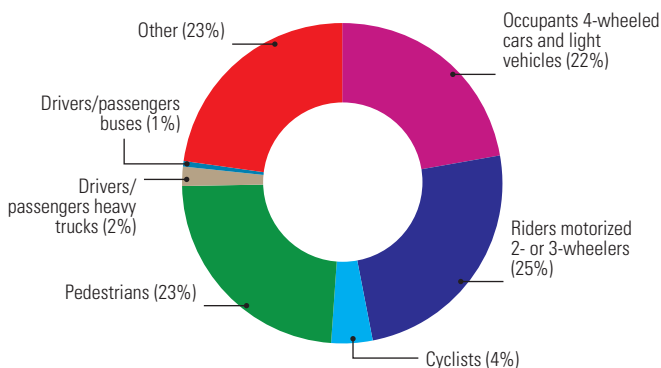
<b>Total registered vehicles (2010)</b>	64 817 974
Cars and 4-wheeled light vehicles	43 632 236
Motorized 2- and 3-wheelers	16 508 854
Heavy trucks	3 954 202
Buses	722 682
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No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

## DATA

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

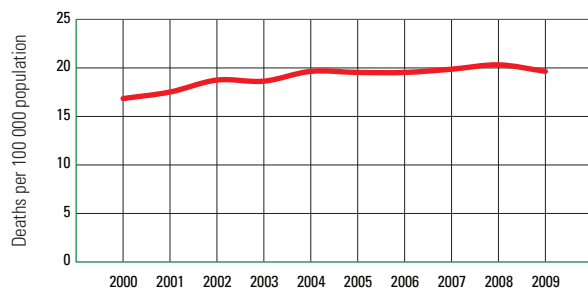
<sup>a</sup> Vital registration data. Defined as death caused by road traffic crash (unlimited time period).  
<sup>b</sup> 2005, Institute of Economic and Applied Research (IPEA).

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN ROAD TRAFFIC DEATHS



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

## SAFER ROAD USERS

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

## POST-CRASH CARE

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



# BRUNEI DARUSSALAM



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

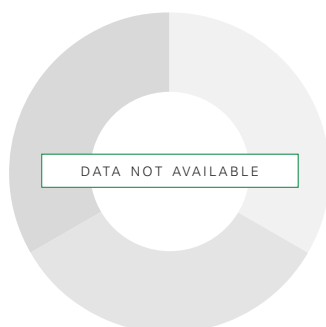
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2011)</b>	46 <sup>b</sup> , 70%M, 30%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of the crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

<sup>c</sup> Alcohol consumption legally prohibited.

<sup>d</sup> 2011, Road Safety Unit/Royal Brunei Police Force.

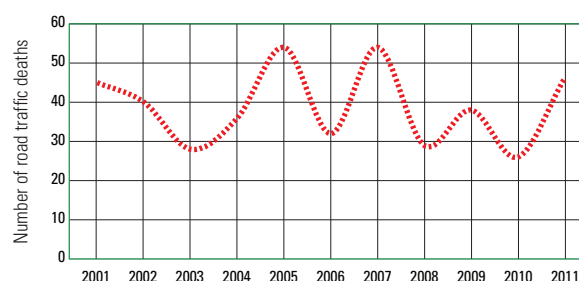
<sup>e</sup> 2010, Land Transportation Department.

## POST-CRASH CARE

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

<sup>f</sup> Brunei Muara only.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Brunei Police Force.

# BULGARIA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

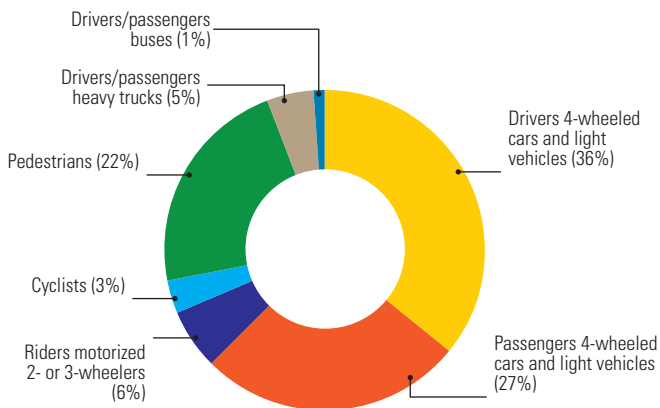
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	775 <sup>b</sup> , 74%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	2% <sup>c</sup>

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

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

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

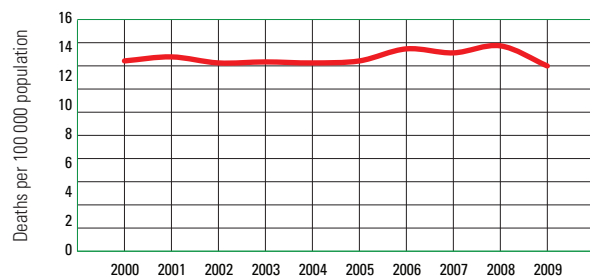
<sup>d</sup> 2010, Traffic police department.  
<sup>e</sup> 2010, Monitoring of Traffic police.

## POST-CRASH CARE

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

<sup>f</sup> 112 is for all kinds of emergencies; 150 for emergency medical care only.  
<sup>g</sup> Ministry of Health, Department of Emergency Medical Care.

## TRENDS IN ROAD TRAFFIC DEATHS



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

# BURKINA FASO



Population: 16 468 714

Income group: Low

Gross national income per capita: US\$ 550

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

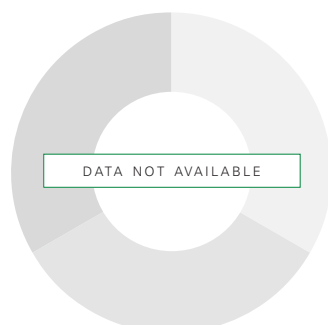
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	744 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Defined as died at scene of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

<sup>c</sup> Not based on BAC.

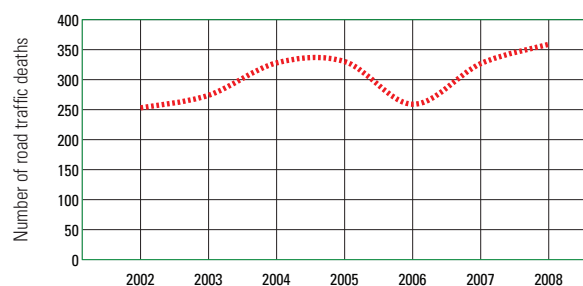
<sup>d</sup> Cases suspected of drink-driving are further investigated.

<sup>e</sup> 2008, Report of the contextual study of helmet use for developing a national strategy on the use of helmets in Burkina Faso.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, National Institute of Statistics and Demographics.

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

# BURUNDI



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	275 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

## SAFER ROAD USERS

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

<sup>c</sup> National speed limits set for certain vehicle types only.

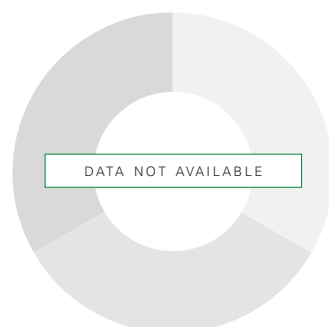
<sup>d</sup> Not based on BAC.

<sup>e</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# CAMBODIA



Population: 14 138 255

Income group: Low

Gross national income per capita: US\$ 750

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> Vehicle breakdown categories do not add up to the total.

<sup>b</sup> No car manufacturers/assemblers.

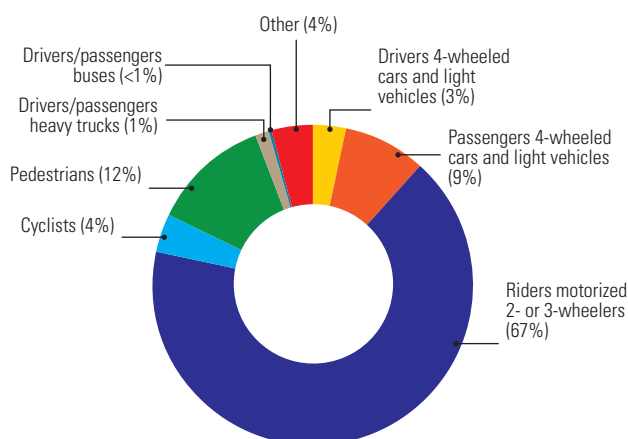
## DATA

<b>Reported road traffic fatalities (2010)</b>	1 816 <sup>c</sup> ; 80%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	3.5% <sup>d</sup>

<sup>c</sup> Combined sources. Defined as died within 30 days of crash.

<sup>d</sup> 2010, Road Crash & Victim Information System (RCVIS).

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

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

<sup>e</sup> 2010, Road Crash & Victim Information System (RCVIS).

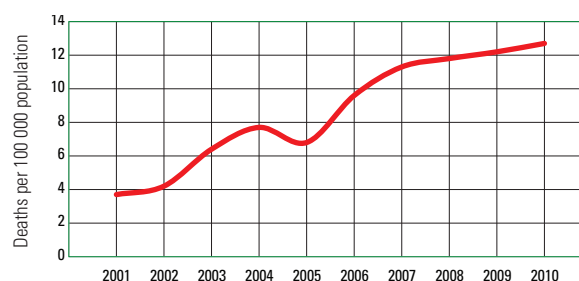
<sup>f</sup> 2010, Ministry of Health.

## POST-CRASH CARE

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

<sup>g</sup> Injury Surveillance System, Ministry of Health.

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# CAMEROON



Population: 19 598 889

Income group: Middle

Gross national income per capita: US\$ 1 200

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	443 018
Cars and 4-wheeled light vehicles	199 741
Motorized 2- and 3-wheelers	224 992
Heavy trucks	10 144
Buses	4 487
Other	3 654

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	No
New car assessment programme	No

### Vehicle regulations

Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

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

<sup>b</sup> Police records. Defined as died within 7 days of crash.

<sup>c</sup> 2008, Ministry of Transport, National Strategy Report.

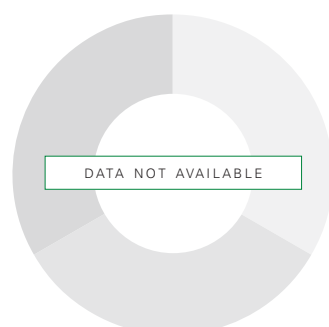
## SAFER ROAD USERS

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

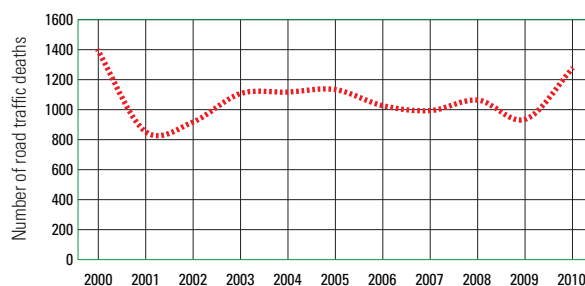
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Transit Bureau.

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

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

# CANADA



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

## INSTITUTIONAL FRAMEWORK

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

<sup>a</sup> With the support and collaboration of the Canadian Council of Motor Transport Administrators and its members.

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

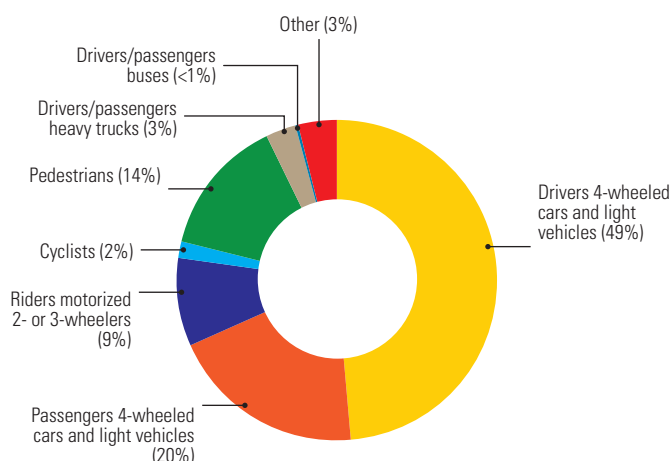
## DATA

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

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> Vodden K., et al. Analysis and Estimation of the Social Cost of Motor Vehicle Collisions in Ontario (2004). Ministry of Transport, 2007.

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

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

<sup>d</sup> BAC limits set at provincial level.

<sup>e</sup> 2009, Coroners' data compiled by Traffic Injury Research.

<sup>f</sup> All provinces and territories require motorcycle helmets for all riders and compliance with a national helmet standard.

<sup>g</sup> 2009, Transport Canada's national traffic collision data file.

<sup>h</sup> All provinces and territories require the use of seat-belts by all vehicle occupants.

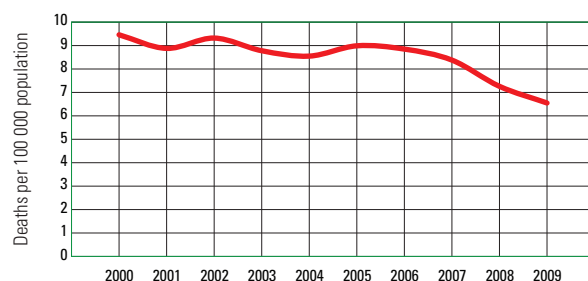
<sup>i</sup> 2011, Transport Canada, Rural and Urban Roads Surveys.

<sup>j</sup> All provinces and territories require the use of child restraints.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Transport Canada.

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

# CAPE VERDE



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	64 282
Cars and 4-wheeled light vehicles	39 057
Motorized 2- and 3-wheelers	5 654
Heavy trucks	8 842
Buses	176
Other	10 553

<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No

<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	63 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

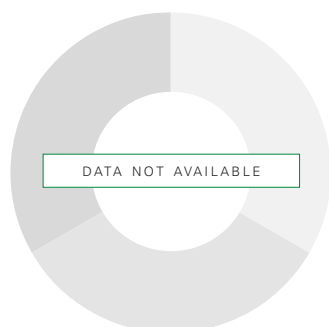
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice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

## POST-CRASH CARE

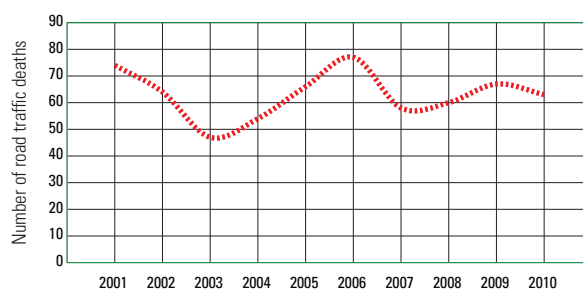
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	None
<b>Seriously injured transported by ambulance</b>	— <sup>c</sup>
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors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

<sup>c</sup> No ambulance services in country.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police.

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

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



# CENTRAL AFRICAN REPUBLIC



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	145 <sup>b</sup> 32%M, 77%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Health facility records. Defined as died within 30 days of crash. Only in Bangui.

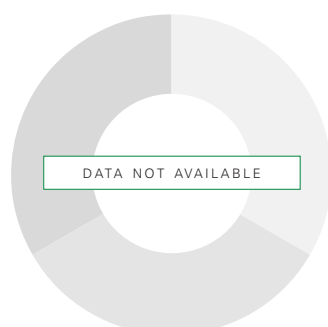
## SAFER ROAD USERS

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

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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



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

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	— <sup>a</sup>
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	—
Fatality reduction targets set	No
Fatality reduction target	No

<sup>a</sup> Within Ministry of Transport and Civil Aviation.

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>b</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	>3 000 <sup>c</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within 7 days of crash.

## SAFER ROAD USERS

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

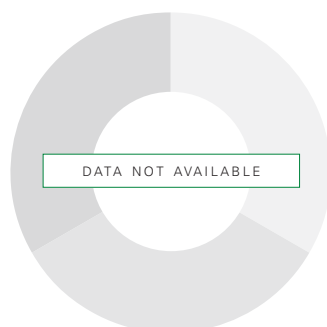
<sup>d</sup> Not based on BAC.

<sup>e</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



# CHILE



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

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

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Subnational

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

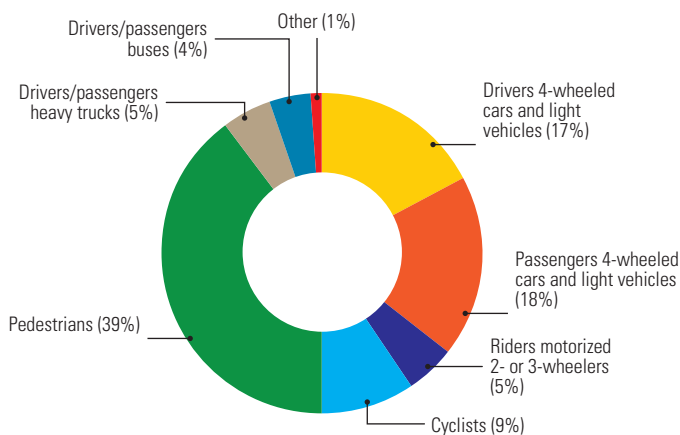
<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	1 595 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.2% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 24 hours of crash.

<sup>c</sup> 2010, Analysis and Definition of a Social Impact Assessment Methodology for Road Safety Projects in Inter-city Routes. CIMA Ingenieria EIRL. Sept. 2007; Updated and corrected by MIDEPLAN-SECTRA 2011.

## DEATHS BY ROAD USER CATEGORY



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

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

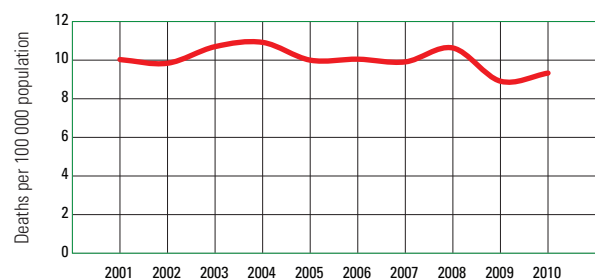
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit –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

<sup>d</sup> 2010, Chilean Police.

<sup>e</sup> 2011, Behavior study in Antofagasta, Valpariso, Rancagua, Curico, Los Angeles, Temuco y Puerto Montt.

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

# CHINA



Population: 1 348 932 032

Income group: Middle

Gross national income per capita: US\$ 4 240

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

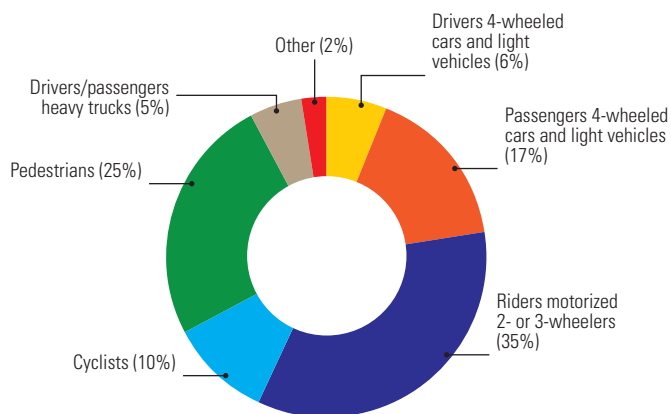
<b>Total registered vehicles (2010)</b>	207 061 286
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front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

## DATA

<b>Reported road traffic fatalities (2010)</b>	65 225 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 7 days of crash. Does not follow ICD10 Classification.

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

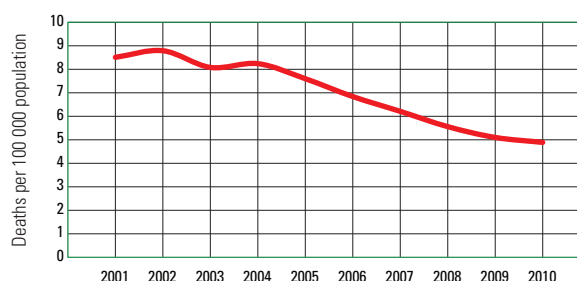
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	30–50km/hr
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice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

<sup>b</sup> 2010, The People's Republic of China Road Traffic Accident Annual Statistic Report (2010), Traffic Management Bureau of the Ministry of Public Security.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# COLOMBIA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

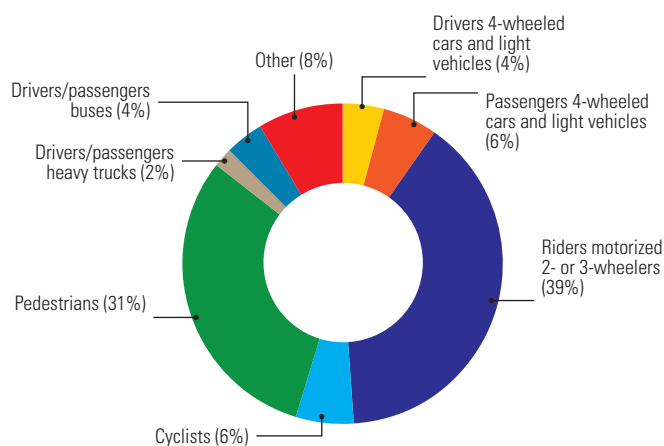
<b>Total registered vehicles (2011)</b>	7 229 373
Cars and 4-wheeled light vehicles	3 267 702
Motorized 2- and 3-wheelers	3 558 650
Heavy trucks	247 341
Buses	155 680
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle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

## DATA

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

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

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

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

<sup>c</sup> National Institute of Legal Medicine and Forensic Sciences.

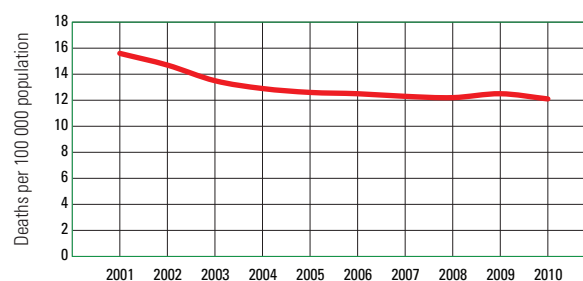
<sup>d</sup> 2011, Road Prevention Fund.

## POST-CRASH CARE

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

<sup>e</sup> Disability National Survey.

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# COMOROS



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

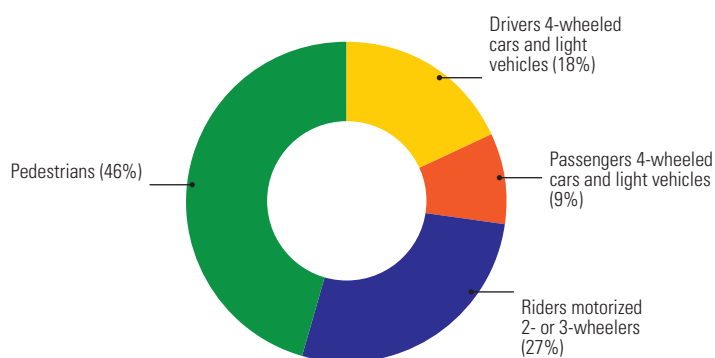
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	11 <sup>b</sup> , 73%M, 27%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

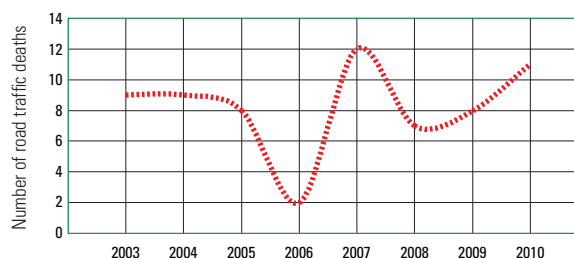
<sup>b</sup> Police records. Defined as died within 24 hours of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2011, National Traffic Police.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Traffic Police.

## SAFER ROAD USERS

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

<sup>c</sup> Alcohol consumption legally prohibited.

<sup>d</sup> Not based on BAC.

<sup>e</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

# CONGO



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	269 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	2% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Summary report of road traffic injuries, Department of Land Transport.

## SAFER ROAD USERS

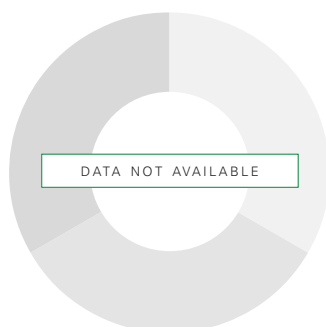
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Subnational
Local authorities can set lower limits	Yes
Maximum limit urban roads	40–60 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National drink–driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young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

<sup>d</sup> 2010, Directorate General for Land Transport.

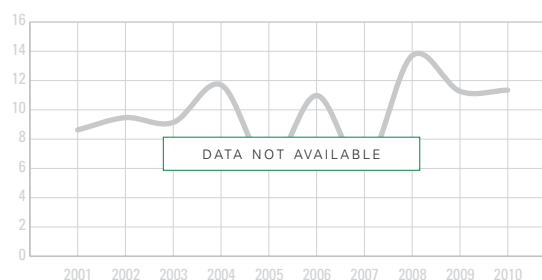
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# COOK ISLANDS



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 <sup>b</sup> , 100%M, 0%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Health facility records. Defined as death caused by a road traffic crash (unlimited time period).

## DEATHS BY ROAD USER CATEGORY

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

Source: Ministry of Health.

## SAFER ROAD USERS

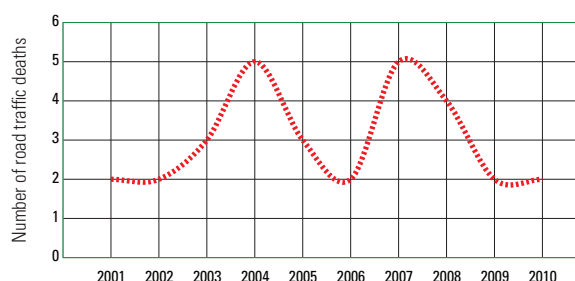
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

<sup>c</sup> 2010, Ministry of Health.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Health.



# COSTA RICA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

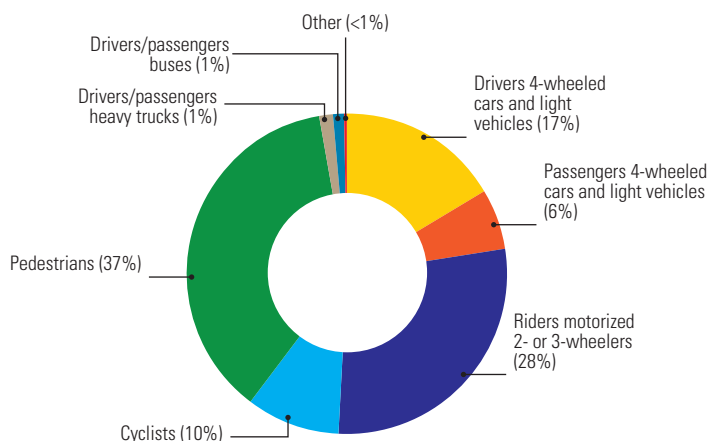
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2009)</b>	721 <sup>b</sup> , 87%M, 13%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Vital registration data. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Judicial Branch.

## SAFER ROAD USERS

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

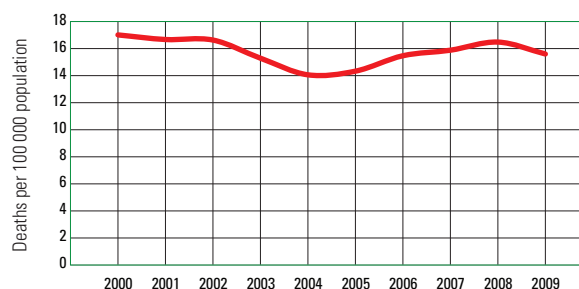
<sup>c</sup> 2009, Helmet Study.

<sup>d</sup> 2004, Seat-belt Survey.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# CÔTE D'IVOIRE



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2007)</b>	474 873
Cars and 4-wheeled light vehicles	356 155
Motorized 2- and 3-wheelers	37 989
Heavy trucks	56 985
Buses	18 995
Other	4 749

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	—
New car assessment programme	—

### Vehicle regulations

Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2009)</b>	699 <sup>b</sup> , 70%M, 10%F
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>c</sup>

<sup>b</sup> Combined sources. Defined as died within 30 days of crash.

<sup>c</sup> Office of Road Safety (OSER).

## SAFER ROAD USERS

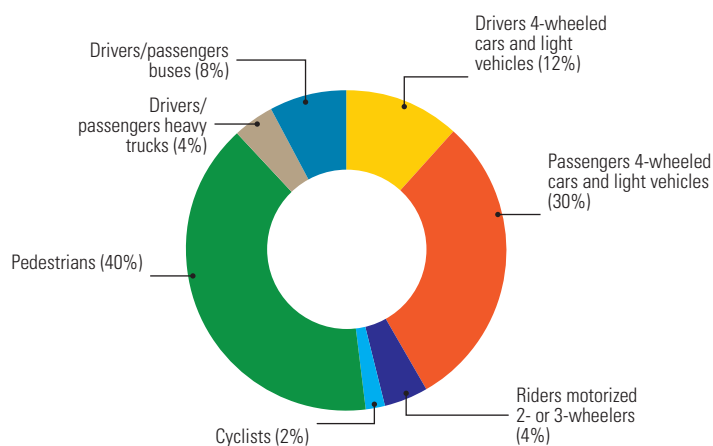
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

<sup>d</sup> 2009, Office of Road Safety (OSER).

## POST-CRASH CARE

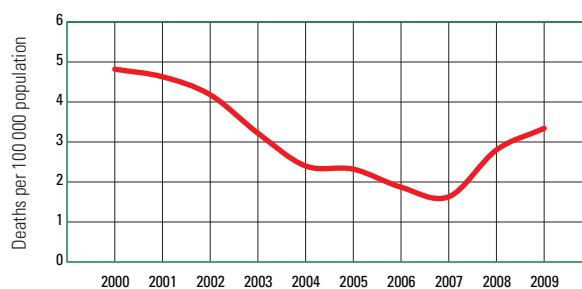
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for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

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Office of Road Safety (OSER).

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

# CROATIA



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

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

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	Subnational
<b>Policies to separate road users to protect VRUs</b>	Subnational

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	1 969 587
Cars and 4-wheeled light vehicles	1 511 045
Motorized 2- and 3-wheelers	176 773
Heavy trucks	162 135 <sup>a</sup>
Buses	4 877
Other	114 757
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> Includes utility vehicles.  
<sup>b</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	426 <sup>c</sup> ; 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within 30 days of crash.

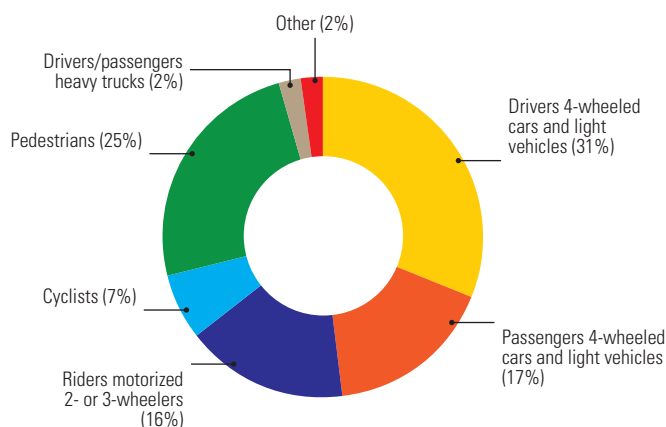
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit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

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

POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	0.5% <sup>f</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

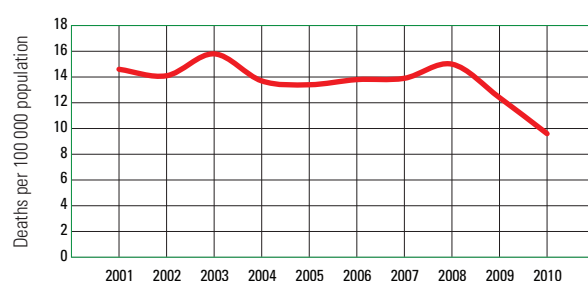
<sup>f</sup> National Disabilities Registry

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

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

# CUBA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	607 675
Cars and 4-wheeled light vehicles	308 338
Motorized 2- and 3-wheelers	207 958
Heavy trucks	68 091
Buses	23 288
Other	0

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	—
New car assessment programme	—

### Vehicle regulations

Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

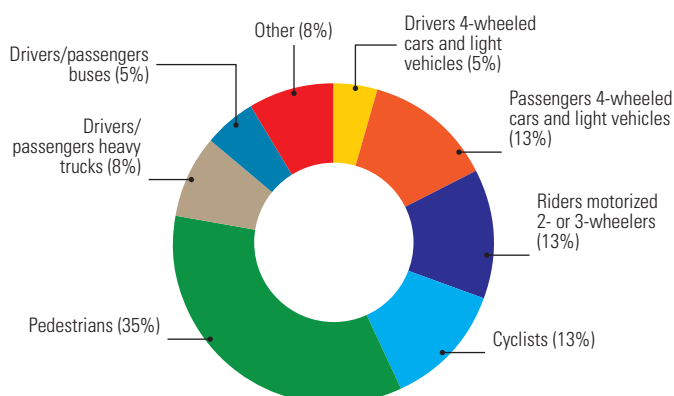
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	833 <sup>b</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

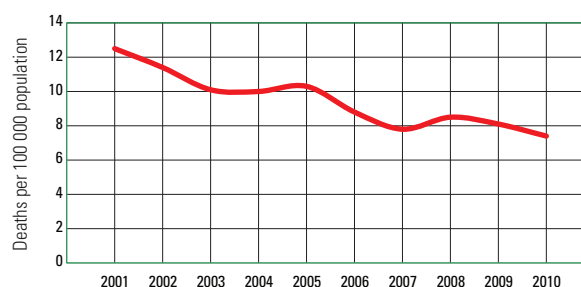
<sup>b</sup> Combined sources. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Annual Health Statistics.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual Health Statistics.

## SAFER ROAD USERS

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

## POST-CRASH CARE

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

# CYPRUS



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

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

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

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

<sup>a</sup> Trailers are not included.  
<sup>b</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	60 <sup>c</sup> , 83% <sup>c</sup> M, 17% <sup>c</sup> F
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>d</sup>

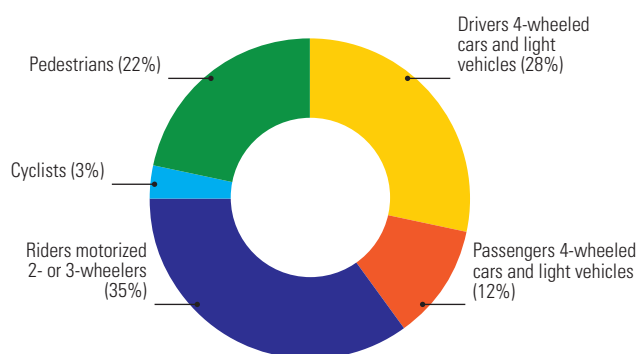
<sup>c</sup> Police records. Defined as died within 30 days of crash.  
<sup>d</sup> 2008, HEATCO (Developing Harmonised European Approaches for Transport Costing and Project Assessment ), <http://heatco.ier.uni-stuttgart.de/>

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

<sup>e</sup> 2010, Traffic Department, Cyprus Police.

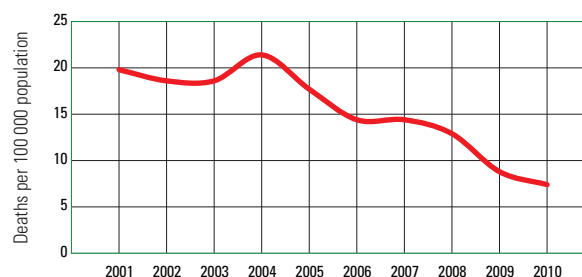
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	199
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Cyprus Police.

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# CZECH REPUBLIC



Population: 10 492 960

Income group: High

Gross national income per capita: US\$ 18 490

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

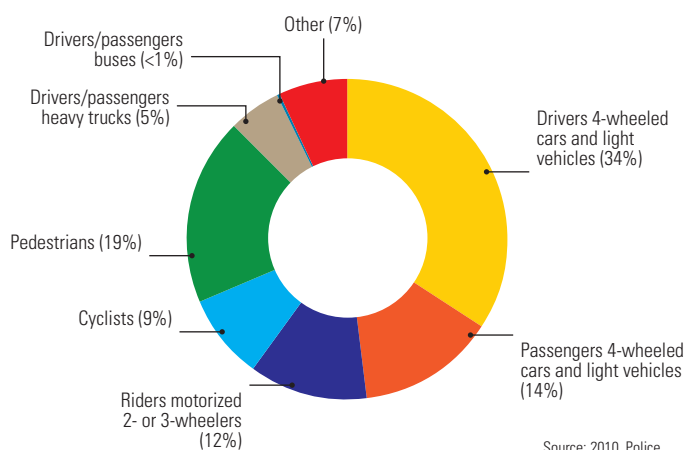
<b>Total registered vehicles (2010)</b>	7 262 647
Cars and 4-wheeled light vehicles	5 023 261
Motorized 2- and 3-wheelers	930 198
Heavy trucks	61 231
Buses	19 754
Other	1 228 203
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No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

## DATA

<b>Reported road traffic fatalities (2010)</b>	802 <sup>a</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

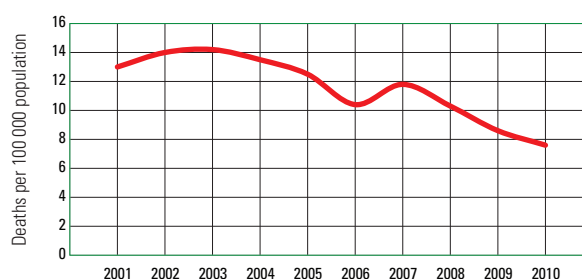
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers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

<sup>b</sup> 2010, Police.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

# DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

## DATA

<b>Reported road traffic fatalities</b>	—
<b>Estimated GDP lost due to road traffic crashes</b>	—

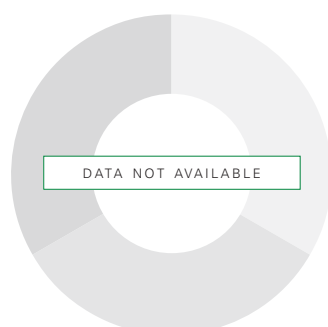
## SAFER ROAD USERS

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

## POST-CRASH CARE

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

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



# DEMOCRATIC REPUBLIC OF THE CONGO



Population: 65 965 796  
Income group: Low  
Gross national income per capita: US\$ 180

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Program for Road Safety (CNPR)
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	350 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	309 <sup>b</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 7 days of crash. Kinshasa only.

## SAFER ROAD USERS

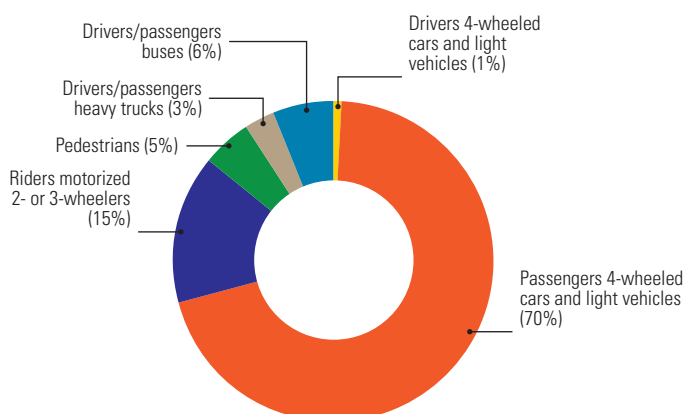
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.01 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

## POST-CRASH CARE

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

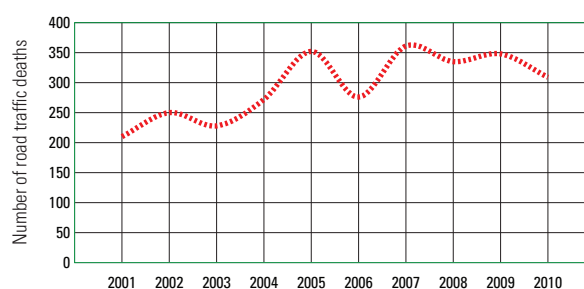
<sup>c</sup> No ambulance services in country.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police de Circulation Routiere (PCR).

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Program for Road Safety (CNPR).



# DENMARK



Population: 5 550 142  
 Income group: High  
 Gross national income per capita: US\$ 59 410

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2007-2012)
Fatality reduction target	40% (<200 deaths by end 2012)

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes <sup>a</sup>
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

<sup>a</sup> Due to EU regulations on TERN road network. Also major projects on state roads do require review due to internal regulations. For other roads there are no requirements.

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	3 108 962
Cars and 4-wheeled light vehicles	2 749 236
Motorized 2- and 3-wheelers	203 608
Heavy trucks	43 711
Buses	14 496
Other	97 911
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	No

<sup>b</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	255 <sup>c</sup> , 67%M, 33%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	20% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	96-99% All riders <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	92% Drivers <sup>f</sup> 93% Rear <sup>g</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, The Danish Road Directorate, Road Traffic Accident System.

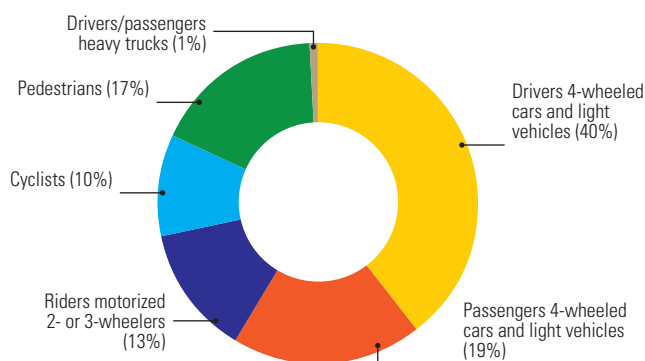
<sup>e</sup> 2010, 99% motorcycles, 96% mopeds. Danish Road Safety Council.

<sup>f</sup> 2010, Danish Road Safety Council.

<sup>g</sup> 2010, Danish Road Safety Council (adults only).

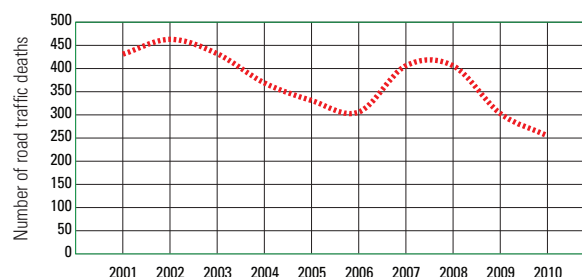
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, The Danish Road Directorate, Road Traffic Accident System.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: The Danish Road Directorate, Road Traffic Accident System and Statistics Denmark.

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

# DOMINICA



Population: 67 763  
 Income group: Middle  
 Gross national income per capita: US\$ 6 900

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Transport Board
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	23 566
Cars and 4-wheeled light vehicles	17 252
Motorized 2- and 3-wheelers	1 636
Heavy trucks	192
Buses	2 486
Other	2 000

<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No

<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	8 <sup>b</sup> , 88%M, 12%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

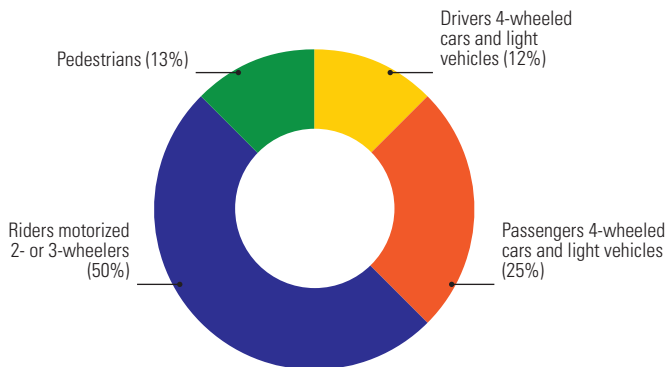
## SAFER ROAD USERS

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

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	999
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Department.

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# DOMINICAN REPUBLIC



Population: 9 927 320  
Income group: Middle  
Gross national income per capita: US\$ 5 020

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	2 734 740
Cars and 4-wheeled light vehicles	914 628
Motorized 2- and 3-wheelers	1 352 720
Heavy trucks	380 549
Buses	73 716
Other	13 127
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 902 <sup>b</sup> , 85%M, 14%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.32% <sup>c</sup>

<sup>b</sup> Police records. Defined as died at scene of crash.

<sup>c</sup> 2009, Office for the reorganization of traffic, Data of the Dominican Capital.

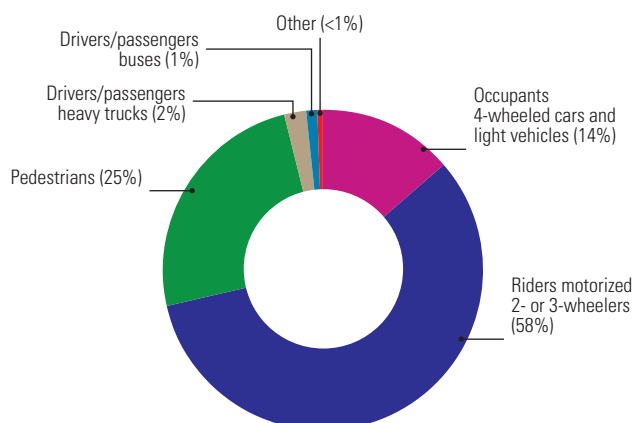
## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	35 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police.

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Number of road traffic deaths
2005	1 366
2006	1 386
2007	1 414
2010	1 902

Source: *Global Status Report on Road Safety: Time for action*. Geneva, World Health Organization, 2009 (years 2005–2007); National Police (2010).

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

# ECUADOR



Population: 14 464 739  
Income group: Middle  
Gross national income per capita: US\$ 3 850

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Control and Regulatory Agency of Land Transport, Transit and Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2013)
Fatality reduction target	15%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

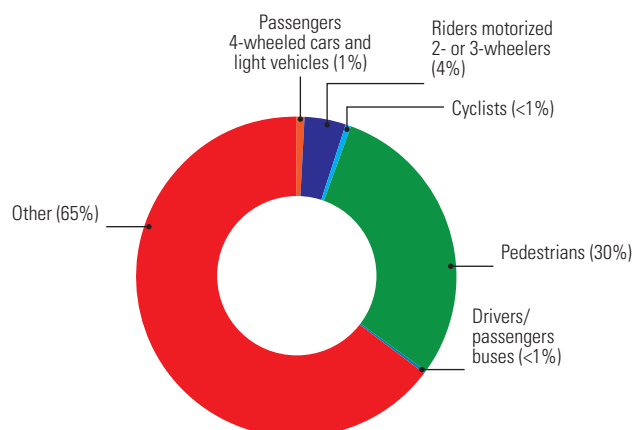
<b>Total registered vehicles (2010)</b>	1 039 364
Cars and 4-wheeled light vehicles	776 747
Motorized 2- and 3-wheelers	181 758
Heavy trucks	72 203
Buses	8 656
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 319 <sup>a</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Vital registration data. Defined as death caused by a road traffic crash (unlimited time period).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Annual Vital Statistic: Births and Deaths. INEC.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	4% <sup>b</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	71% Drivers <sup>b</sup> 71% Passengers <sup>b</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	63% Drivers <sup>b</sup> 58% Front seats <sup>b</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

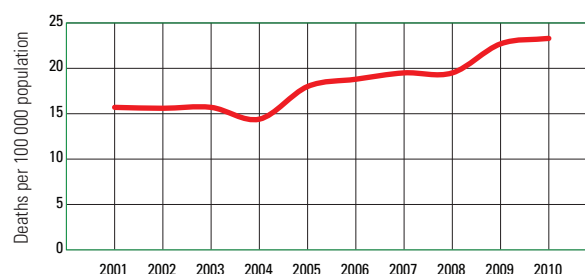
<sup>b</sup> 2010, National Transit Agency (ANT).

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	5.7% <sup>c</sup>
<b>Emergency medicine training for doctors</b>	—
<b>Emergency medicine training for nurses</b>	—

<sup>c</sup> National Council on Disability (CONADIS).

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual Vital Statistic: Births and Deaths. INEC. Normalization and Statistics.

# EGYPT



Population: 81 121 080  
 Income group: Middle  
 Gross national income per capita: US\$ 2 420

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Council for Road Safety
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes ( 2011–2020 )
Fatality reduction target	2–5% per year

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

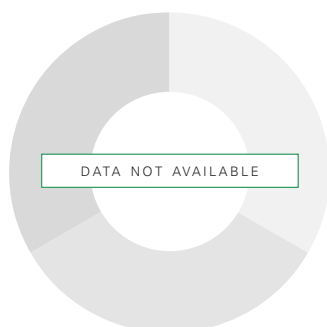
<b>Total registered vehicles (2010)</b>	5 853 728
Cars and 4-wheeled light vehicles	3 245 213
Motorized 2- and 3-wheelers	1 412 244
Heavy trucks	958 593
Buses	104 131
Other	133 547
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	7 398 <sup>a</sup> , 74%M, 26%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Health facility records. Defined as died at scene of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

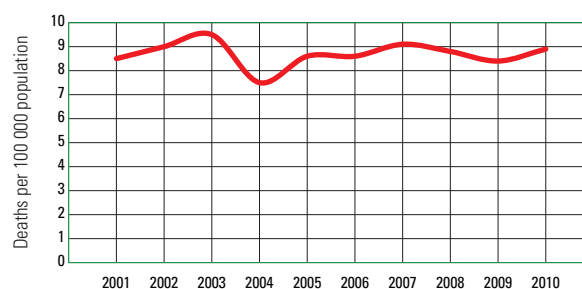
<sup>b</sup> Alcohol consumption legally prohibited.

<sup>c</sup> Not based on BAC.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	123
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Central Agency For Public Mobilization & Statistics (CAPMAS).

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

# EL SALVADOR



Population: 6 192 993  
Income group: Middle  
Gross national income per capita: US\$ 3 370

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	715 345 <sup>a</sup>
Cars and 4-wheeled light vehicles	567 453
Motorized 2- and 3-wheelers	69 289
Heavy trucks	70 671
Buses	7 932
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	No

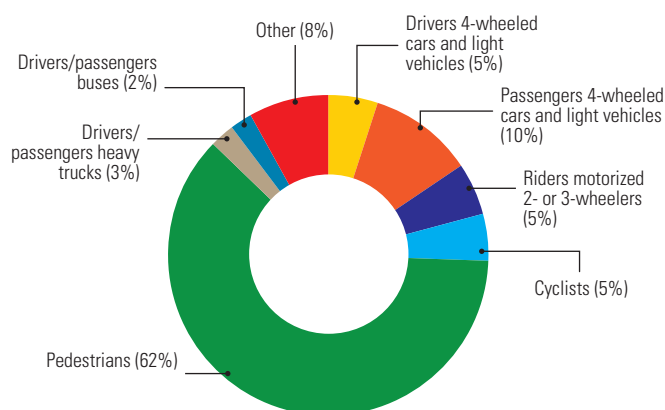
<sup>a</sup> Up to July 2011 only.  
<sup>b</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 047 <sup>c</sup> ; 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

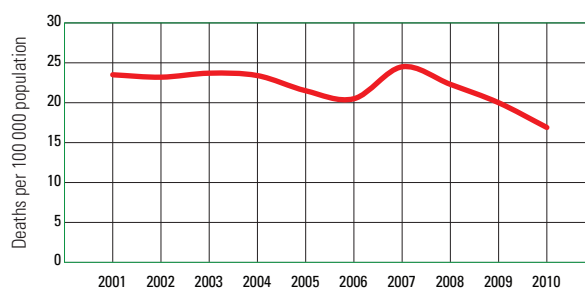
<sup>c</sup> Institute of Legal Medicine. Defined as death caused by a road traffic crash (unlimited time period).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Institute of Legal Medicine.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Institute of Legal Medicine.

## SAFER ROAD USERS

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

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	911 <sup>d</sup>
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

<sup>d</sup> Does not cover the entire country at the moment.

# EQUATORIAL GUINEA



Population: 700 401  
 Income group: High  
 Gross national income per capita: US\$ 13 720

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Directorate-General for Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	10% by 2020

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	8 503
Cars and 4-wheeled light vehicles	6 970
Motorized 2- and 3-wheelers	92
Heavy trucks	1 247
Buses	194
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	41 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Defined as died at scene of crash.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	20 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.015 g/dl
BAC limit – young or novice drivers	0.015 g/dl
BAC limit – professional/commercial drivers	0.015 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	60% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

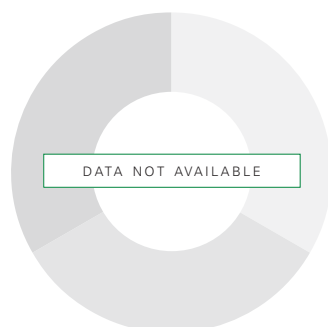
<sup>c</sup> 2011, Directorate-General for Road Safety.

## POST-CRASH CARE

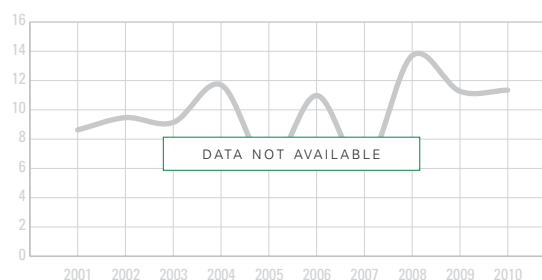
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	5% <sup>d</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

<sup>d</sup> Directorate-General for Road Safety, Malebo Hospital.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# ESTONIA



Population: 1 341 140  
Income group: High  
Gross national income per capita: US\$ 14 180

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic Safety Department in Estonian Road Administration
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2003–2015)
Fatality reduction target	40%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	664 644
Cars and 4-wheeled light vehicles	558 175
Motorized 2- and 3-wheelers	20 212
Heavy trucks	82 137
Buses	4 120
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

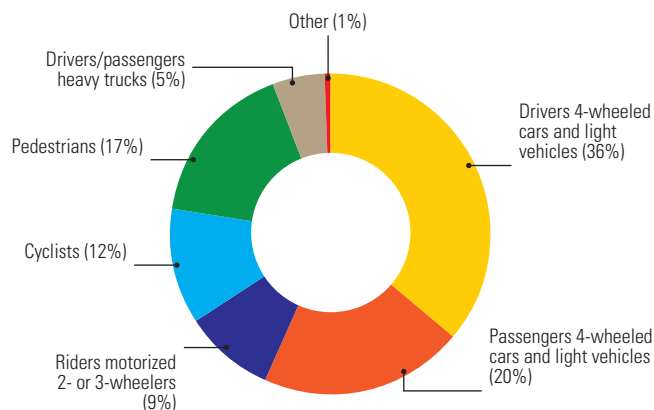
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	78 <sup>b</sup> , 72%M, 28%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

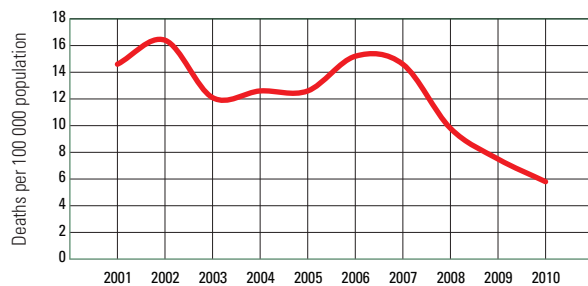
<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Estonian Road Administration database.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Estonian Road Administration database.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 73% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Estonian Road Administration.

<sup>d</sup> 2010, AS Emor research survey.

## POST-CRASH CARE

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



# ETHIOPIA



Population: 82 949 544  
 Income group: Low  
 Gross national income per capita: US\$ 390

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Traffic Safety Council (NRTSC)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% by 2020

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	377 943
Cars and 4-wheeled light vehicles	231 619
Motorized 2- and 3-wheelers	44 847
Heavy trucks	81 193
Buses	20 284
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 581 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.8–1.0% <sup>b</sup>

<sup>a</sup> Defined as died within a year of crash.

<sup>b</sup> Review of Road Safety Management Capacity of Ethiopia, June 2010 – Global Road Safety Facility.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No <sup>c</sup>
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Seat-belt wearing rate	96% Drivers <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> Cases suspected of drink-driving are further investigated.

<sup>d</sup> 2010, sample count in Addis Ababa city.

## POST-CRASH CARE

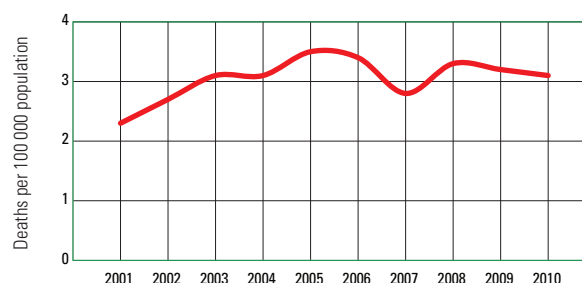
<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Subnational
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	6% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>e</sup> 2010, Black Lion Hospital and Minilik II Hospital.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Review of Road Safety Management Capacity of Ethiopia, June 2010 – GRSF.

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

Population: 860 623  
 Income group: Middle  
 Gross national income per capita: US\$ 3 610



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Land Transport Authority
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	From 8 to 4 deaths per 10 000 vehicles

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	77 625
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

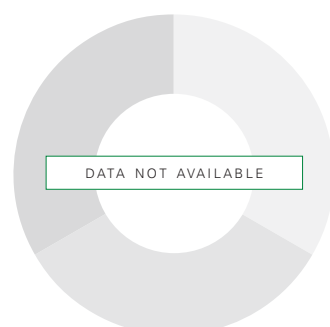
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	52 <sup>b</sup> , 85%M, 15%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

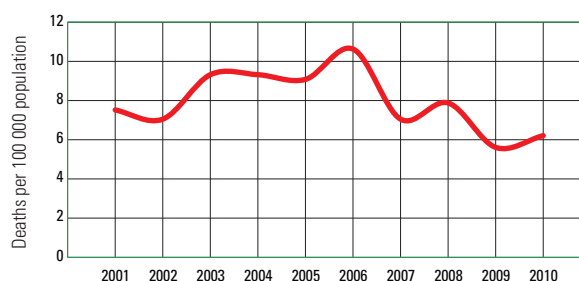
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice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

<sup>c</sup> 2010, Police Accident Traffic Research Unit.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Police Accident Traffic Research Unit.

Data collected by multisectoral consensus meeting and cleaned by Land Transport Authority.

# FINLAND



Population: 5 364 546  
 Income group: High  
 Gross national income per capita: US\$ 47 460

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Transport and Communications
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2025)
Fatality reduction target	No more than 100 road fatalities per year

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	5 331 582 <sup>a</sup>
Cars and 4-wheeled light vehicles	3 237 388
Motorized 2- and 3-wheelers	486 766
Heavy trucks	117 150
Buses	13 650
Other	1 476 628
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> 904 350 trailers are classified as vehicles.

## DATA

<b>Reported road traffic fatalities (2010)</b>	272 <sup>b</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.1–1.7% <sup>c</sup>

<sup>b</sup> Combined sources. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Estimate from the National Traffic Safety Plan/GDP 2010

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	24% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	93% Front seats <sup>e</sup> 84% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, Statistics Finland and Central Organization for Traffic Safety in Finland.

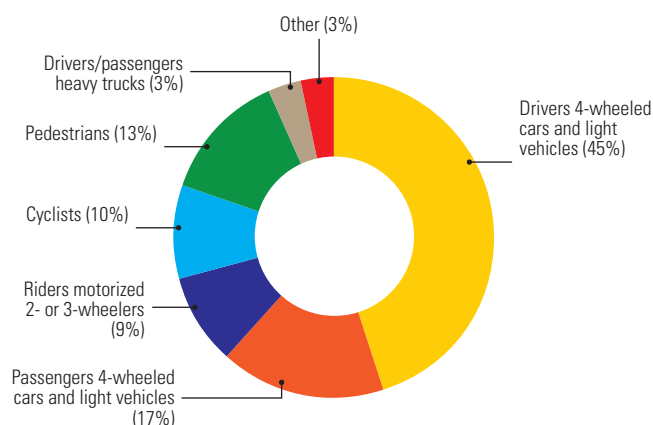
<sup>e</sup> 2010, Central Organization for Traffic Safety in Finland.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	4% <sup>f</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

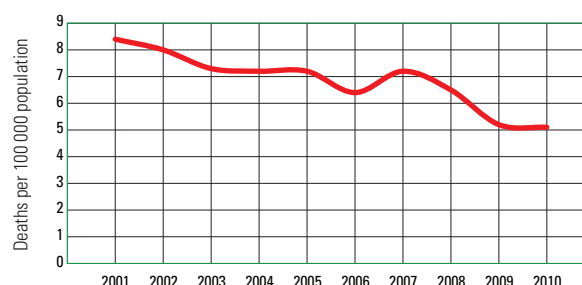
<sup>f</sup> Finnish Motor Insurers Centre.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistics Finland and Central Organization for Traffic Safety in Finland.

## TRENDS IN ROAD TRAFFIC DEATHS



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

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

# FRANCE



Population: 62 787 430  
Income group: High  
Gross national income per capita: US\$ 42 190

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Interministerial Road Safety Task Force
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (by the end of 2012)
Fatality reduction target	Less than 3000 deaths

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

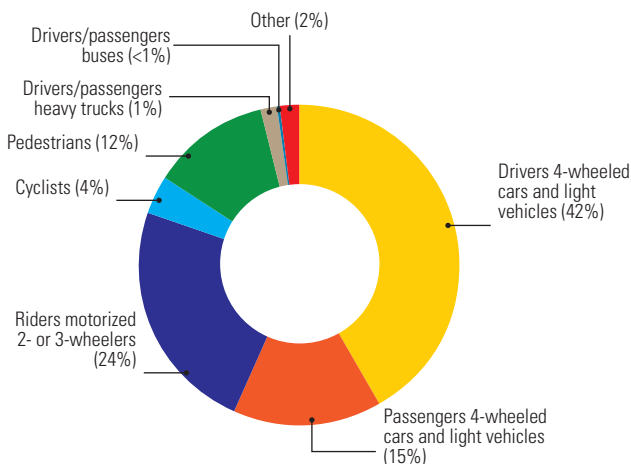
<b>Total registered vehicles (2010)</b>	34 276 000
Cars and 4-wheeled light vehicles	31 174 000
Motorized 2- and 3-wheelers	2 557 000
Heavy trucks	545 000
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 992 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.3% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2010, CARE project (European Commission).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, ONISR.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.02–0.05 g/dl <sup>e</sup>
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	88–96% All riders <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	96–99% All Occupants <sup>f</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>e</sup> 0.02g/dl for drivers of buses and coaches, 0.05g/dl for truck drivers.

<sup>d</sup> 2010, The National Interministerial Observatory for Road Safety (ONISR).

<sup>e</sup> 2010, ONISR. 96% on motorway, 88% on 2 x 2 lanes separated by a median, 95% on other roads. 94% in large cities.

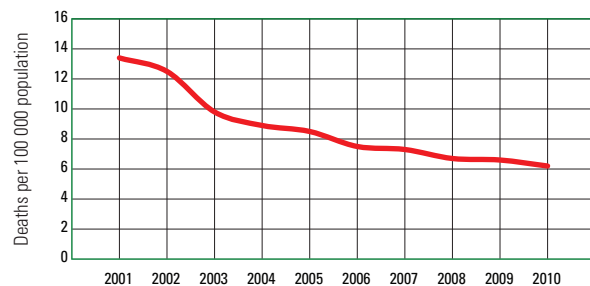
<sup>f</sup> 2010, ONISR. 99% outside towns, 96% in towns, 98% for all networks.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	5% <sup>g</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>g</sup> 2010, calculations using ONISR data.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: ONISR and CARE.

# GABON



Population: 1 505 463  
Income group: Middle  
Gross national income per capita: US\$ 7 680

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	General Directorate of Road Safety (DGSR)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	195 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	252 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

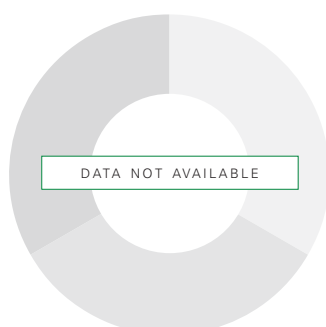
## SAFER ROAD USERS

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

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# GAMBIA



Population: 1 728 394

Income group: Low

Gross national income per capita: US\$ 610

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Works, Construction and Infrastructure
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	17 416
Cars and 4-wheeled light vehicles	12 026
Motorized 2- and 3-wheelers	2 524
Heavy trucks	911
Buses	1 028
Other	927
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

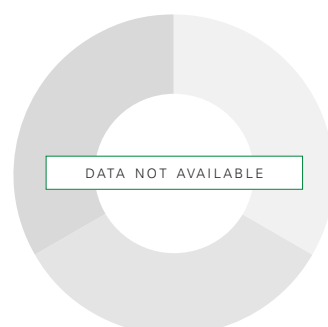
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	94 <sup>b</sup> , 76%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

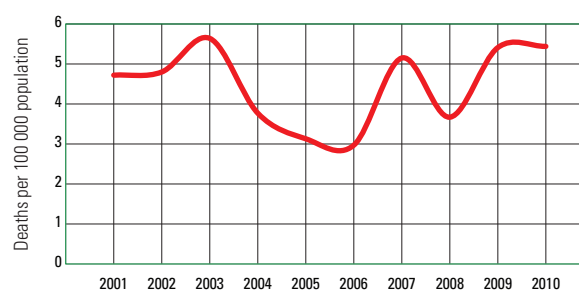
<sup>c</sup> Not based on BAC.

<sup>d</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Gambia Police Force.

# GEORGIA



Population: 4 352 244  
 Income group: Middle  
 Gross national income per capita: US\$ 2 680

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Georgian Transport and Communication Policy Development Commission
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2013)
Fatality reduction target	20%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	736 470
Cars and 4-wheeled light vehicles	610 537
Motorized 2- and 3-wheelers	2 585
Heavy trucks	106 119
Buses	17 229
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

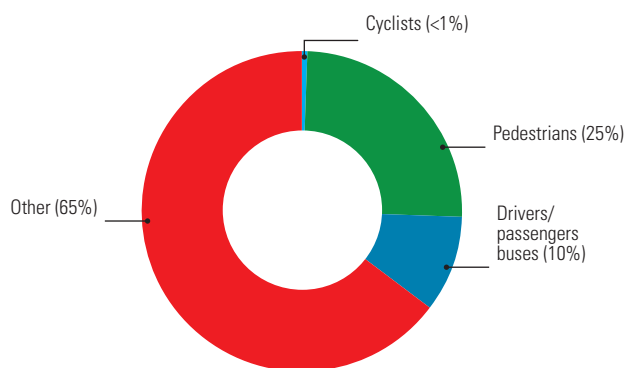
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	685 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> National Statistics Office of Georgia (GEOSTAT). Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Internal Affairs of Georgia.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	39% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 89% Front seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

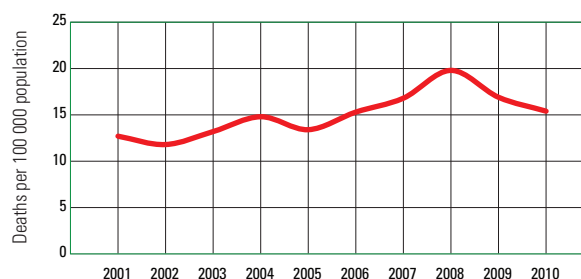
<sup>c</sup> 2010, National Statistics Office of Georgia-GEOSTAT.

<sup>d</sup> 2010, ACT Research.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistics Office of Georgia-GEOSTAT.

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

# GERMANY



Population: 82 302 468  
 Income group: High  
 Gross national income per capita: US\$ 42 970

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Federal Ministry of Transport, Building and Urban Development
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	50 184 000 <sup>a</sup>
Cars and 4-wheeled light vehicles	41 738 000
Motorized 2- and 3-wheelers	5 867 000
Heavy trucks	3 685 000
Buses	76 000
Other	
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes <sup>b</sup>

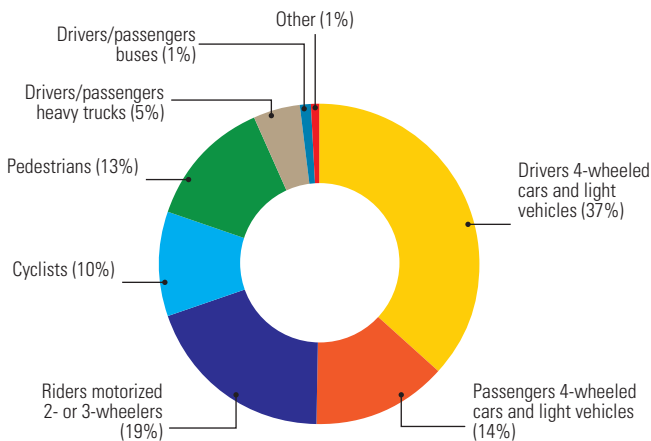
<sup>a</sup> Vehicle breakdown categories do not add up to the total.  
<sup>b</sup> Legislation different depending on age of second hand car.

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 648 <sup>c</sup> ; 73%M, 27%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.3% <sup>d</sup>

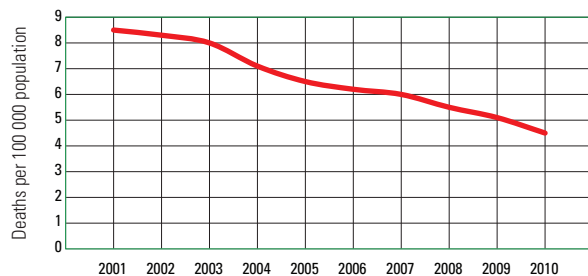
<sup>c</sup> Police records. Defined as died within 30 days of crash.  
<sup>d</sup> 2008, calculated from data provided by the Federal Statistical Office.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Federal Statistical Office.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Federal Statistical Office.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	—
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl <sup>e</sup>
BAC limit – professional/commercial drivers	0 g/dl <sup>f</sup>
Random breath testing and/or police checkpoints	Yes
Enforcement	—
% road traffic deaths involving alcohol	11% <sup>g</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	—
Helmet wearing rate	97% Drivers <sup>h</sup> 98% Passengers <sup>h</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	98% Front seats <sup>h</sup> 97% Rear seats <sup>h</sup>
<b>National child restraint law</b>	Yes
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>e</sup> Enforced from 0.02 g/dl.  
<sup>f</sup> Limit applied for transportation of passengers and dangerous goods.  
<sup>g</sup> 2009, German Road Traffic Accidents Statistics.  
<sup>h</sup> 2011, observational study by BAST.

## POST-CRASH CARE

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



# GHANA



Population: 24 391 823  
 Income group: Middle  
 Gross national income per capita: US\$ 1 250

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Commission
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% by 2020

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 122 700
Cars and 4-wheeled light vehicles	662 029
Motorized 2- and 3-wheelers	218 892
Heavy trucks	91 763
Buses	141 114
Other	8 902
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

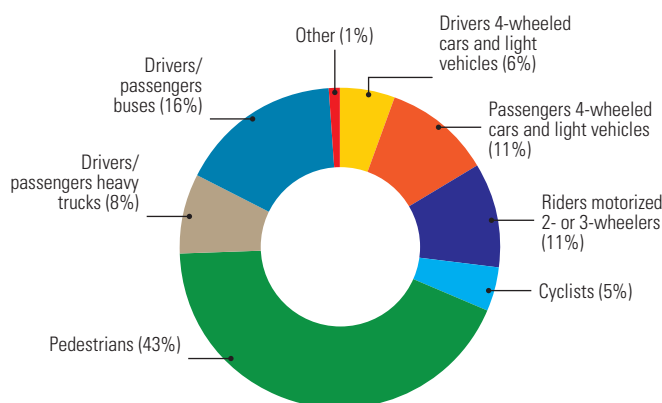
## DATA

<b>Reported road traffic fatalities (2010)</b>	1 986 <sup>b</sup> , 76% <sup>M</sup> , 24% <sup>F</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	1.6% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2004, Journal of Building & Road Research, Vol 11; Dec 2008.

## DEATHS BY ROAD USER CATEGORY



Source: National Accident Statistics 2010 produced by CSIR-BRRI for the National Road Safety Commission (NRSC).

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	34% Drivers <sup>d</sup> 1.9% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 5% Front seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

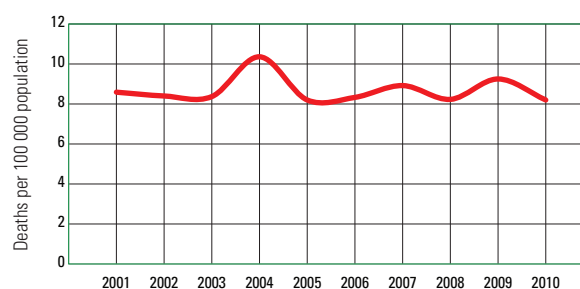
<sup>d</sup> 2010, Traffic Injury Prevention, Vol 11; 522–525.

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

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	193
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Accident Statistics 2010 produced by CSIR-BRRI for the National Road Safety Commission (NRSC).

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

# GREECE



Population: 11 359 346  
Income group: High  
Gross national income per capita: US\$ 26 890

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Interministerial Committee of Road Safety
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes
Fatality reduction target	<880 by 2015, <640 by 2020

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	7 910 565
Cars and 4-wheeled light vehicles	5 133 957
Motorized 2- and 3-wheelers	1 447 633
Heavy trucks	1 305 243
Buses	23 732
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

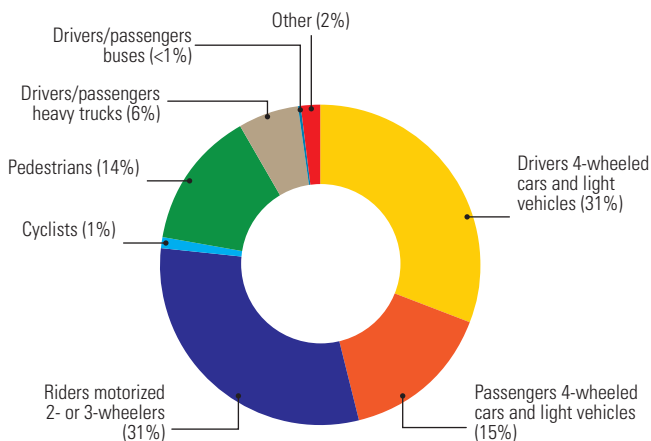
## DATA

<b>Reported road traffic fatalities (2009)</b>	1 451 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.5% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2009, Combined sources.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, National Statistical Service.

## SAFER ROAD USERS

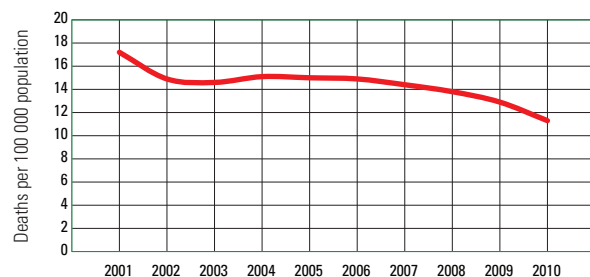
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	74% Drivers <sup>d</sup> 34% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	72% Front seats <sup>d</sup> 21% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2009, National Technical University of Athens.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistical Service.

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

# GUATEMALA



Population: 14 388 929  
 Income group: Middle  
 Gross national income per capita: US\$ 2 740

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of the Interior, Department of Transit of the National Civil Police	
Funded in national budget	Yes	
<b>National road safety strategy</b>	Yes	
Funding to implement strategy	Fully funded	
Fatality reduction targets set	No	
Fatality reduction target	No	

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	2 118 516
Cars and 4-wheeled light vehicles	1 261 639
Motorized 2- and 3-wheelers	602 067
Heavy trucks	124 460
Buses	96 294
Other	34 056
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

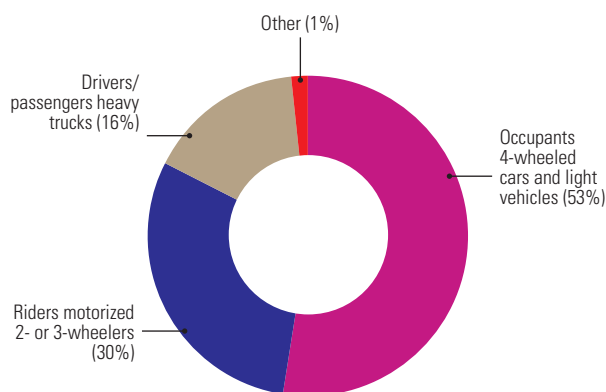
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	737 <sup>b</sup> , 81%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Institute of National Statistics.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	30–90 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	61% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	40% All riders <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 ④ 4 5 6 7 8 9 10
Seat-belt wearing rate	50% Drivers <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> Institute of National Statistics.

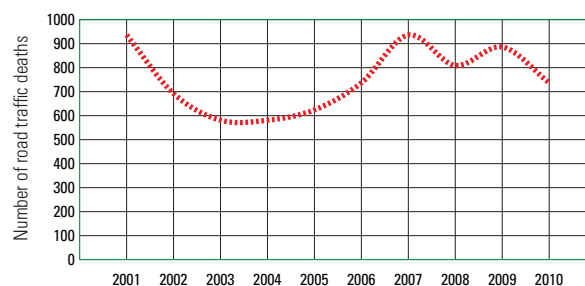
<sup>d</sup> 2011, Department of Transit of the National Civil Police; 2010, Guatemala Valley University CDC/CAP.

<sup>e</sup> 2011, Department of Transit of the National Civil Police.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Institute of National Statistics.

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

# GUINEA



Population: 9 981 590  
Income group: Low  
Gross national income per capita: US\$ 390

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Program on Trauma Care
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2012–2017)
Fatality reduction target	15%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	33 943
Cars and 4-wheeled light vehicles	26 609
Motorized 2- and 3-wheelers	6 927
Heavy trucks	369
Buses	38
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

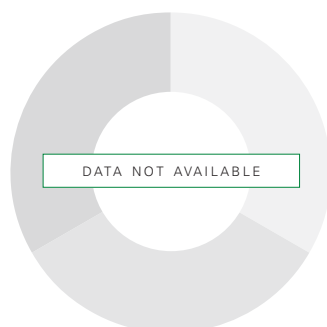
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	503 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Traffic police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

<sup>c</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

<sup>d</sup> No ambulance services in country.

## TRENDS IN ROAD TRAFFIC DEATHS



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

# GUINEA-BISSAU



Population: 1 515 224

Income group: Low

Gross national income per capita: US\$ 580

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	General Directorate for Traffic and Land Transport
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	54 153
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	8 205
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	117 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources (Police records and Health facility records). Defined as died within 48 hours of crash.

## SAFER ROAD USERS

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

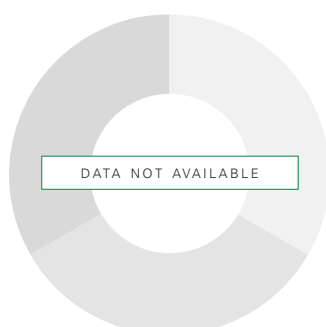
<sup>c</sup> Not based on BAC.

<sup>d</sup> Cases suspected of drink-driving are further investigated.

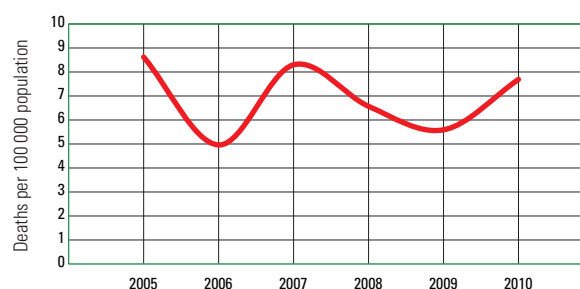
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: <http://www.stat-guinebissau.com/>

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



Population: 754 493  
 Income group: Middle  
 Gross national income per capita: US\$ 2 900

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	12 363
Cars and 4-wheeled light vehicles	7 678
Motorized 2- and 3-wheelers	2 356
Heavy trucks	1 156
Buses	531
Other	642
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

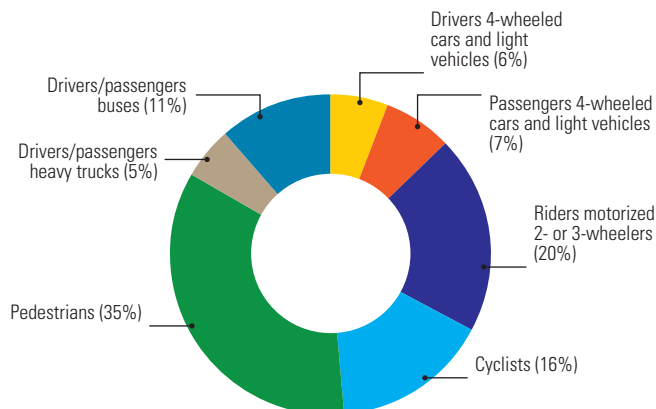
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	115 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Guyana Police Force Traffic Department.

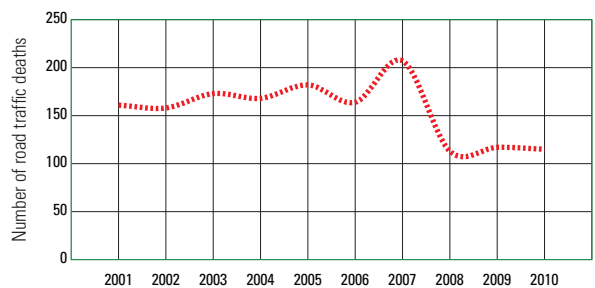
## SAFER ROAD USERS

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

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	913
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	—

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Guyana Police Force Traffic Department.

# HONDURAS



Population: 7 600 524  
Income group: Middle  
Gross national income per capita: US\$ 1 870

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council (CNSV)
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	983 800
Cars and 4-wheeled light vehicles	696 825
Motorized 2- and 3-wheelers	183 119
Heavy trucks	73 933
Buses	29 923
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

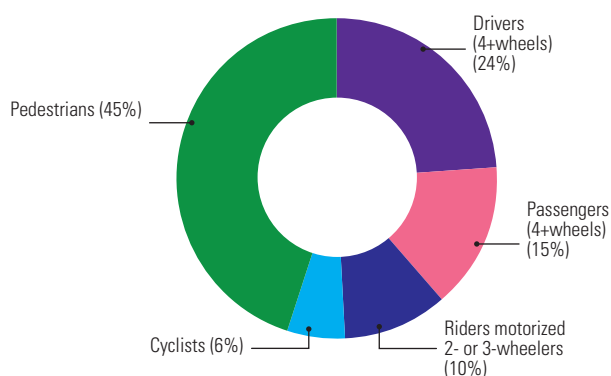
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	937 <sup>b</sup> , 81 %M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 24 hours of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Accident Information System of the National Transit Bureau.

## SAFER ROAD USERS

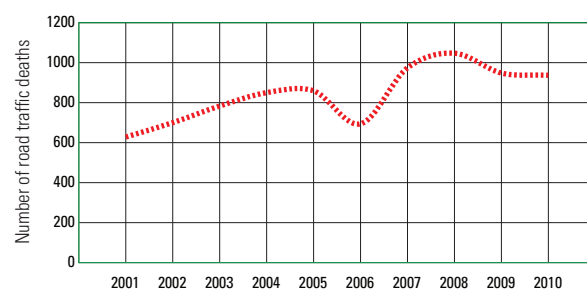
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.07 g/dl
BAC limit – young or novice drivers	0.07 g/dl
BAC limit – professional/commercial drivers	0.07 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	4% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Traffic Accident Information System of the National Transit Bureau.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	198
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Transit Bureau.

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

# HUNGARY



Population: 9 983 645

Income group: High

Gross national income per capita: US\$ 12 860

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

<sup>a</sup> Hungary will join the Trans-European Transport Network (TEN) in 2014.

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	3 608 834
Cars and 4-wheeled light vehicles	2 984 063
Motorized 2- and 3-wheelers	142 251
Heavy trucks	416 672
Buses	17 641
Other	48 207

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No

### Vehicle regulations

Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

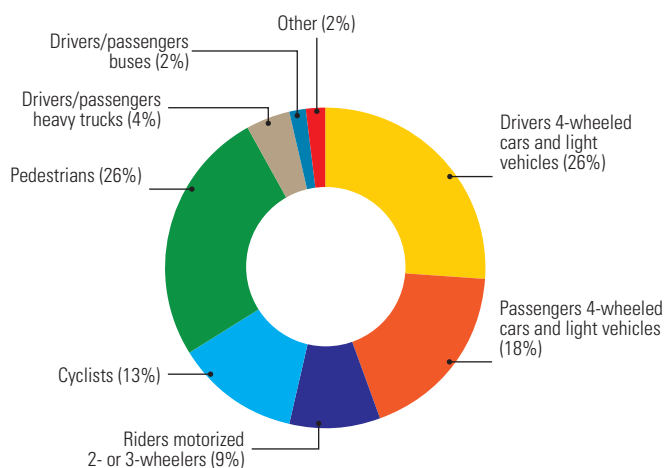
## DATA

<b>Reported road traffic fatalities (2010)</b>	740 <sup>b</sup> , 75%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.5% <sup>c</sup>

<sup>b</sup> Hungarian Central Statistical Bureau (HCSB). Defined as died within 30 days of crash.

<sup>c</sup> 2009, Institute for Transport Sciences non profit LTD.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, HCSB.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8.3% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers <sup>e</sup> 95% Passengers <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	79% Front seats <sup>f</sup> 49% Rear seats <sup>f</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, Hungarian Central Statistical Bureau.

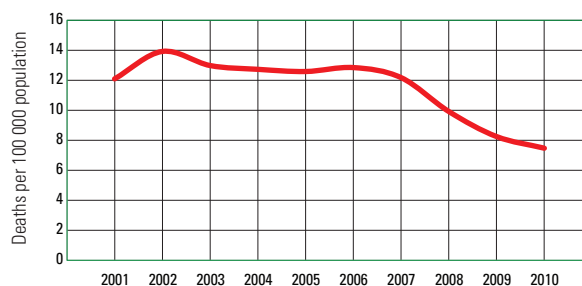
<sup>e</sup> Police and Institute of Transport Science.

<sup>f</sup> 2009, TÜV NORD – Institute for Transport Science.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Hungarian Central Statistical Office.



# ICELAND



Population: 320 136  
 Income group: High  
 Gross national income per capita: US\$ 33 890

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	The Road Traffic Directorate
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2005–2016)
Fatality reduction target	5% per year

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	296 479
Cars and 4-wheeled light vehicles	237 089
Motorized 2- and 3-wheelers	11 112
Heavy trucks	10 179
Buses	1 916
Other	36 183
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	8 <sup>b</sup> , 50%M, 50%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	20% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 73% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

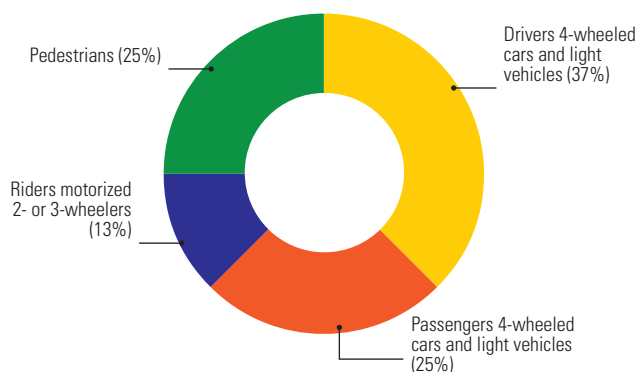
<sup>c</sup> 2010, The Road Accident Analysis Group.

<sup>d</sup> 2010, National survey.

## POST-CRASH CARE

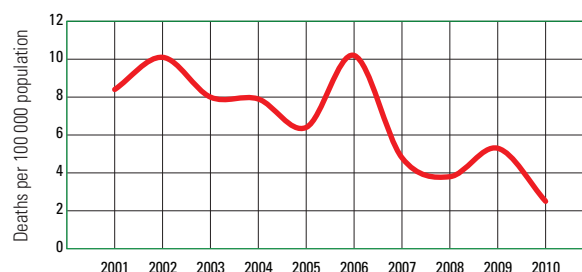
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, The Road Traffic Directorate.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: The Road Traffic Directorate.

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

# INDIA



Population: 1 224 614 272

Income group: Middle

Gross national income per capita: US\$ 1 260

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	114 952 000
Cars and 4-wheeled light vehicles	15 313 000
Motorized 2- and 3-wheelers	82 402 000
Heavy trucks	6 041 000
Buses	1 486 000
Other	9 710 000
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

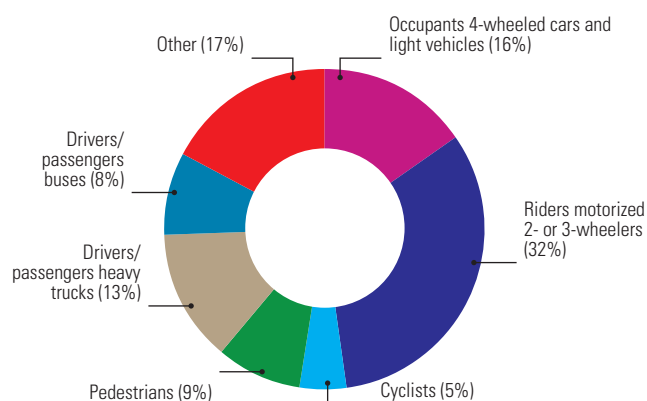
## DATA

<b>Reported road traffic fatalities (2010)</b>	133 938 <sup>a</sup> , 85%M, 15%F
<b>Estimated GDP lost due to road traffic crashes</b>	3% <sup>b</sup>

<sup>a</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period).

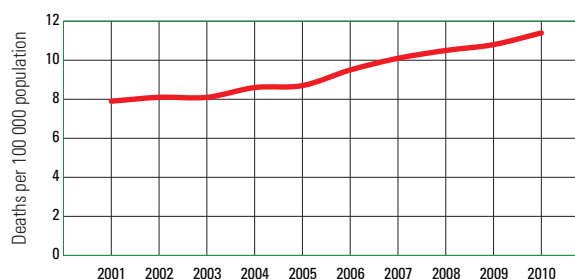
<sup>b</sup> 2009, 10<sup>th</sup> 5 year Plan, volume 2.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Road Transport and Highways, Transport Research Wing.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Accidents in India, 2009, Ministry of Road Transport and Highways, Transport Research Wing, Government of India.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	50% Drivers <sup>c</sup> ≤10% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	27% Drivers <sup>c</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2010, Bangalore Road Safety and Injury Prevention Programme.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	2%
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

# INDONESIA



Population: 239 870 944  
 Income group: Middle  
 Gross national income per capita: US\$ 2 500

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (deaths per 10 000 vehicles)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

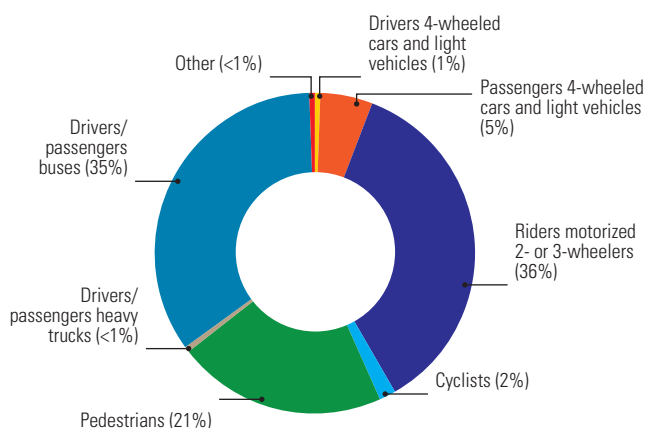
<b>Total registered vehicles (2010)</b>	72 692 951
Cars and 4-wheeled light vehicles	8 148 330
Motorized 2- and 3-wheelers	60 152 752
Heavy trucks	3 296 315
Buses	1 095 554
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	31 234 <sup>a</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.9 – 3.1 <sup>b</sup>

<sup>a</sup> Combined sources. Defined as died within 30 days of crash.  
<sup>b</sup> 2010, National Plan on Road Safety.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Indonesia National Police.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	80% Drivers <sup>d</sup> 52% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

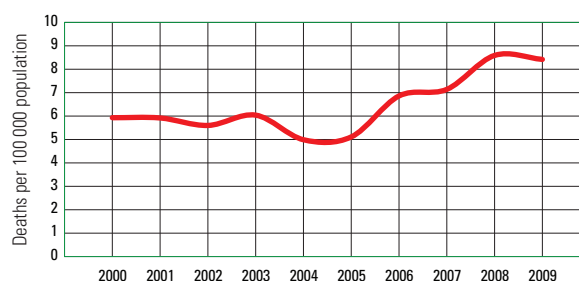
<sup>c</sup> Not based on BAC.

<sup>d</sup> 2007, study on Helmet Wearing conducted by University of Indonesia.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Indonesia National Police.

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

# IRAN (ISLAMIC REPUBLIC OF)



Population: 73 973 628  
 Income group: Middle  
 Gross national income per capita: US\$ 4 520

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Commission
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	10% per year

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

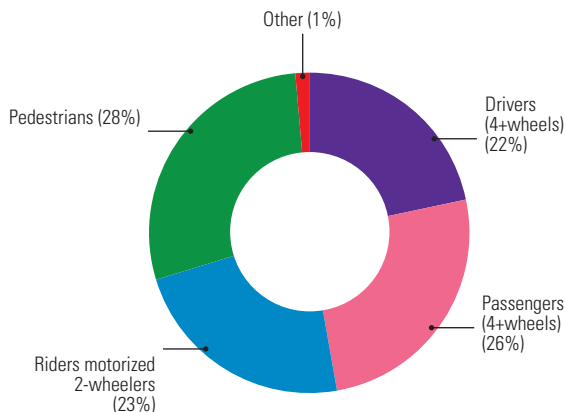
<b>Total registered vehicles (2010)</b>	20 657 627
Cars and 4-wheeled light vehicles	11 918 576
Motorized 2- and 3-wheelers	8 120 747
Heavy trucks	474 777
Buses	143 527
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	23 249 <sup>a</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Vital registration data. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: Legal Medicine (Forensic Medicine).  
 The year is according to Iranian Calendar from 21 March 2010 to 20 March 2011.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50–60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>b,c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	30% Drivers <sup>d</sup> 10% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>d</sup> 80% Front seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>b</sup> Not based on BAC.

<sup>c</sup> Alcohol consumption legally prohibited.

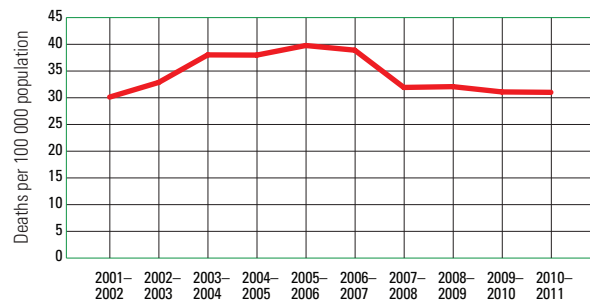
<sup>d</sup> Traffic police reports, 2010 and 2011 (Iranian calendar).

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	115
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	6% <sup>a</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

<sup>a</sup> Ministry of Health and Ministry of Education.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Legal Medicine (Forensic Medicine) and Iranian Statistic Center.  
 Years according to Iranian Calendar (March–February).

# IRAQ



Population: 31 671 591  
Income group: Middle  
Gross national income per capita: US\$ 2 380

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Supreme Council Road Safety
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2013)
Fatality reduction target	10%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	3 391 057
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	5 708 <sup>b</sup> , 77% M, 23% F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Health facility records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

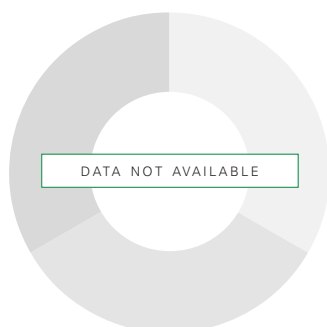
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

<sup>c</sup> Cases suspected of drink-driving are further investigated.

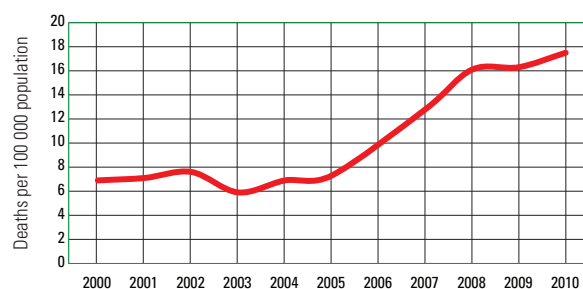
## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	2%
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior, Traffic Police Directorate & Ministry of Planning and Development Cooperation, Central Organization for Statistics and Information Technology, and Ministry of Health Excludes Kurdistan region.

# IRELAND



Population: 4 469 900  
 Income group: High  
 Gross national income per capita: US\$ 41 720

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Department of Transport, Tourism and Sport
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2007–2012)
Fatality reduction target	Not greater than 6 deaths per 100 000 population

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	2 416 387
Cars and 4-wheeled light vehicles	2 254 059
Motorized 2- and 3-wheelers	40 895
Heavy trucks	29 512
Buses	15 654
Other	76 267
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

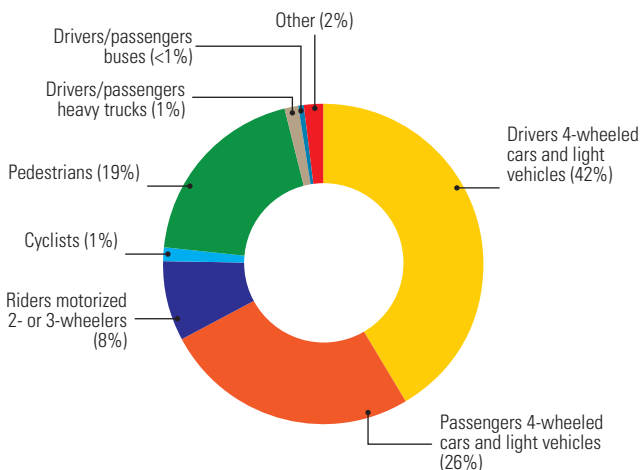
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	212 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Garda Síochána (Police) National Traffic Bureau (GNTB) and Road Safety Authority (RSA).

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

## SAFER ROAD USERS

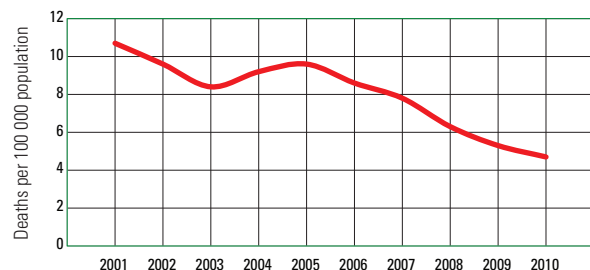
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	—
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	—
% road traffic deaths involving alcohol	11% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	90% Front seats <sup>d</sup> 79% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2006, D. Bedford, N. McKeown, A. Vellinga, F. Howell (2006). Alcohol in Fatal Road Crashes In Ireland. Public Health Directorate, Health Service Executive, Ireland.  
<sup>d</sup> 2010, Road Safety Authority (RSA).

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Gardia Síochána (Police) National Traffic Bureau (GNTB) and RSA.

# ISRAEL



Population: 7 418 400  
 Income group: High  
 Gross national income per capita: US\$ 27 270

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	National Road Safety Authority
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2011)
Fatality reduction target	30%

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

SAFER VEHICLES	
<b>Total registered vehicles (2009)</b>	2 458 716
Cars and 4-wheeled light vehicles	2 268 001
Motorized 2- and 3-wheelers	109 547
Heavy trucks	63 088
Buses	14 113
Other	3 967
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	352 <sup>b</sup> , 68% M, 27% F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Israel Central Bureau of Statistics. Defined as died within 30 days of crash.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	10% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 ⑧ 9 10
Helmet wearing rate	95% Drivers <sup>d</sup> 95% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 69% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

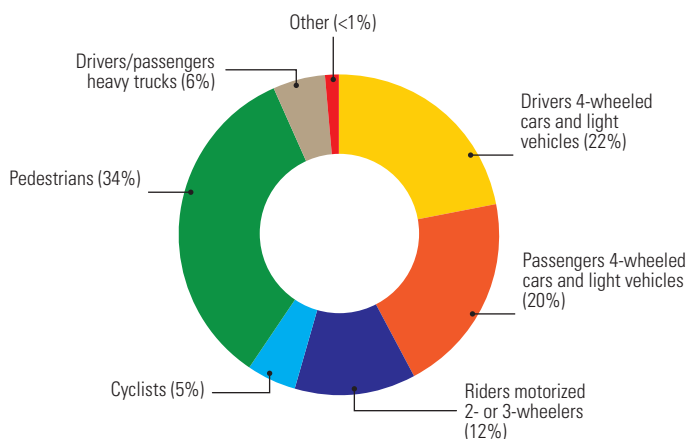
<sup>c</sup> 2009, Israel Police.

<sup>d</sup> 2006, Israel Road Safety Authority.

<sup>e</sup> 2010, Israel Road Safety Authority.

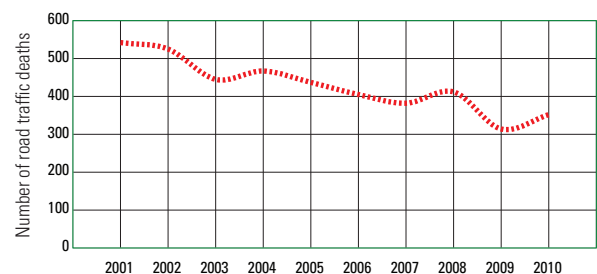
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	100
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, The Israel Central Bureau of Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: The Israel Central Bureau of Statistics.

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



Population: 60 550 850  
Income group: High  
Gross national income per capita: US\$ 35 530

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Transport
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2001–2010)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

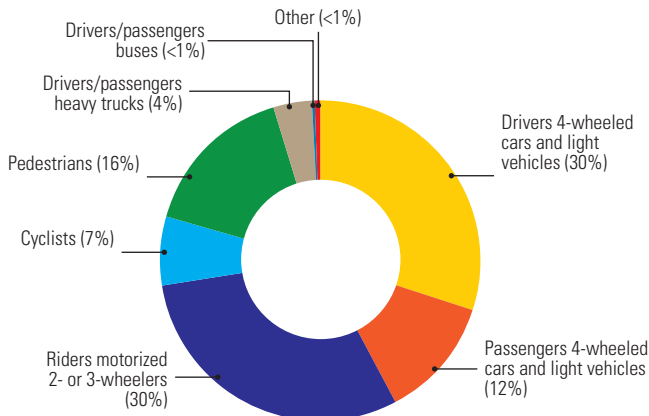
<b>Total registered vehicles (2009)</b>	52 586 499
Cars and 4-wheeled light vehicles	40 169 966
Motorized 2- and 3-wheelers	10 074 121
Heavy trucks	944 534
Buses	98 724
Other	1 299 154
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2009)</b>	4 237 <sup>a</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	2% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2008, Automobile Club of Italy (ACI) and National Statistics Institute (ISTAT).

## DEATHS BY ROAD USER CATEGORY



Source: 2009, ISTAT Survey on road accidents resulting in deaths or injuries.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	92% All riders <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	63% Drivers <sup>c</sup> 10% Rear seats <sup>c</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

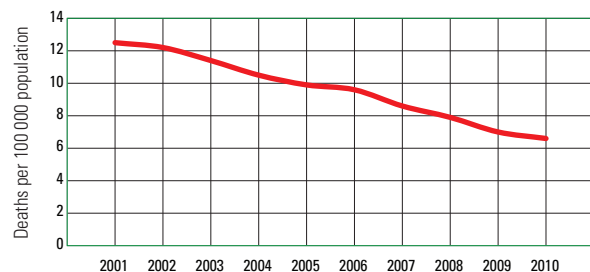
<sup>c</sup> 2011, ULISSE (Health National Institute and Ministry of Transport).

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	118
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	1.8% <sup>d</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>d</sup> 2010, INTEGRIS database.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, ISTAT Survey on road accidents resulting in deaths or injuries.



# JAMAICA



Population: 2 741 052  
Income group: Middle  
Gross national income per capita: US\$ 4 700

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council (NRSC)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	25%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	502 265
Cars and 4-wheeled light vehicles	408 077
Motorized 2- and 3-wheelers	3 985
Heavy trucks	70 157
Buses	20 046
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

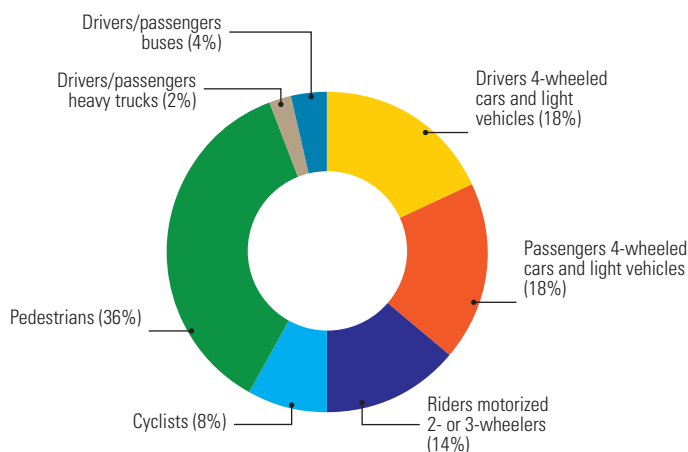
## DATA

<b>Reported road traffic fatalities (2010)</b>	319 <sup>a</sup> , 82%M, 18%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.2% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.

<sup>b</sup> 2010, Policy, Planning and Development Division.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, The Jamaica Constabulary Force (J.C.F.)

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	6% Drivers <sup>d</sup> 5% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	44% Front seats <sup>d</sup> 4% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

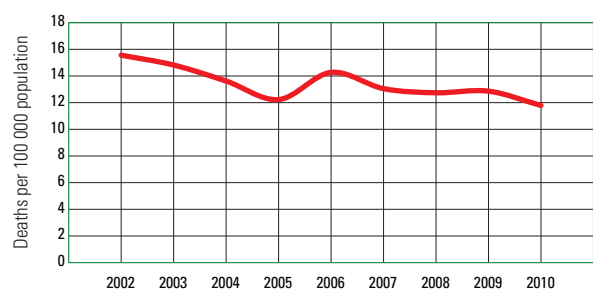
<sup>c</sup> 2010, The Jamaica Constabulary Force.

<sup>d</sup> Jamaica Health and Lifestyle Survey, 2007–2008.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, The Road Safety Unit.

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

# JAPAN

Population: 126 535 916  
Income group: High  
Gross national income per capita: US\$ 42 050



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Central Traffic Safety Policy Council
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2015)
Fatality reduction target	<3 000 deaths per year

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	89 871 090
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

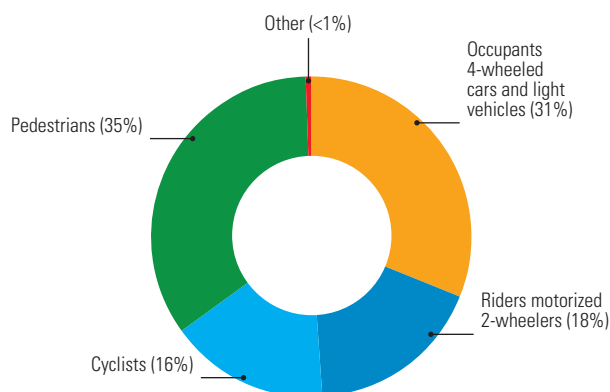
## DATA

<b>Reported road traffic fatalities (2009)</b>	7 309 <sup>a</sup> , 69%M, 31%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.4% <sup>b</sup>

<sup>a</sup> 2009, Vital registration data. Defined as died within a year of crash.

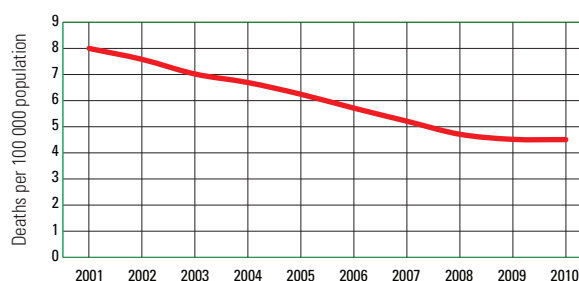
<sup>b</sup> 2007, Cabinet Office, Investigative Study for Economic Losses Caused by Road Traffic Accidents.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police Agency.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, National Police Agency.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	6% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 64% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, National Police Agency.

<sup>d</sup> 2010, Joint study by Japan Automobile Federation / National Police Agency, <http://www.jaf.or.jp/eco-safety/safety/data/pdf/sb2010.pdf>.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	119
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

# JORDAN



Population: 6 187 227  
Income group: Middle  
Gross national income per capita: US\$ 4 140

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Higher Traffic Safety Council
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2012)
Fatality reduction target	6% annually, 30% by 2012

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 075 453
Cars and 4-wheeled light vehicles	768 266
Motorized 2- and 3-wheelers	5 497
Heavy trucks	195 369
Buses	102 286
Other	4 035
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

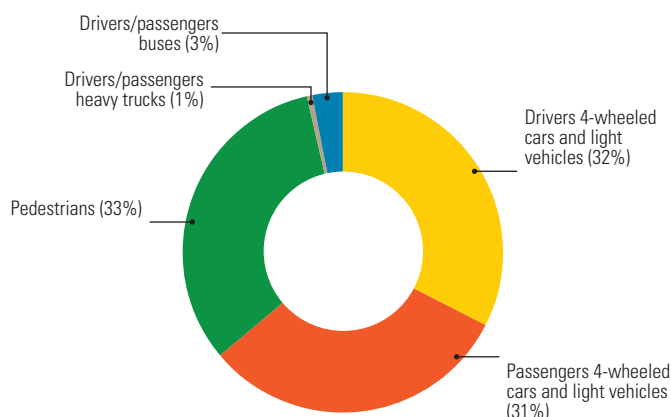
## DATA

<b>Reported road traffic fatalities (2010)</b>	670 <sup>b</sup> , 81 %M, 19 %F
<b>Estimated GDP lost due to road traffic crashes</b>	1.6% <sup>c</sup>

<sup>b</sup> Combined sources. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Traffic Accidents Statistics PSD – Jordan Traffic Institute.

## DEATHS BY ROAD USER CATEGORY



Source: 2011, Traffic Accidents Statistics PSD – Jordan Traffic Institute.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	70–90 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink–driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	55% Drivers <sup>e</sup> 45% Passengers <sup>e</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 50% Rear seats <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

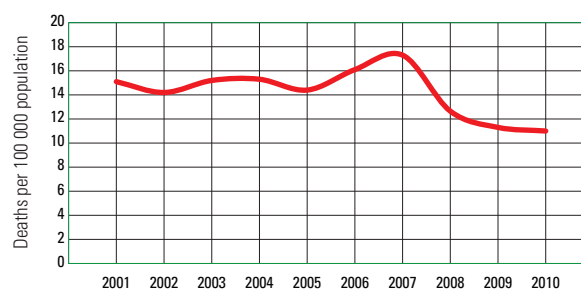
<sup>d</sup> 2010, Jordanian Traffic Institute.

<sup>e</sup> 2010, Traffic Accidents Statistics PSD – Jordan Traffic Institute 2010, approximate percentage.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Traffic Accidents Statistics PSD – Jordan Traffic Institute.

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

# KAZAKHSTAN



Population: 16 026 367  
Income group: Middle  
Gross national income per capita: US\$ 7 500

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Police Committee
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2010)
Fatality reduction target	30%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

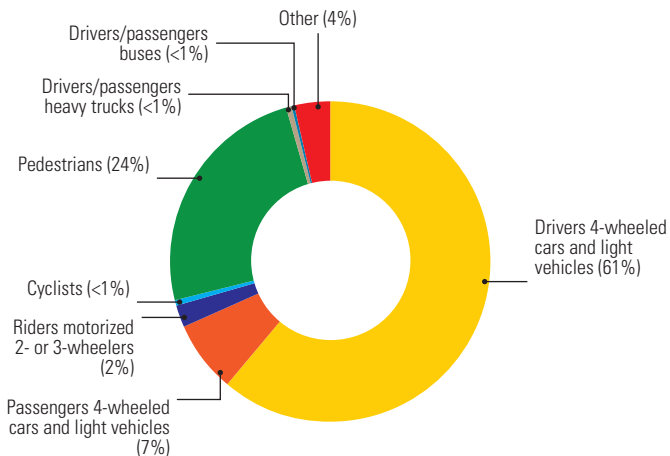
<b>Total registered vehicles (2010)</b>	3 249 966
Cars and 4-wheeled light vehicles	2 686 748
Motorized 2- and 3-wheelers	64 103
Heavy trucks	287 509
Buses	93 956
Other	117 650
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 379 <sup>a</sup> , 73%M, 27%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Vital registration records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Agency of Statistics of the Republic of Kazakhstan.

## SAFER ROAD USERS

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

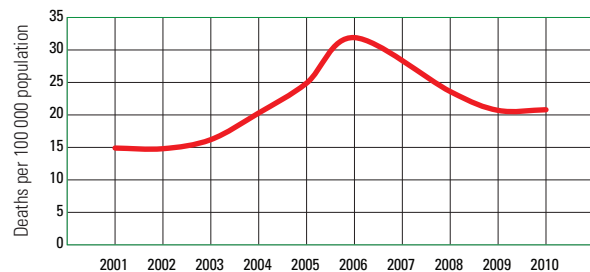
<sup>b</sup> Not based on BAC.

<sup>c</sup> 2010, Departmental records of the Ministry of Internal Affairs of the RK.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Agency of statistics of the Republic of Kazakhstan.

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

# KENYA



Population: 40 512 678  
 Income group: Low  
 Gross national income per capita: US\$ 810

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2014)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 389 864
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	—
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 055 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within a year of crash.

## SAFER ROAD USERS

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

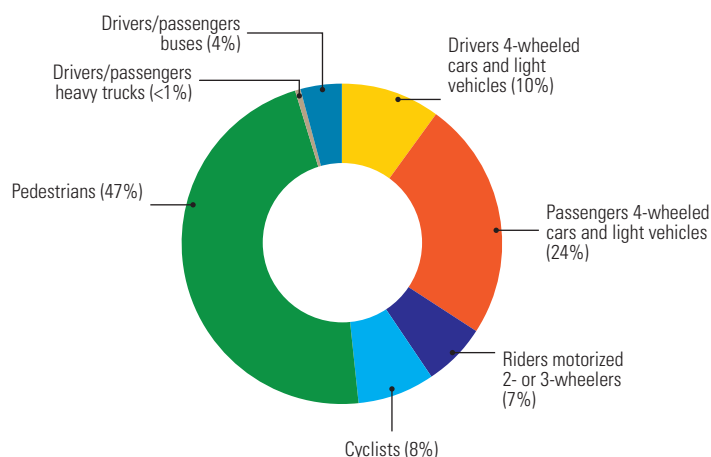
<sup>b</sup> Not based on BAC.

<sup>c</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

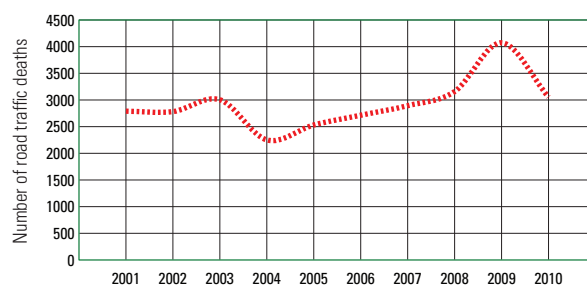
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Police.

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

# KIRIBATI

Population: 99 488  
Income group: Middle  
Gross national income per capita: US\$ 2 010



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Kiribati Road Safety Taskforce
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2000–2015)
Fatality reduction target	10% (Number of deaths)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 618
Cars and 4-wheeled light vehicles	975
Motorized 2- and 3-wheelers	480
Heavy trucks	—
Buses	163
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	6 <sup>b</sup> , 67%M, 33%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> 2010, Combined sources (police and health). Defined as died within 7 days of crash.

## SAFER ROAD USERS

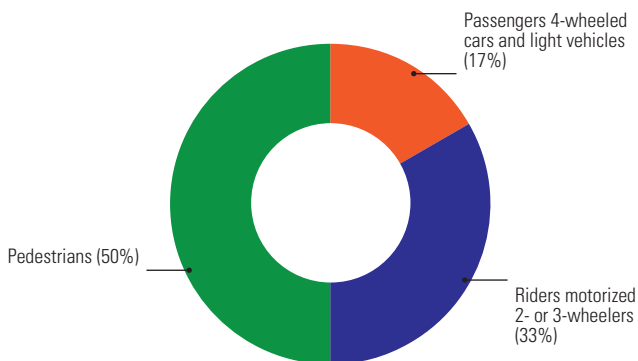
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	67% <sup>c</sup>
<b>National motorcycle helmet law</b>	No
Applies to drivers and passengers	—
Helmet standard mandated	—
Enforcement	—
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> Police and health records.

## POST-CRASH CARE

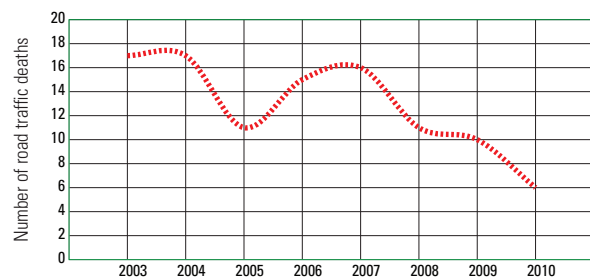
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	194
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police and health records.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police and health records.

# KUWAIT



Population: 2 736 732  
 Income group: High  
 Gross national income per capita: US\$ 48 900

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	The General Directorate of Traffic, Ministry of Interior
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 570 000
Cars and 4-wheeled light vehicles	686 214
Motorized 2- and 3-wheelers	5 487
Heavy trucks	20 390
Buses	26 152
Other	831 757
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

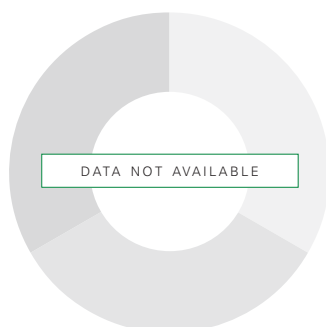
## DATA

<b>Reported road traffic fatalities (2010)</b>	374 <sup>b</sup> , 84%M, 16%F
<b>Estimated GDP lost due to road traffic crashes</b>	3–4% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Ministry of Interior.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

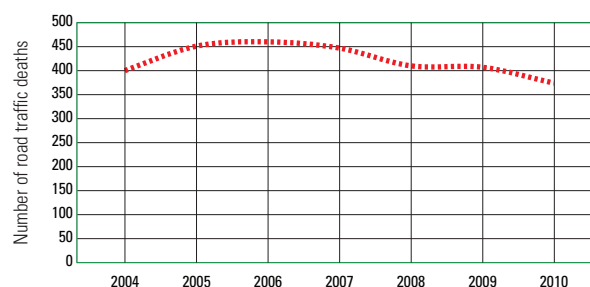
<sup>d</sup> Alcohol consumption legally prohibited.

<sup>e</sup> Not based on BAC.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Central Statistical Office.

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

# KYRGYZSTAN



Population: 5 334 223  
Income group: Low  
Gross national income per capita: US\$ 840

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Chief Department of Road Safety, Ministry of Internal Affairs
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	430 314
Cars and 4-wheeled light vehicles	400 838
Motorized 2- and 3-wheelers	7 744
Heavy trucks	
Buses	21 732
Other	
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

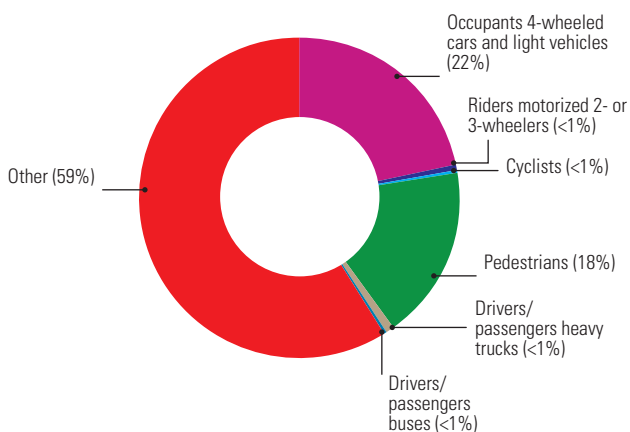
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	875 <sup>b</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

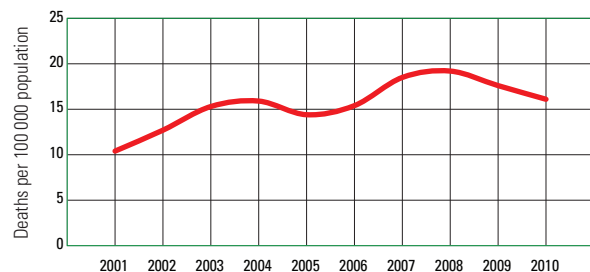
<sup>b</sup> Vital registration records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010 National Statistics Committee.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistics Committee.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	59% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> Not based on BAC.

<sup>d</sup> 2010, Chief Department of Road Safety, Ministry of Internal Affairs.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes



# LAO PEOPLE'S DEMOCRATIC REPUBLIC



Population: 6 200 894  
Income group: Middle  
Gross national income per capita: US\$ 1 010

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Committee
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (Number of deaths)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 008 788
Cars and 4-wheeled light vehicles	167 882
Motorized 2- and 3-wheelers	812 629
Heavy trucks	2825
Buses	25 452
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

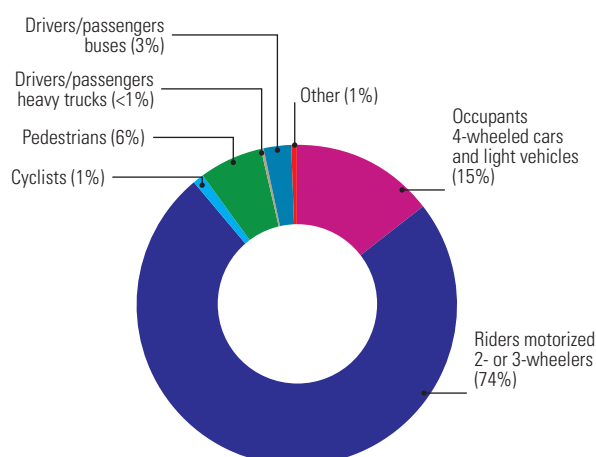
## DATA

<b>Reported road traffic fatalities (2010)</b>	790 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	2.7% <sup>b</sup>

<sup>a</sup> 2010, Police records. Defined as died within a year of crash.

<sup>b</sup> 2003, Road Safety Strategy and Action Plan.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Department of Traffic Police.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	50% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	60% All riders <sup>d</sup> 75% Drivers <sup>d</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	—
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

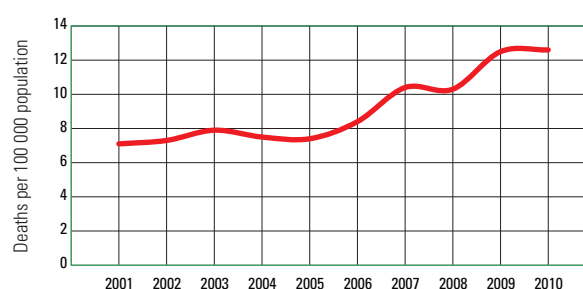
<sup>c</sup> 2010, Department of Traffic Police.

<sup>d</sup> 2008, Road Safety Project.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Department of Transport/NRSC Sec.

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



Population: 2 252 060  
 Income group: Middle  
 Gross national income per capita: US\$ 11 850

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Traffic Safety Council
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2001–2013)
Fatality reduction target	70%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	806 462
Cars and 4-wheeled light vehicles	637 626
Motorized 2- and 3-wheelers	37 811
Heavy trucks	33 748
Buses	5 377
Other	91 900
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

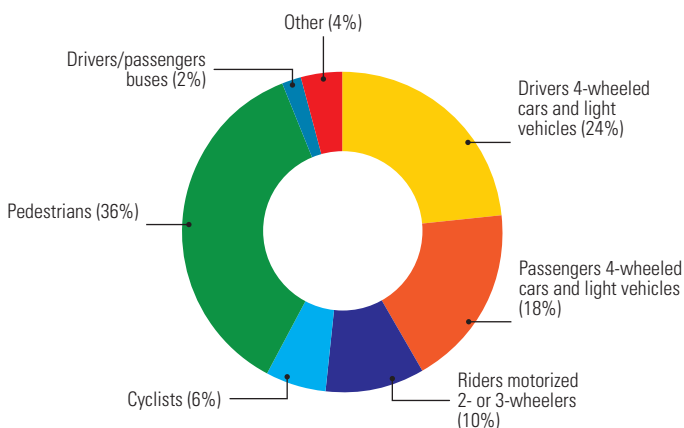
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	218 <sup>b</sup> , 56%M, 12%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

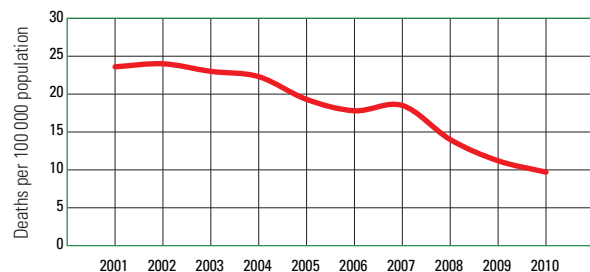
<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Traffic Accidents Register.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Traffic Accidents Register.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	88% Front seats <sup>d</sup> 46% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> Road Accident Statistic collection.

<sup>d</sup> 2010, Study of Health Behavior among Latvian Adult population (15–64 years).

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

# LEBANON



Population: 4 227 597  
Income group: Middle  
Gross national income per capita: US\$ 8 750

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	1 525 738
Cars and 4-wheeled light vehicles	1 410 140
Motorized 2- and 3-wheelers	76 573
Heavy trucks	25 270
Buses	13 755
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

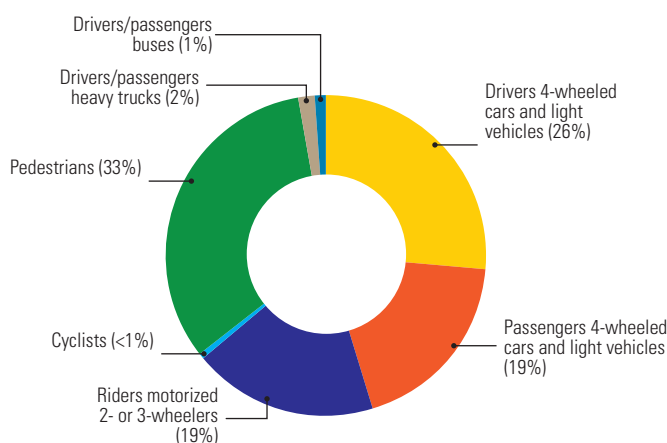
## DATA

<b>Reported road traffic fatalities (2010)</b>	549 <sup>b</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	3.2–4.8% <sup>c</sup>

<sup>b</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period following crash).

<sup>c</sup> 2004, Proposals and Outlines for a Road Safety Master Plan for Lebanon, May 2004, SIDA Ref N° 2000–04865.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Directorate General of the Internal Security Forces – Section of Service and Operations.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink–driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	13% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	32% Drivers <sup>e</sup> 2% Passengers <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	14% Drivers <sup>e</sup> 14% Front seats <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>d</sup> 2010, Directorate General of the Internal Security Forces.

<sup>e</sup> 2004, Study on Road Safety in Lebanon, May 2004.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2008	11.2
2009	12.1
2010	12.9

Source: Section of Service and Operation, Internal Security Forces.

# LESOTHO



Population: 2 171 318  
Income group: Middle  
Gross national income per capita: US\$ 1 100

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Department, Ministry of Public Works and Transport
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2015)
Fatality reduction target	50% by 2015

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	362 <sup>b</sup> , 33%M, 14%F (53% unknown)
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

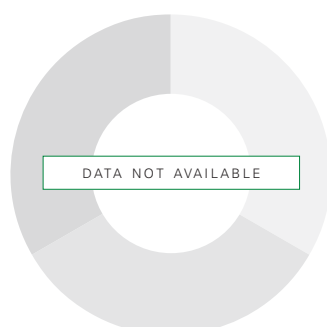
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

## POST-CRASH CARE

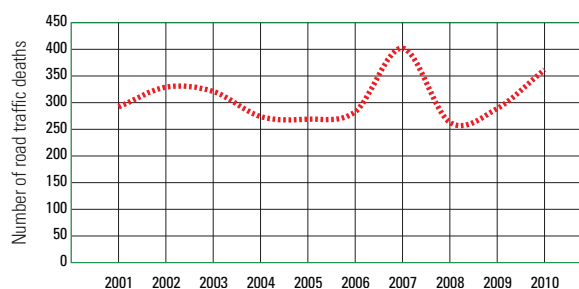
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	None
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>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

<sup>c</sup> No ambulance services in country.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Lesotho Road.

# LIBERIA



Population: 3 994 122  
Income group: Low  
Gross national income per capita: US\$ 210

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	1 030 951
Cars and 4-wheeled light vehicles	1 029 076
Motorized 2- and 3-wheelers	911
Heavy trucks	396
Buses	568
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2009)</b>	80 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period).

## SAFER ROAD USERS

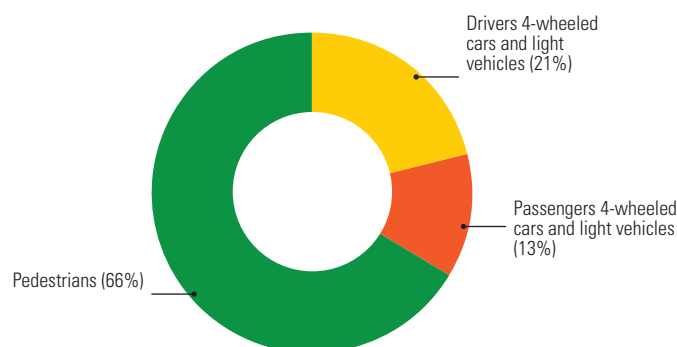
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers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

<sup>c</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



Source: 2009, LNP Traffic Division.

## TRENDS IN ROAD TRAFFIC DEATHS



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

# LITHUANIA



Population: 3 323 611  
Income group: Middle  
Gross national income per capita: US\$ 11 620

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	State Traffic Safety Commission
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2017)
Fatality reduction target	From 9.2 to 6 deaths per 100 000 population

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 910 373
Cars and 4-wheeled light vehicles	1 691 855
Motorized 2- and 3-wheelers	56 271
Heavy trucks	133 921
Buses	13 728
Other	14 598
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

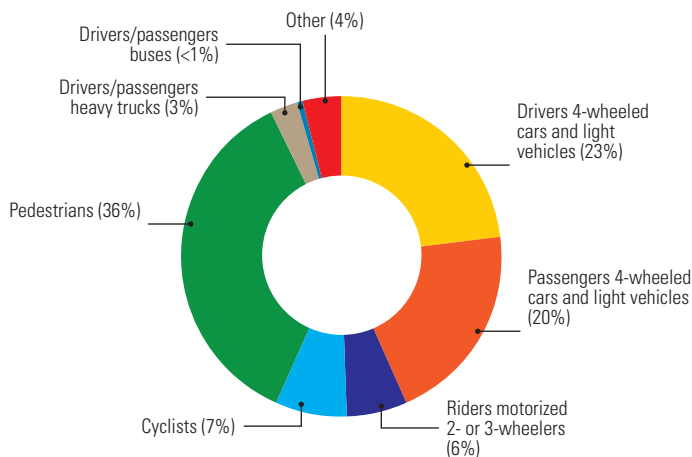
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	299 <sup>b</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

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

## SAFER ROAD USERS

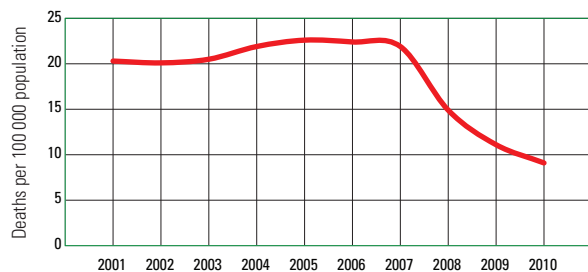
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.04 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	63% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Police Department, Ministry of Interior.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records, Statistics Lithuania.

# LUXEMBOURG



Population: 507 448  
 Income group: High  
 Gross national income per capita: US\$ 76 820

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Sustainable Development and Infrastructure
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	444 353
Cars and 4-wheeled light vehicles	363 800
Motorized 2- and 3-wheelers	42 402
Heavy trucks	10 827
Buses	1 636
Other	25 688
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

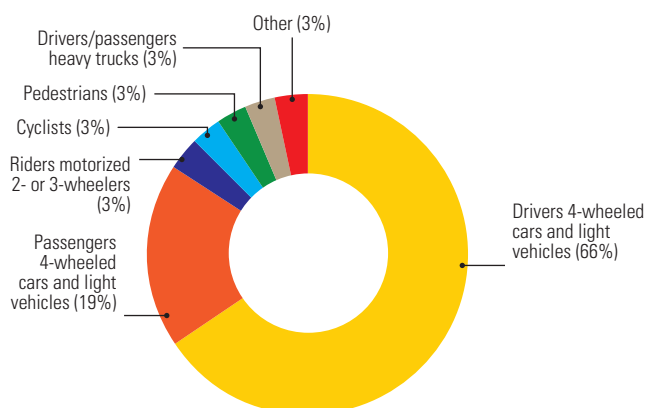
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	32 <sup>b</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, STATEC/Police Grand-Ducale.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	35% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 60% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, STATEC/Police Grand-Ducale.

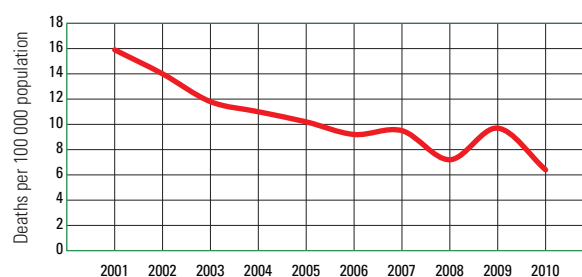
<sup>d</sup> 2003, Enquête ILReS : le port de la ceinture de sécurité au Luxembourg.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	3.7% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

<sup>e</sup> Association for Accidents Insurance.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: STATEC/Police Grand-Ducale.

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

# MADAGASCAR



Population: 20 713 819

Income group: Low

Gross national income per capita: US\$ 430

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Intersectoral Commission for Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	Not specified

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	166 112
Cars and 4-wheeled light vehicles	101 158
Motorized 2- and 3-wheelers	20 566
Heavy trucks	18 690
Buses	25 698
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	325 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Defined as died within 24 hours of crash.

## SAFER ROAD USERS

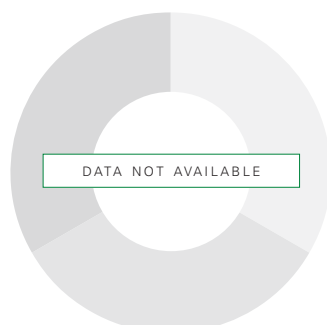
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	65% Drivers <sup>c</sup> 40% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	65% Drivers <sup>c</sup> 45% Front seats <sup>c</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2008, National Traffic Police.

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

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



# MALAWI



Population: 14 900 841

Income group: Low

Gross national income per capita: US\$ 330

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Transport Services
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	173 800
Cars and 4-wheeled light vehicles	121 516
Motorized 2- and 3-wheelers	14 511
Heavy trucks	23 193
Buses	1 458
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	976 <sup>b</sup> , 84%M, 16%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

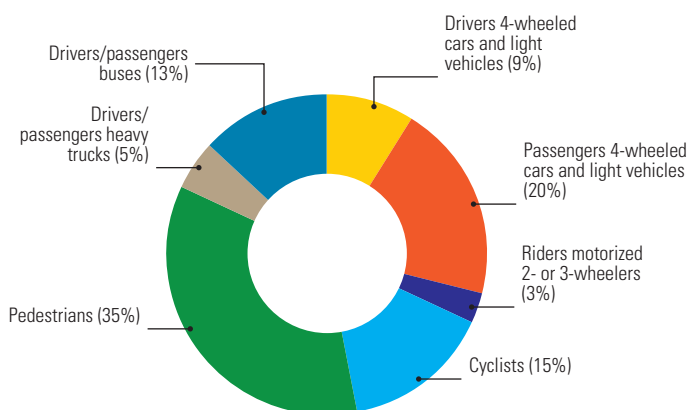
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

## POST-CRASH CARE

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

<sup>c</sup> No ambulance services in country.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Road Safety Council.

## TRENDS IN ROAD TRAFFIC DEATHS



# MALAYSIA



Population: 28 401 017  
Income group: Middle  
Gross national income per capita: US\$ 7 760

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Department
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	6% (deaths per 10 000 vehicles, 2011–2012) 5% (number of deaths, 2013–2020)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

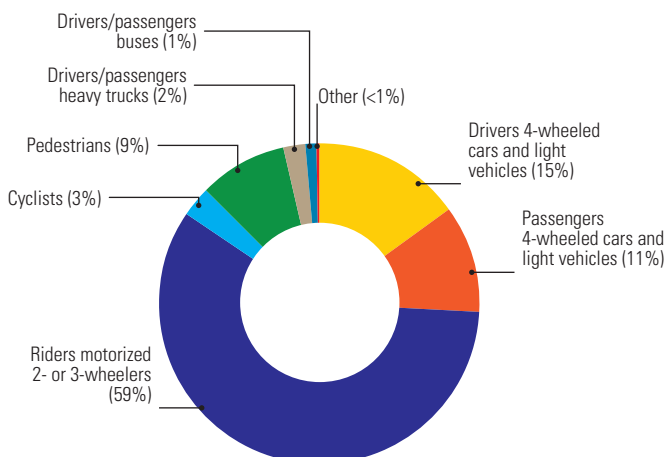
<b>Total registered vehicles (2010)</b>	20 188 565
Cars and 4-wheeled light vehicles	9 114 920
Motorized 2- and 3-wheelers	9 441 907
Heavy trucks	966 177
Buses	69 149
Other	596 412
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	6 872 <sup>a</sup> , 81%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.6% <sup>b</sup>

<sup>a</sup> 2010, Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2010, Malaysian Institute of Road Safety Research (MIROS).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistical Report Road Accident Malaysia, Royal Malaysia Police.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	23% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	76% All riders <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 10% Rear seats <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Research study by MIROS conducted in Kuala Lumpur (urban area).

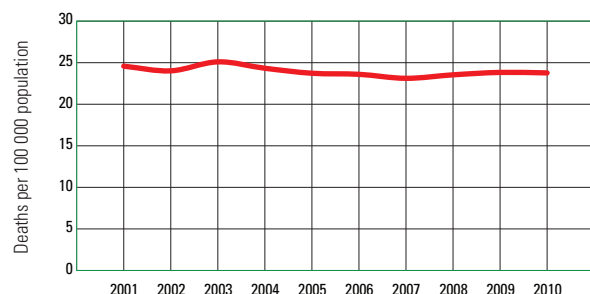
<sup>d</sup> 2002, Malaysia Medical Journal.

<sup>e</sup> 2010, Journal of Community Health 2010.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: MIROS.

# MALDIVES



Population: 315 885  
Income group: Middle  
Gross national income per capita: US\$ 6 150

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Transport Authority
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	50 052
Cars and 4-wheeled light vehicles	6 539
Motorized 2- and 3-wheelers	41 095
Heavy trucks	2 299
Buses	119
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	6 <sup>a</sup> , 67%M, 33%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

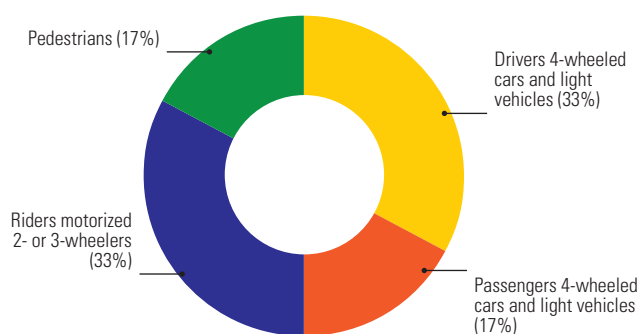
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	30 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	No <sup>b</sup>
BAC limit – general population	—
BAC limit – young or novice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

<sup>b</sup> Alcohol consumption legally prohibited.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	119
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Maldives Police Service.

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2006	2.3
2007	2.3
2008	1.6
2009	0.6
2010	1.9

Source: 2010, Maldives Police Service.

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



Population: 15 369 809

Income group: Low

Gross national income per capita: US\$ 600

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Agency on Road Safety (ANASER)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	211 906
Cars and 4-wheeled light vehicles	132 683
Motorized 2- and 3-wheelers	24 700
Heavy trucks	14 548
Buses	22 506
Other	17 469

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	—
New car assessment programme	—

### Vehicle regulations

Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

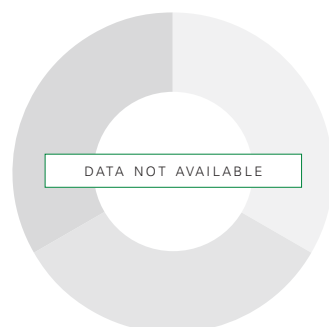
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	687 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2007	5.3
2008	5.1
2009	3.9
2010	4.5

Source: National Agency on Road Safety.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> Alcohol consumption legally prohibited.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	202 39986
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

# MALTA



Population: 416 515  
Income group: High  
Gross national income per capita: US\$ 18 620

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Transport Malta
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	425 517
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	15 <sup>a</sup> , 67%M, 33%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

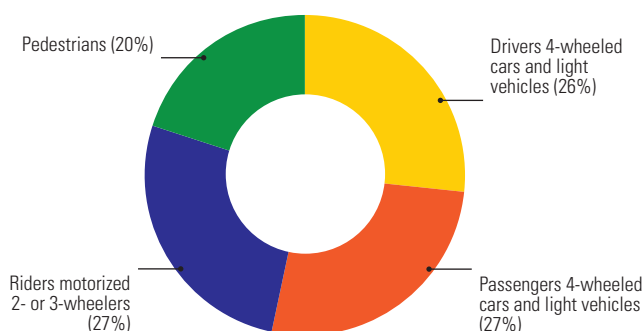
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

<sup>b</sup> 2003, Health Interview Survey 2002.

## POST-CRASH CARE

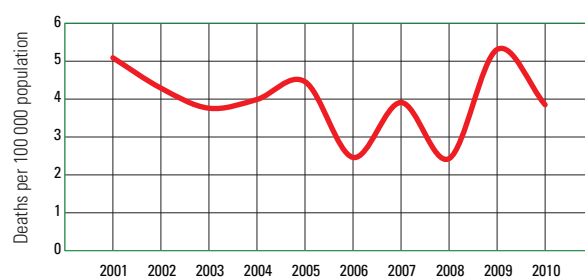
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Mortality Register.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Mortality Register.

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

# MARSHALL ISLANDS



Population: 54 009  
Income group: Middle  
Gross national income per capita: US\$ 3 640

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Department of Public Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 892
Cars and 4-wheeled light vehicles	1 715
Motorized 2- and 3-wheelers	37
Heavy trucks	55
Buses	85
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

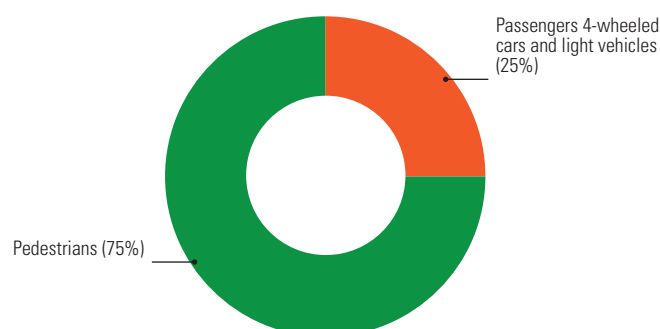
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	4 <sup>b</sup> , 100%M, 0%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> 2010, Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police, health Records.

## TRENDS IN ROAD TRAFFIC DEATHS



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

## SAFER ROAD USERS

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

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	625 8666
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

# MAURITANIA



Population: 3 459 773  
Income group: Low  
Gross national income per capita: US\$ 1 000

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Department of Road Safety, Ministry of Equipment and Transport
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2010)
Fatality reduction target	50% by year 2010

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	388 305
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	—
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

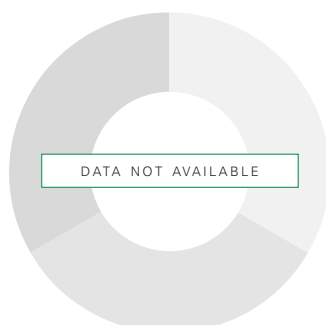
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	163 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

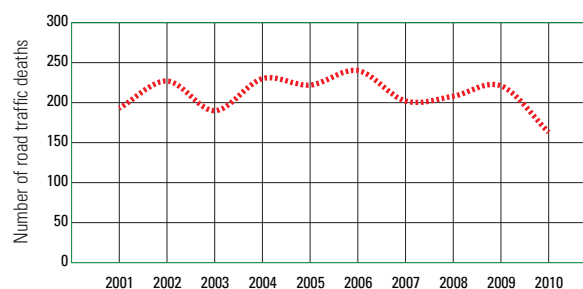
<sup>c</sup> Alcohol consumption legally prohibited.

<sup>d</sup> Not based on BAC.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Transport.

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

# MAURITIUS



Population: 1 299 172  
 Income group: Middle  
 Gross national income per capita: US\$ 7 780

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic Management and Road Safety Unit, Ministry of Public Infrastructure, Land Transport and Shipping	
Funded in national budget	Yes	
<b>National road safety strategy</b>	Yes	
Funding to implement strategy	Yes, fully funded	
Fatality reduction targets set	Yes (2011–2020)	
Fatality reduction target	30% by 2020	

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	384 115
Cars and 4-wheeled light vehicles	201 548
Motorized 2- and 3-wheelers	159 329
Heavy trucks	13 186
Buses	2 845
Other	7 207
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	158 <sup>b</sup> , 84%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	90 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	32% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 0.2% Rear seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

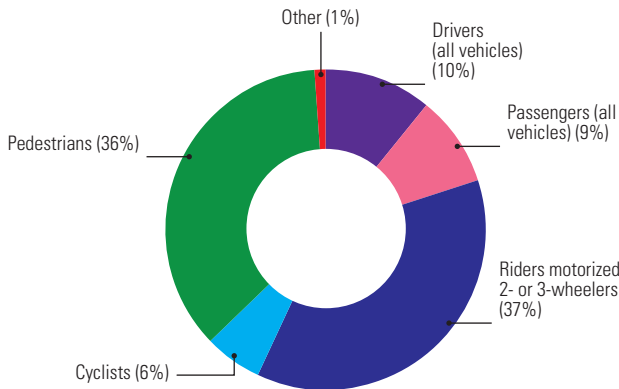
<sup>c</sup> 2010, Police Traffic Branch/Forensic Science Laboratory.

<sup>d</sup> 2011, Traffic Management and Road Safety Unit.

## POST-CRASH CARE

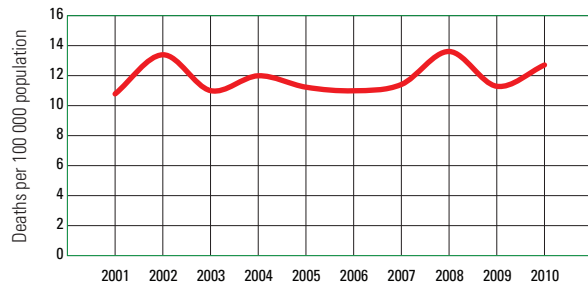
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	114
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Economic and Social indicators, 917. Road Transport and Road Traffic Accident Statistics, 2011, <http://statsmauritius.gov.mu>

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Economic and Social indicators, Issue No 917. Rd Transport and Road Traffic Accident Statistics (Jan–June 2011). Page 9 (<http://statsmauritius.gov.mu>).



# MEXICO



Population: 113 423 052  
Income group: Middle  
Gross national income per capita: US\$ 8 930

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Technical Secretariat of National Council of Injury Prevention
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	30 904 659
Cars and 4-wheeled light vehicles	20 523 704
Motorized 2- and 3-wheelers	1 201 046
Heavy trucks	8 842 518
Buses	337 391
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

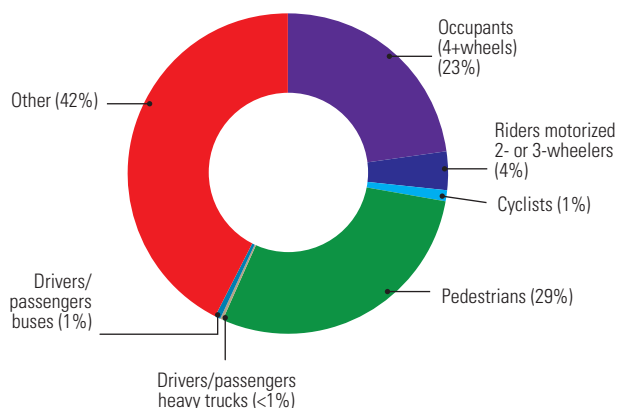
## DATA

<b>Reported road traffic fatalities (2009)</b>	17 820 <sup>a</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.7% <sup>b</sup>

<sup>a</sup> Vital registration data. Defined as death caused by a road traffic crash (unlimited time period following crash).

<sup>b</sup> 2011, Cost of motor vehicle accidents in Mexico, National Council of Injury Prevention.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Secretariat of Health and the National Institute of Statistics Geography and Information.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05–0.08 g/dl <sup>c</sup>
BAC limit – young or novice drivers	0.05–0.08 g/dl <sup>c</sup>
BAC limit – professional/commercial drivers	0.02 g/dl <sup>c</sup>
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	23% <sup>d</sup>
<b>National motorcycle helmet law</b>	Subnational
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	75% Drivers <sup>e</sup> 84% Passengers <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	29% Front seats <sup>f</sup> 4% Rear seats <sup>f</sup>
<b>National child restraint law</b>	Subnational
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> BAC limits are set at the subnational level.

<sup>d</sup> 2009, Epidemiological Surveillance System for Addictions. Secretariat of Health/Forensic Medical Services.

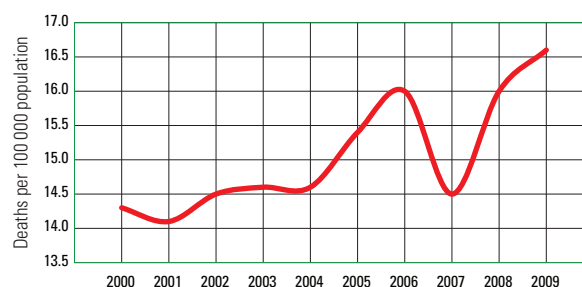
<sup>e</sup> 2011, Technical Secretariat of National Council of Injury Prevention.

<sup>f</sup> 2011, Basal Diagnostic of RE-10 (INSP-JHU). Information obtained from three cities: Guadalajara, Leon and Cuernavaca.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	0.6%
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, National Institute of Statistics Geography and Information.

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

# MICRONESIA (FEDERATED STATES OF)



Population: 111 064  
Income group: Middle  
Gross national income per capita: US\$ 2 730

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	8 337
Cars and 4-wheeled light vehicles	7 356
Motorized 2- and 3-wheelers	96
Heavy trucks	747
Buses	138
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

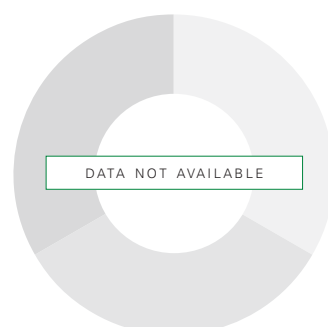
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 <sup>b</sup> , 100%M, 0%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> 2010, Health facility records. Defined as died within 24 hours of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

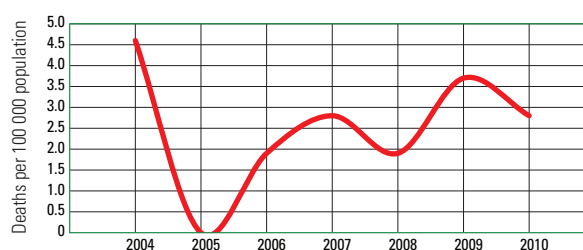
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Subnational
Local authorities can set lower limits	—
Maximum limit urban roads	—
Enforcement	—
<b>National drink-driving law</b>	Subnational
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit –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

## POST-CRASH CARE

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

<sup>c</sup> No ambulance service.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Federated States of Micronesia, Department of Health and Social Affairs, Health Information System.

# MONGOLIA



Population: 2 756 001  
Income group: Middle  
Gross national income per capita: US\$ 1 870

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic Police
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	365 959
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	491 <sup>b</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> 2010, Health facility records. Defined as died within a year of crash.

## SAFER ROAD USERS

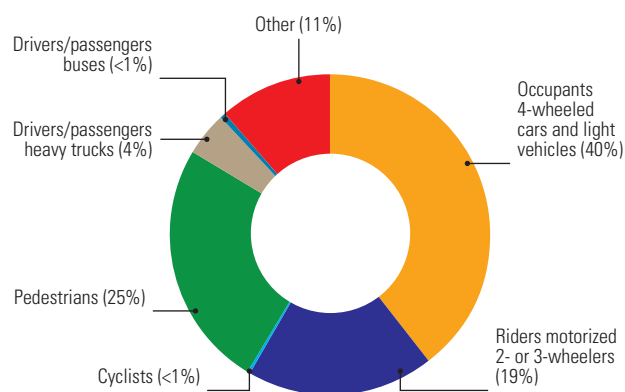
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	28% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Traffic police.

## POST-CRASH CARE

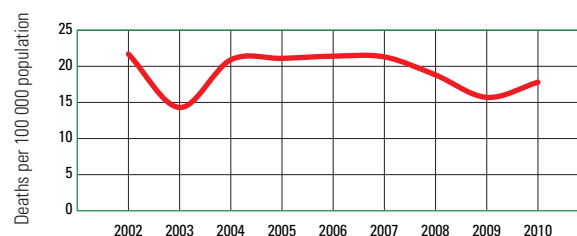
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Subnational
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Health statistics.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Health statistics (data from Center for Health Development).

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

# MONTENEGRO



Population: 631 490  
Income group: Middle  
Gross national income per capita: US\$ 6 740

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Coordinating Body for Monitoring the Implementation of Strategies to Improve Safety in Road traffic
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2019)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	187 913
Cars and 4-wheeled light vehicles	165 693
Motorized 2- and 3-wheelers	4 492
Heavy trucks	16 588
Buses	1 140
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

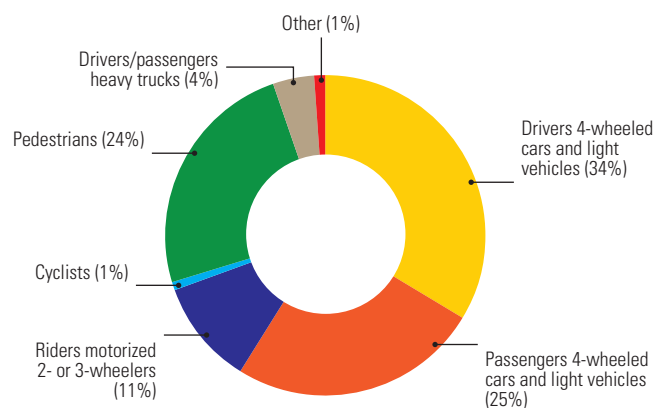
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	95 <sup>b</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Directorate.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	30% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	70% Drivers <sup>d</sup> 5% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	41% Front seats <sup>e</sup> 10% Rear seats <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> 2010, Police Directorate, Regional Units in Podgorica.

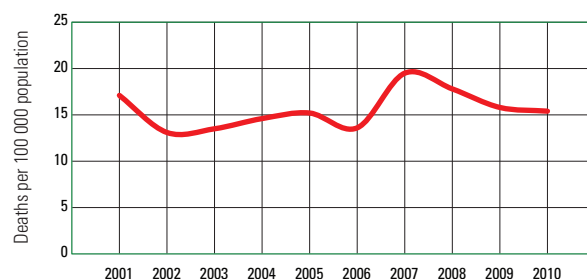
<sup>d</sup> 2010, Police Directorate.

<sup>e</sup> 2010, UNICEF, Ipsos Strategic Marketing, Road Safety Survey in Montenegro.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Directorate.

# MOROCCO



Population: 31 951 412  
Income group: Middle  
Gross national income per capita: US\$ 2 850

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Interministerial Committee of Road Safety
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	2 791 004
Cars and 4-wheeled light vehicles	1 976 172
Motorized 2- and 3-wheelers	31 353
Heavy trucks	654 434
Buses	53 363
Other	75 682
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

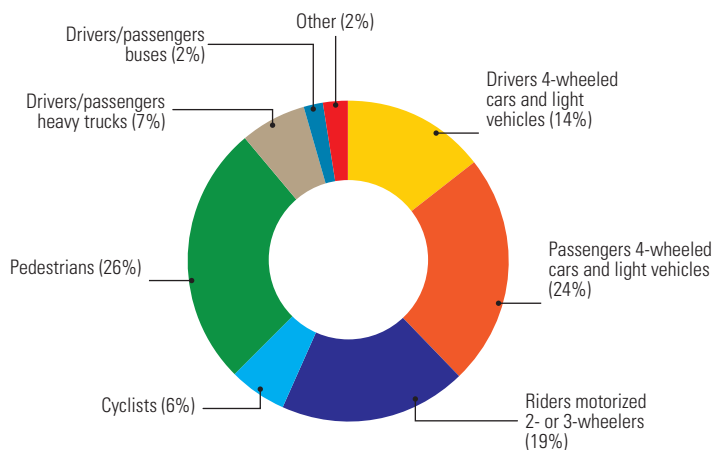
## DATA

<b>Reported road traffic fatalities (2010)</b>	3 778 <sup>a</sup> , 80%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	2% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.

<sup>b</sup> 2007, Road Safety in Morocco: Strategy and Plan of Action, UNECA 2009.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Directorate, Ministry of Equipment and Transport.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	79% Drivers <sup>d</sup> 24% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	51% Drivers <sup>d</sup> 52% Front seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

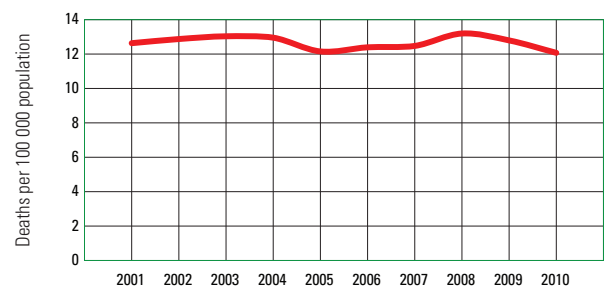
<sup>c</sup> Alcohol consumption legally prohibited.

<sup>d</sup> 2009, National Committee for Prevention of Traffic Accidents.

## POST-CRASH CARE

<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	115
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: High Commission of Planning, and the Road Directorate, Ministry of Equipment and Transport.

# MOZAMBIQUE



Population: 23 390 765

Income group: Low

Gross national income per capita: US\$ 440

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	INAV (National Road Traffic Institute)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2016)
Fatality reduction target	50% (deaths per 100 000 population)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	380 343
Cars and 4-wheeled light vehicles	233 086
Motorized 2- and 3-wheelers	50 140
Heavy trucks	82 389
Buses	—
Other	14 728
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 963 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

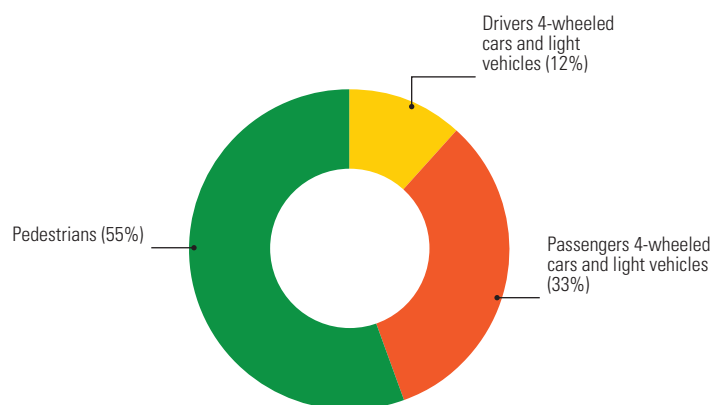
## SAFER ROAD USERS

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

## POST-CRASH CARE

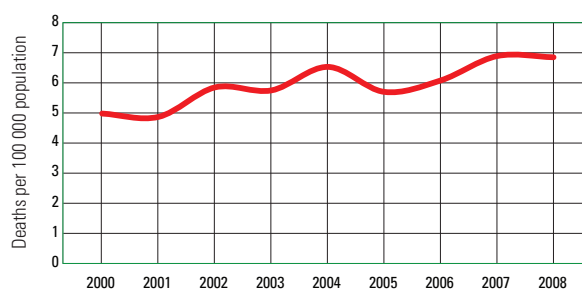
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	—
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Traffic Police (PRM).

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Traffic Police (PRM).

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

# MYANMAR



Population: 47 963 010  
 Income group: Low  
 Gross national income per capita: —

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic Rules Enforcement Supervisory Committee
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2015)
Fatality reduction target	50% (fatality rate)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	2 326 639
Cars and 4-wheeled light vehicles	269 423
Motorized 2- and 3-wheelers	1 911 040
Heavy trucks	65 579
Buses	21 578
Other	59 019
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 464 <sup>a</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.5% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2008, Traffic Rules Enforcement Supervisory Committee.

## SAFER ROAD USERS

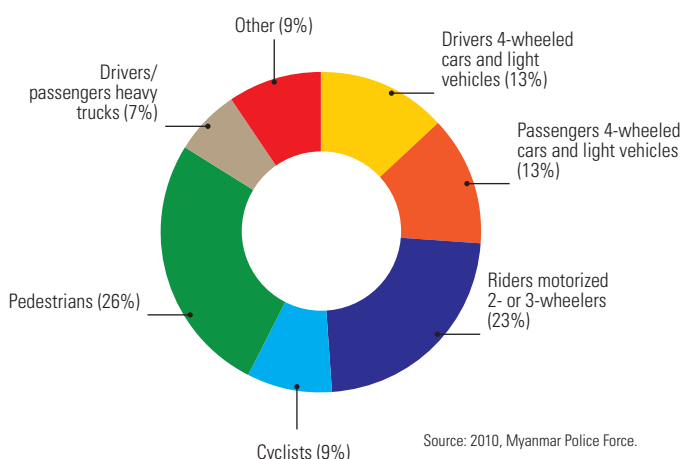
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	48 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.07 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	48–51% All riders <sup>c</sup>
<b>National seat-belt law</b>	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2011, Health department, study in Yangon General hospital.

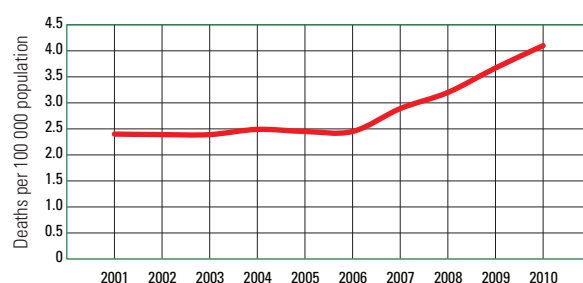
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# NAMIBIA



Population: 2 283 289  
Income group: Middle  
Gross national income per capita: US\$ 4 250

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2015)
Fatality reduction target	10%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	229 806
Cars and 4-wheeled light vehicles	201 472
Motorized 2- and 3-wheelers	5 356
Heavy trucks	15 303
Buses	3 012
Other	4 663
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2009)</b>	225 <sup>a</sup> , 61%M, 14%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 24 hours of crash.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	30% <sup>b</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	12% All riders <sup>c</sup>
<b>National seat-belt law</b>	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 <sup>d</sup> 1% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>b</sup> 2009, National Forensic Science Laboratory.

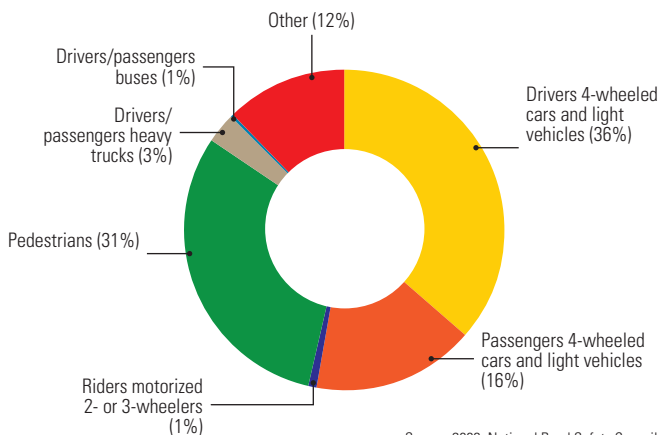
<sup>c</sup> 2009, National Road Safety Council.

<sup>d</sup> 2007, Global Road Safety Partnership, the study was commissioned by the National Road Safety Council

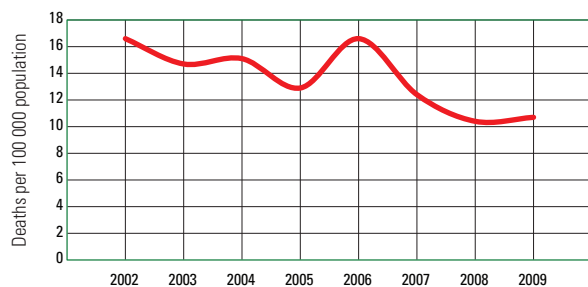
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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



# NEPAL



Population: 29 959 364

Income group: Low

Gross national income per capita: US\$ 490

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	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
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

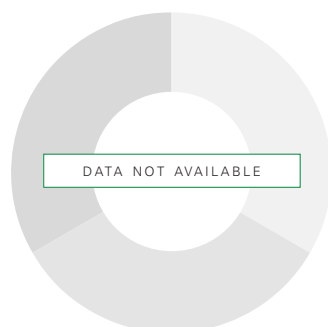
## DATA

<b>Reported road traffic fatalities (2010)</b>	1 689 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.8% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 35 days of the crash.

<sup>c</sup> 2011, World Health Survey, Final Report on Study of Health Care Cost for Road Traffic Accidents (RTA).

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

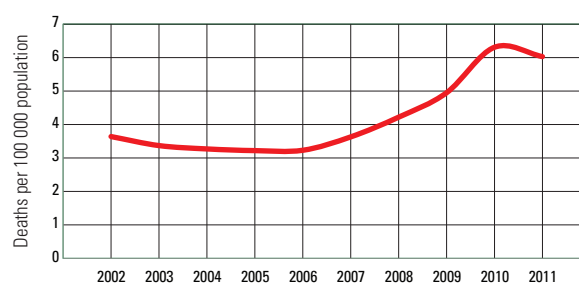
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>d</sup>
BAC limit – general population	—
BAC limit – young or novice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

<sup>d</sup> Not based on BAC.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Directorate.

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

# NETHERLANDS



Population: 16 612 988  
 Income group: High  
 Gross national income per capita: US\$ 48 920

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Infrastructure and the Environment
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	<500

## SAFER ROADS AND MOBILITY

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

<sup>a</sup> Only Trans European Roads.

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	9 340 006
Cars and 4-wheeled light vehicles	8 494 708
Motorized 2- and 3-wheelers	623 442 <sup>b</sup>
Heavy trucks	210 222
Buses	11 634
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

<sup>b</sup> Excluding mopeds and other moped-registration type vehicles.

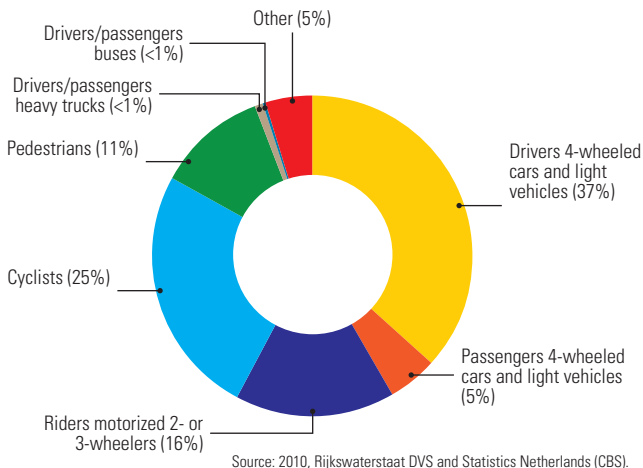
## DATA

<b>Reported road traffic fatalities (2010)</b>	640 <sup>c</sup> , 74%M, 26%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.1% <sup>d</sup>

<sup>c</sup> Rijkswaterstaat DVS and Statistics Netherlands. Defined as died within 30 days of crash.

<sup>d</sup> 2007, SWOV 2009 Factsheet: [http://www.swov.nl/rapport/Factsheets/UK/FS\\_Costs.pdf](http://www.swov.nl/rapport/Factsheets/UK/FS_Costs.pdf).

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes <sup>e</sup>
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	20% <sup>f</sup>
<b>National motorcycle helmet law</b>	Yes <sup>g</sup>
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	91–94% Moped drivers <sup>h</sup> 84% Moped passengers <sup>i</sup>
<b>National seat-belt law</b>	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 <sup>j</sup> 82% Rear seats <sup>j</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>e</sup> Only for novice drivers.

<sup>f</sup> 2010, Rijden onder invloed 2010 / DRUID (not yet published).

<sup>g</sup> Excludes slow mopeds (max 25 km/h).

<sup>h</sup> 2010, PROV.

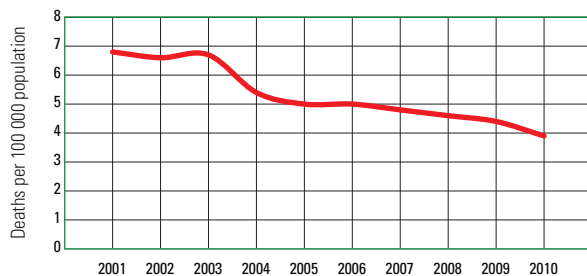
<sup>i</sup> 2008, 'Monitoring Bromfietshelmen 2008', internal report by BVOM (part of Ministry of Justice).

<sup>j</sup> 2010, BIA-report 2010, relates to car occupants only.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



# NEW ZEALAND



Population: 4 368 136  
 Income group: High  
 Gross national income per capita: US\$ 29 350

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Transport
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	Multiple <sup>a</sup>

<sup>a</sup> Targets vary for specific groups. See New Zealand's Road Safety Strategy 2010–2020, p. 13.

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	3 227 000
Cars and 4-wheeled light vehicles	2 979 000
Motorized 2- and 3-wheelers	113 000
Heavy trucks	112 000
Buses	8 300
Other	14 700
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>b</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	375 <sup>c</sup> ; 70%M, 30%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.02% <sup>d</sup>

<sup>c</sup> 2010, Police records. Defined as died within 30 days of crash.

<sup>d</sup> Social Cost of Road Crashes and Injuries, June 2010 Update (estimate for 2009).

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	32% <sup>e</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>f</sup> 88% Rear seats <sup>f</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

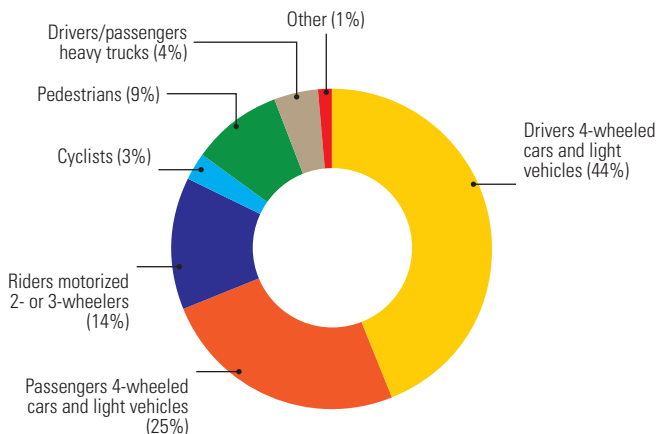
<sup>e</sup> 2010, Motor Vehicle Crashes in New Zealand 2010.

<sup>f</sup> 2010, Ministry of Transport.

## POST-CRASH CARE

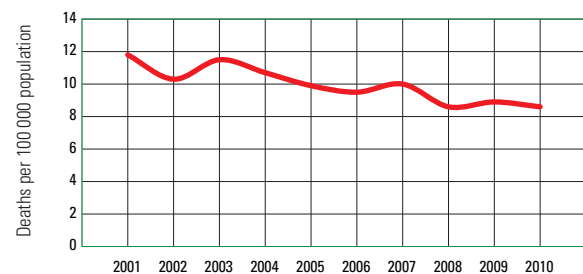
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	111
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Transport, Crash Analysis System.

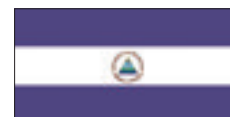
## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Ministry of Transport, Crash Analysis System.

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

# NICARAGUA



Population: 5 788 163  
Income group: Middle  
Gross national income per capita: US\$ 1 100

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	445 974
Cars and 4-wheeled light vehicles	279 668
Motorized 2- and 3-wheelers	115 541
Heavy trucks	43 998
Buses	6 767
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

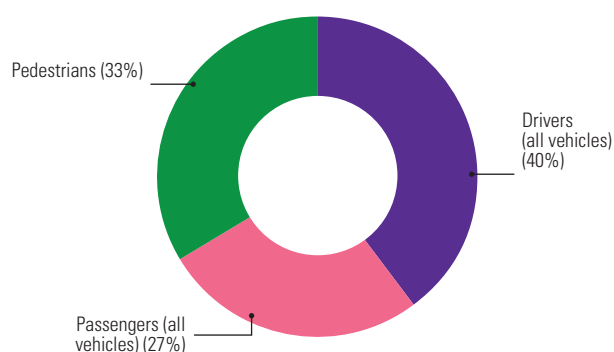
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	571 <sup>b</sup> , 84%M, 16%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 24 hours of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police.

## SAFER ROAD USERS

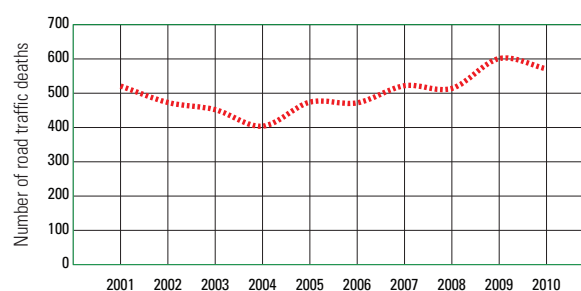
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	45 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, National Police.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Police.

Data collected by multisectoral consensus meeting and cleared by the National Police.

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

# NIGER

Population: 15 511 953  
 Income group: Low  
 Gross national income per capita: US\$ 360



INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	National Road Safety Committee
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2009)</b>	155 115
Cars and 4-wheeled light vehicles	110 446
Motorized 2- and 3-wheelers	36 029
Heavy trucks	3 574
Buses	5 066
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	654 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 7 days of crash.

<sup>c</sup> 2006, Ministry of Transport.

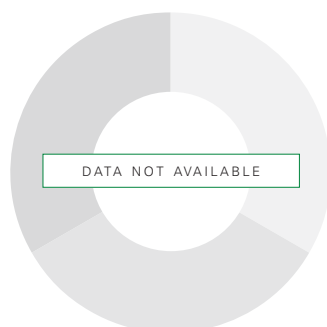
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>d</sup>
BAC limit – general population	—
BAC limit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

<sup>d</sup> Not based on BAC.

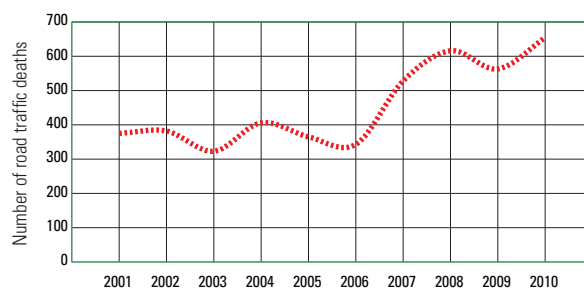
<sup>e</sup> Cases suspected of drink-driving are further investigated.

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Transport.

# NIGERIA



Population: 158 423 184  
Income group: Middle  
Gross national income per capita: US\$ 1 170

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Federal Road Safety Commission
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	48.4 deaths/10 000 vehicles to 3.2 deaths/10 000 vehicles

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	12 545 177
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	5 189 159
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

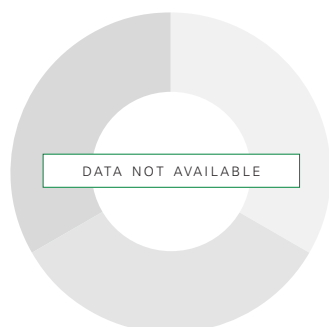
## DATA

<b>Reported road traffic fatalities (2010)</b>	4 065 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	4% <sup>b</sup>

<sup>a</sup> Lead Agency Records. Defined as died within 24 hours of crash.

<sup>b</sup> 2010, Federal Road Safety Corps / Ogwude I, estimate based on ongoing study on the Cost of Road Traffic Crashes in Nigeria.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

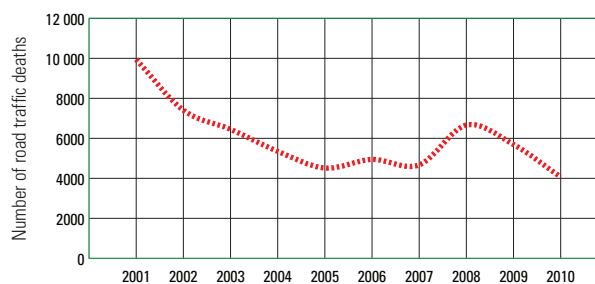
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	76% Drivers <sup>c</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> 2010, Ojekunle field survey, unpublished.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Federal Road Safety Corps.



Population: 1 465  
Income group: Middle  
Gross national income per capita: —

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Niue Police
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	848
Cars and 4-wheeled light vehicles	806
Motorized 2- and 3-wheelers	30
Heavy trucks	6
Buses	6
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	1 <sup>b</sup> , 100%M, 0%F
<b>Estimated GDP lost due to road traffic crashes</b>	0

<sup>b</sup> 2010, Police records. Defined as died at scene of crash.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	100% (1 death) <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2010, Police.

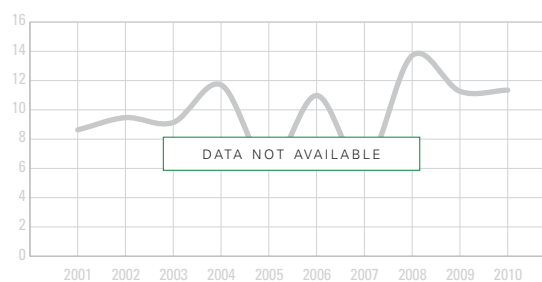
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	87
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2010	Drivers 4-wheeled cars and light vehicles	1

Source: 2010, Police.

## TRENDS IN ROAD TRAFFIC DEATHS



# NORWAY



Population: 4 883 111  
 Income group: High  
 Gross national income per capita: US\$ 86 390

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Norwegian Public Roads Administration
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2010–2019)
Fatality reduction target	1/3 reduction in people killed and seriously injured

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	3 134 652
Cars and 4-wheeled light vehicles	2 685 070
Motorized 2- and 3-wheelers	323 930
Heavy trucks	104 241
Buses	21 411
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

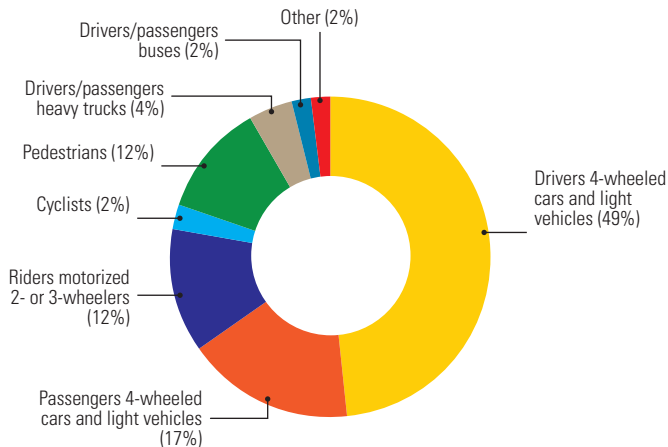
## DATA

<b>Reported road traffic fatalities (2010)</b>	208 <sup>b</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>c</sup>

<sup>b</sup> Health facility records. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Statistics Norway.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Statistics Norway.

## SAFER ROAD USERS

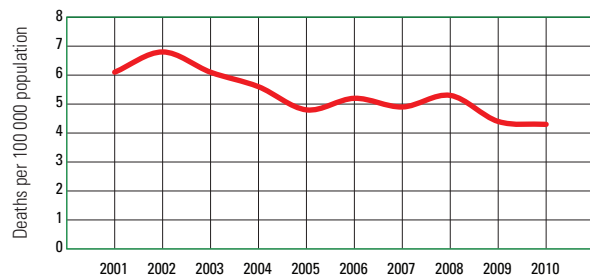
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers <sup>d</sup> 99% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	92% Front seats <sup>d</sup> 90% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, Statistics Norway.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	113
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Statistics Norway.

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





Population: 2 782 435  
Income group: High  
Gross national income per capita: US\$ 19 260

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	The National Committee for Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	25%

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

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	804 233
Cars and 4-wheeled light vehicles	672 407
Motorized 2- and 3-wheelers	3 672
Heavy trucks	100 708
Buses	27 446
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	820 <sup>b</sup> , 85%M, 16%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources (police and health facility records). Defined as died within 30 days of crash.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	100 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0.6% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	90% Front seats <sup>d</sup> 1% Rear seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

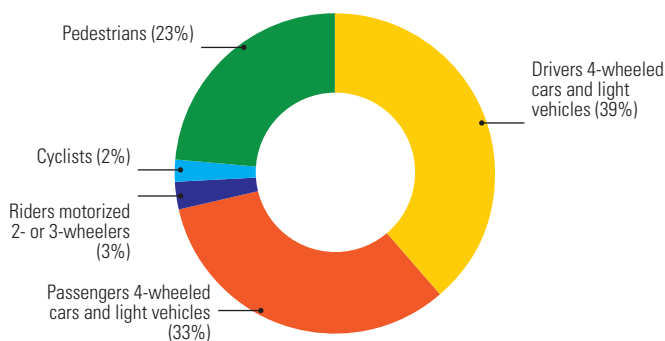
<sup>c</sup> 2010, Royal Oman Police.

<sup>d</sup> 2004, McIlvenny S, et al, The Journal of the Royal Society for the Promotion of Health (124:280).

POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	9999
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	1.4% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

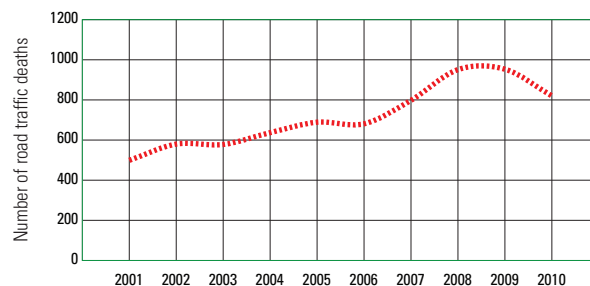
<sup>e</sup> Ministry of Health National Economy

DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Oman Police.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Oman Police.

# PAKISTAN



Population: 173 593 384  
Income group: Middle  
Gross national income per capita: US\$ 1 050

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Communication
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	7 853 022
Cars and 4-wheeled light vehicles	1 849 229
Motorized 2- and 3-wheelers	4 506 948
Heavy trucks	216 119
Buses	198 790
Other	1 081 936

<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No

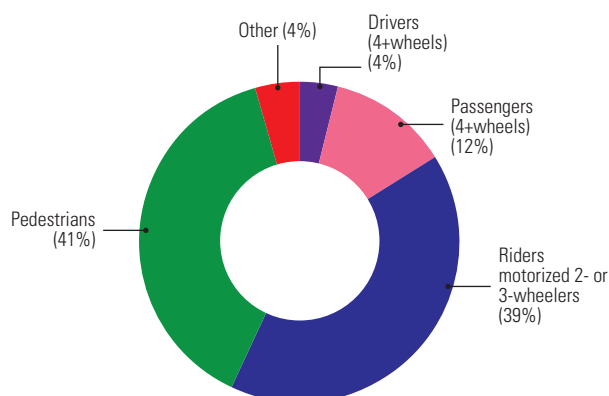
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	5 192 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

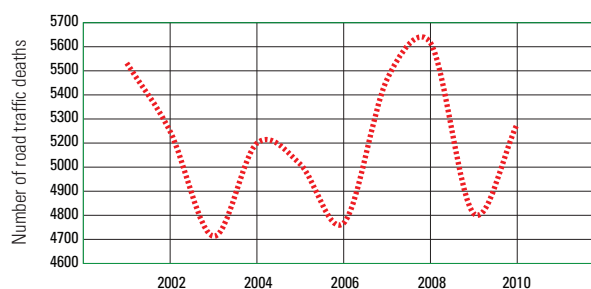
<sup>a</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Road Traffic Injury Research and Prevention Centre, Karachi, Pakistan.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Provincial Police Departments.

INSTITUTIONAL FRAMEWORK		SAFER ROAD USERS	
<b>Lead agency</b>	Ministry of Communication	<b>Penalty/demerit point system in place</b>	No
Funded in national budget	Yes	<b>National speed limits</b>	Yes
<b>National road safety strategy</b>	Yes	Local authorities can set lower limits	Yes
Funding to implement strategy	Partially funded	Maximum limit urban roads	95 km/h
Fatality reduction targets set	No	Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Fatality reduction target	—	<b>National drink-driving law</b>	Yes <sup>b,c</sup>
		BAC limit – general population	—
		BAC limit – young or novice drivers	—
		BAC limit – professional/commercial drivers	—
		Random breath testing and/or police checkpoints	No <sup>d</sup>
		Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
		% road traffic deaths involving alcohol	—
		<b>National motorcycle helmet law</b>	Yes
		Applies to drivers and passengers	Yes
		Helmet standard mandated	Yes
		Enforcement	0 1 ② 3 4 5 6 7 8 9 10
		Helmet wearing rate	10% All riders <sup>e</sup>
		<b>National seat-belt law</b>	Yes
		Applies to front and rear seat occupants	No
		Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
		Seat-belt wearing rate	4% Drivers <sup>e</sup>
		<b>National child restraint law</b>	No
		Enforcement	—
		<b>National law on mobile phones while driving</b>	Subnational
		Law prohibits hand-held mobile phone use	Yes
		Law also applies to hands-free mobile phones	No

<sup>b</sup> Alcohol consumption legally prohibited.

<sup>c</sup> Not based on BAC.

<sup>d</sup> Cases suspected of drink-driving are further investigated.

<sup>e</sup> 2010, Road Traffic Injury Research & Prevention Centre, Jinnah Postgraduate Medical Centre, Karachi.



Population: 20 458  
 Income group: Middle  
 Gross national income per capita: US\$ 6 560

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Bureau of Public Safety, Ministry of Justice
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	5 774
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 <sup>b</sup> , 100%M, 0%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> 2010, Combined sources. Defined as death caused by a road traffic crash (unlimited time period).

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.10 g/dl
BAC limit – young or novice drivers	0.10 g/dl
BAC limit – professional/commercial drivers	0.10 g/dl
Random breath testing and/or police checkpoints	No <sup>c</sup>
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	100% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> Cases suspected of drink-driving are further investigated.

<sup>d</sup> 2010, Ministry of Health and Ministry of Justice.

## POST-CRASH CARE

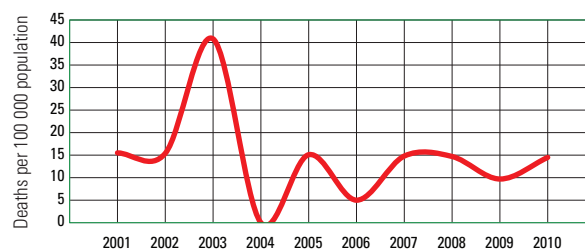
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>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

## DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2010	Drivers 4-wheeled cars and light vehicles	3

Source: 2010, Vital Registration, Ministry of Health.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Vital Registration, Ministry of Health and Ministry of Justice.

# PANAMA



Population: 3 516 820  
Income group: Middle  
Gross national income per capita: US\$ 7 010

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic and Ground Transport Authority
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	30%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	612 000
Cars and 4-wheeled light vehicles	306 000
Motorized 2- and 3-wheelers	55 080
Heavy trucks	122 400
Buses	42 840
Other	85 680
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	422 <sup>b</sup> , 84%M, 16%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

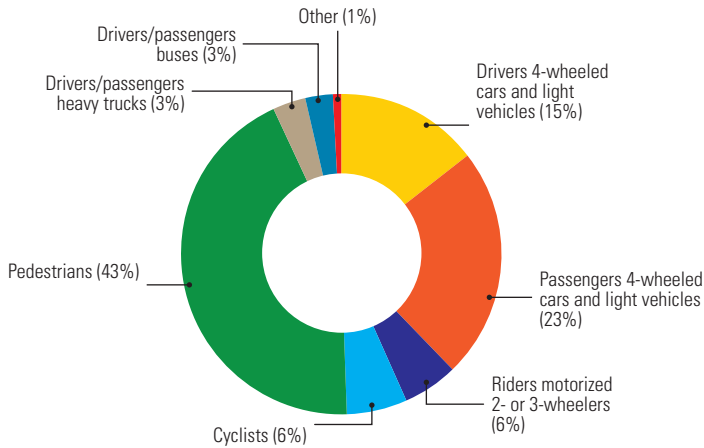
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05g/dl
BAC limit – young or novice drivers	0.05g/dl
BAC limit – professional/commercial drivers	0.05g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers <sup>c</sup> 95% Passengers <sup>c</sup>
<b>National seat-belt law</b>	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 <sup>c</sup> 10% Rear seats <sup>c</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, National Directorate of Transit Operation.

## POST-CRASH CARE

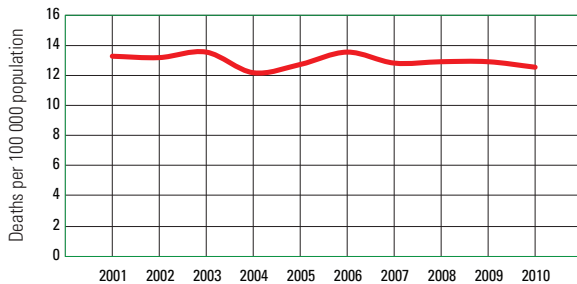
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Directorate of Transit Operation, National Police.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Directorate of Transit Operation, National Police.

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

# PAPUA NEW GUINEA



Population: 6 858 266  
 Income group: Middle  
 Gross national income per capita: US\$ 1 300

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council (NRSC)
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2007)</b>	269 <sup>b</sup> , 69%M, 30%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Definition not specified.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No <sup>d</sup>
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% <sup>e</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> Not based on BAC.

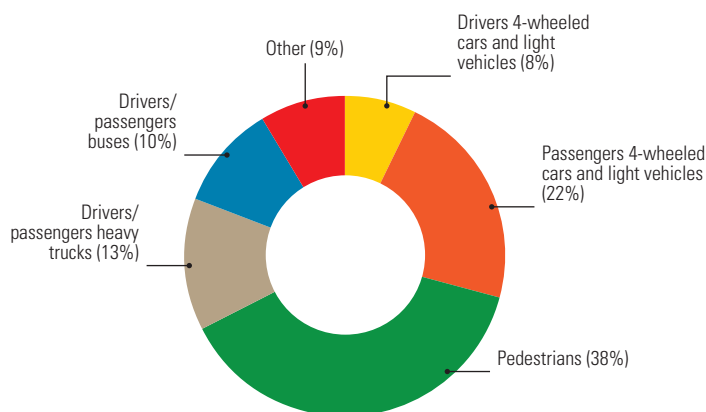
<sup>d</sup> Cases suspected of drink-driving are further investigated.

<sup>e</sup> 2007, Police/NRSC Accident Report Forms.

## POST-CRASH CARE

<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	111
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	—
<b>Emergency medicine training for nurses</b>	—

## DEATHS BY ROAD USER CATEGORY



Source: 2007, NRSC/Police.

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Number of road traffic deaths
2006	241
2007	269

Source: National Road Safety Council/Police.

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

# PARAGUAY



Population: 6 454 548  
Income group: Middle  
Gross national income per capita: US\$ 2 730

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2013)
Fatality reduction target	10%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	919 247
Cars and 4-wheeled light vehicles	490 674
Motorized 2- and 3-wheelers	237 174
Heavy trucks	51 655
Buses	6 844
Other	132 900
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

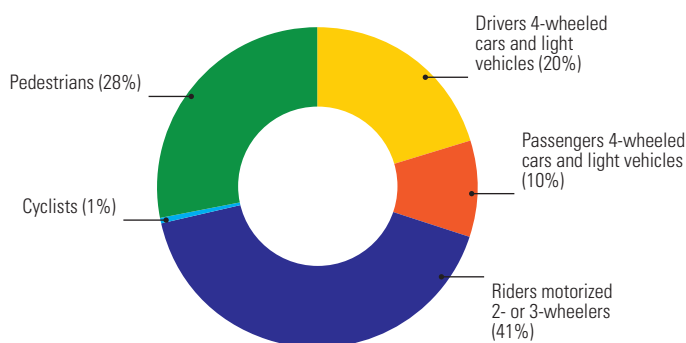
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 206 <sup>b</sup> , 82%M, 18%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Health facility records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Public Health and Social Welfare, Database of the Vital Statistic Subsystem.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Subnational
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	60% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	45% Drivers <sup>d</sup> 20% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 50% Rear seats <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2009, Statistical data analysis of inspections carried out by highway patrol and municipal traffic police during weekends and holidays.

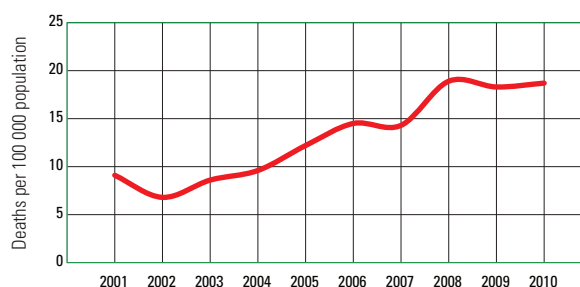
<sup>d</sup> 2010, Asuncion's statistical records of highway patrol and traffic police.

<sup>e</sup> 2009, Highway Patrol.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Ministry of Public Health and Social Welfare.

# PERU



Population: 29 076 512  
Income group: Middle  
Gross national income per capita: US\$ 4 900

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Natinal Road Safety Council
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2012)
Fatality reduction target	20%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	3 155 614
Cars and 4-wheeled light vehicles	1 578 328
Motorized 2- and 3-wheelers	1 305 924
Heavy trucks	216 973
Buses	54 389
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

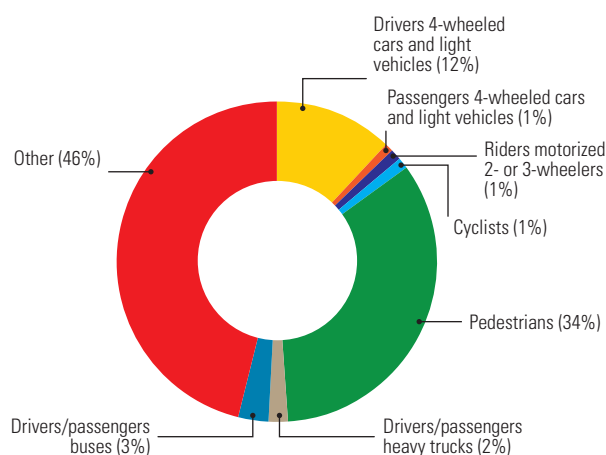
## DATA

<b>Reported road traffic fatalities (2010)</b>	2 514 <sup>b</sup> , 76% <sup>M</sup> , 24% <sup>F</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	1.5% <sup>c</sup>

<sup>b</sup> Ministry of Health. Defined as died within 30 days of crash.

<sup>c</sup> 2009, Antidotes for the congestion and the insecurity in transit/PROEXPANSION.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Health.

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

## SAFER ROAD USERS

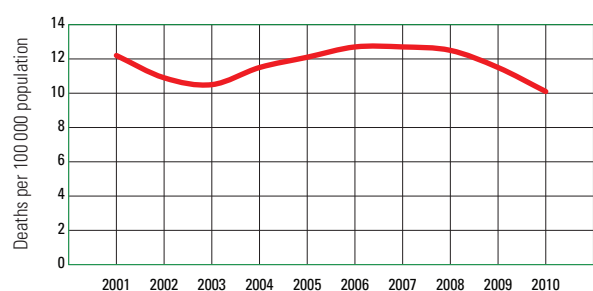
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.025 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	4% <sup>d</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>d</sup> National Institute of Statistics and Information.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Police.

# PHILIPPINES



Population: 93 260 800  
Income group: Middle  
Gross national income per capita: US\$ 2 060

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Management Group, Dept of Transportation and Communication
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% (number of deaths)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

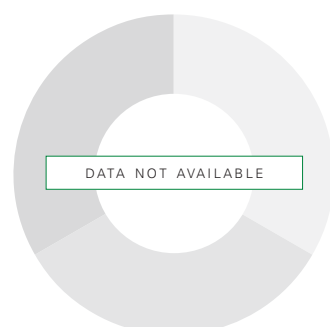
<b>Total registered vehicles (2010)</b>	6 634 855
Cars and 4-wheeled light vehicles	2 770 591
Motorized 2- and 3-wheelers	3 482 149
Heavy trucks	347 182
Buses	34 933
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2008)</b>	6 941 <sup>a</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.6% <sup>b</sup>

<sup>a</sup> 2008, Vital registration data. Defined as death caused by a road traffic crash (unlimited time period).  
<sup>b</sup> 2009, Sigua, UP COE/NCTS (ADB Publication).

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No
Enforcement	⑩ 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1.4% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	51% All riders <sup>d</sup> 87% Drivers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2006, Philippine National Police –TMG (Traffic Management Group).

<sup>d</sup> 2011, Prevalence of Road Traffic Injury Risk Factors in the Province of Guimaras.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	117
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2006	7.8
2007	8.2
2008	7.7

Source: 2008, Vital Registration (NSO).



# POLAND



Population: 38 276 660

Income group: High

Gross national income per capita: US\$ 12 450

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2003–2013)
Fatality reduction target	50% (<2 800 deaths in 2013)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	22 024 697
Cars and 4-wheeled light vehicles	16 494 650
Motorized 2- and 3-wheelers	1 808 723
Heavy trucks	2 797 798
Buses	95 415
Other	828 111
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 907 <sup>a</sup> , 76%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.0–2.5% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.

<sup>b</sup> 2008, Road and Bridge Research Institute.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	9% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	79% Front seats <sup>d</sup> 42% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Police/National Police Headquarters.

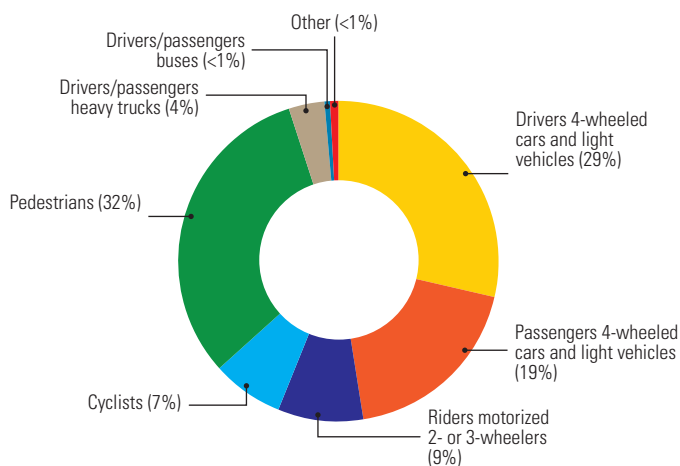
<sup>d</sup> 2011, PBS DGA (market research agency) by order of National Road Safety Council.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	25% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>e</sup> The Trauma Surgery Section of the Association of Polish Surgeons.

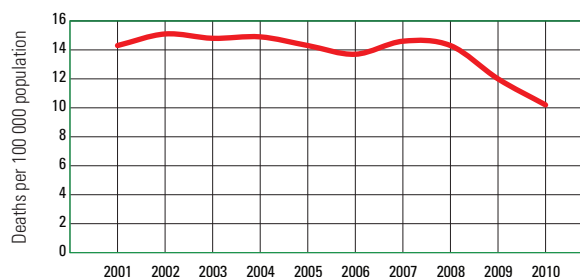
## DEATHS BY ROAD USER CATEGORY



Source: 2010 POLICE/National Police Headquarters, based on 3 897 deaths.

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: POLICE/National Police Headquarters.

# PORTUGAL



Population: 10 675 572

Income group: High

Gross national income per capita: US\$ 21 830

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Authority for Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	6.2 deaths per 100 000 population (32%)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

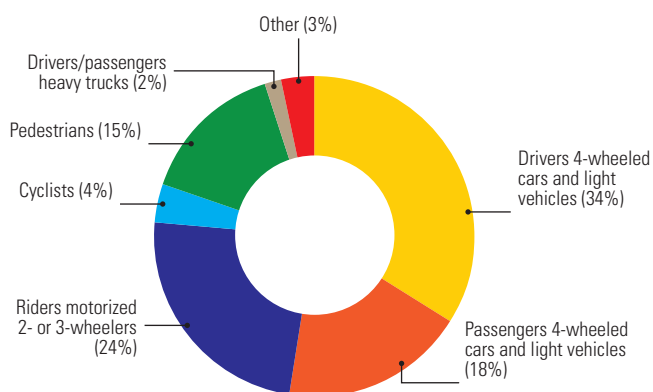
<b>Total registered vehicles (2010)</b>	8 730 885
Cars and 4-wheeled light vehicles	7 367 328
Motorized 2- and 3-wheelers	491 385
Heavy trucks	422 582
Buses	20 944
Other	428 646
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	741 <sup>a</sup> , 81%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died at scene.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Authority for Road Safety.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.049 g/dl
BAC limit – young or novice drivers	0.049 g/dl
BAC limit – professional/commercial drivers	0.049 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% <sup>b</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	94% Drivers <sup>c</sup> 94% Passengers <sup>c</sup>
<b>National seat-belt law</b>	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 <sup>d</sup> 28% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>b</sup> 2010, National Institute of Legal Medicine.

<sup>c</sup> 2010, National Authority for Road Safety.

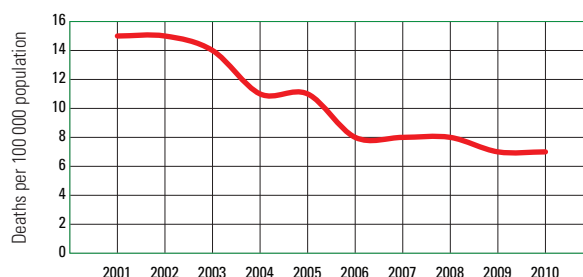
<sup>d</sup> 2004, Road Safety Prevention Association.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	3% <sup>a</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

<sup>a</sup> 1995, National Institute of Rehabilitation.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.

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

# QATAR

Population: 1 758 793  
Income group: High  
Gross national income per capita: US\$ 73 060



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Traffic Safety Committee
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	754 439
Cars and 4-wheeled light vehicles	674 008
Motorized 2- and 3-wheelers	11 490
Heavy trucks	61 349
Buses	—
Other	7 592
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

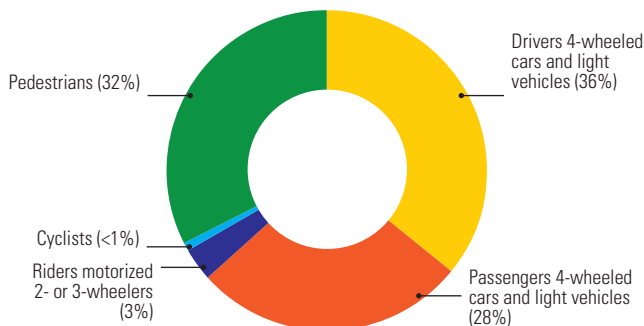
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	228 <sup>b</sup> , 97%M, 4%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior (MOI).

## SAFER ROAD USERS

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

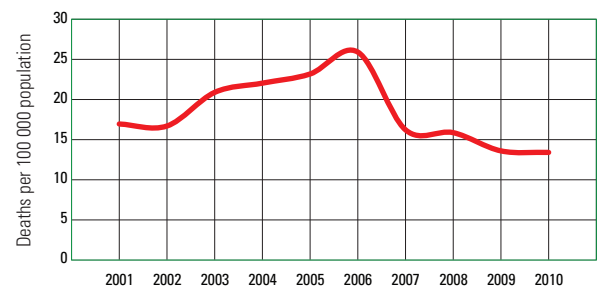
<sup>c</sup> Cases suspected of drink-driving are further investigated.

<sup>d</sup> 2010, Ministry of Interior.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	999
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	9%
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: MOI/Traffic department.

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

# REPUBLIC OF KOREA



Population: 48 183 586  
Income group: High  
Gross national income per capita: US\$ 19 720

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Land, Transport and Maritime Affairs
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2009–2010)
Fatality reduction target	5.7% (annual)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	19 710 776
Cars and 4-wheeled light vehicles	13 631 769
Motorized 2- and 3-wheelers	1 825 474
Heavy trucks	3 203 808
Buses	1 049 725
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

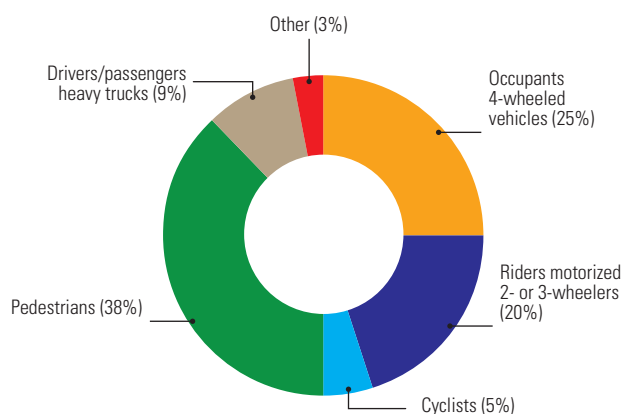
## DATA

<b>Reported road traffic fatalities (2010)</b>	5 505 <sup>a</sup> , 72%M, 28%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.1% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.

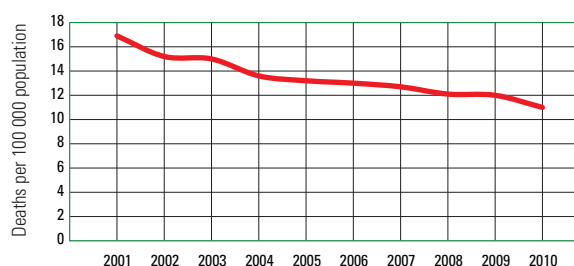
<sup>b</sup> 2009, Tendency and Assessment of Traffic Accident Cost (Road Traffic Authority).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Accidents Statistic Analysis (Road Traffic Authority).

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Accident Statistics (National Police Agency).

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	17% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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 <sup>d</sup> 6% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Traffic Accidents Statistic Analysis (Road Traffic Authority) for 2008.

<sup>d</sup> 2010, Actual Conditions Survey Report of Traffic Culture (Traffic Safety Authority) – just highway.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	119
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

# REPUBLIC OF MOLDOVA



Population: 3 572 885  
Income group: Middle  
Gross national income per capita: US\$ 1 820

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	30% by 2015 and 50% by 2020

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	640 727
Cars and 4-wheeled light vehicles	552 677
Motorized 2- and 3-wheelers	26 654
Heavy trucks	14 156
Buses	21 359
Other	25 881
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	452 <sup>b</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	3% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2010, World Bank. Road Safety and Traffic Policing Enforcement in Moldova.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	No <sup>d</sup>
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	9% <sup>e</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

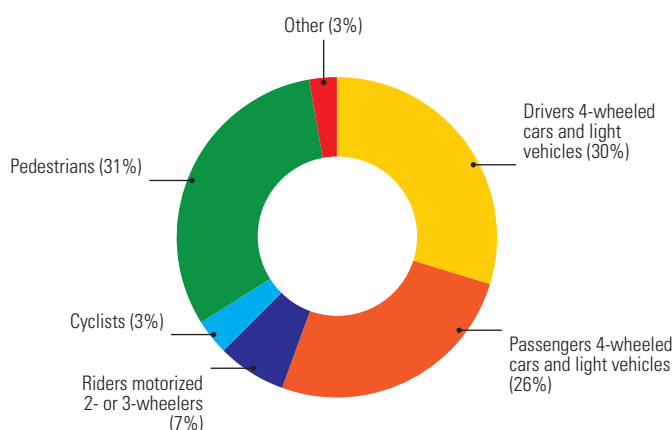
<sup>d</sup> Cases suspected of drink-driving are further investigated.

<sup>e</sup> 2010, The Republican Narcology Dispensary.

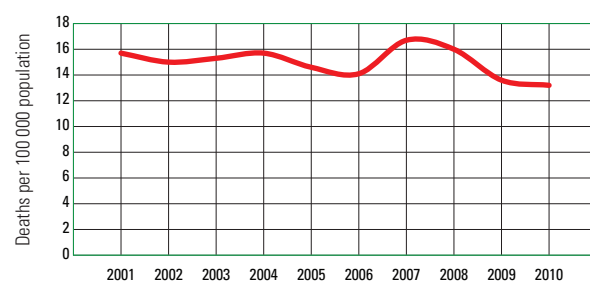
## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	903
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Center for Health Management.

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

# ROMANIA



Population: 21 486 371  
Income group: Middle  
Gross national income per capita: US\$ 7 850

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Transport and Infrastructure
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2003–2015)
Fatality reduction target	20%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

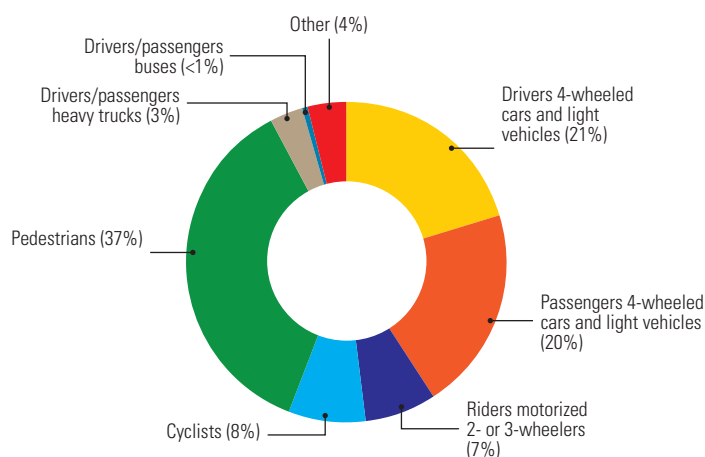
<b>Total registered vehicles (2009)</b>	5 027 936
Cars and 4-wheeled light vehicles	4 244 922
Motorized 2- and 3-wheelers	79 990
Heavy trucks	661 859
Buses	41 165
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 377 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8% <sup>b</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	89% Drivers <sup>c</sup> 76% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	47% Drivers <sup>c</sup> 49% Front seats <sup>c</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

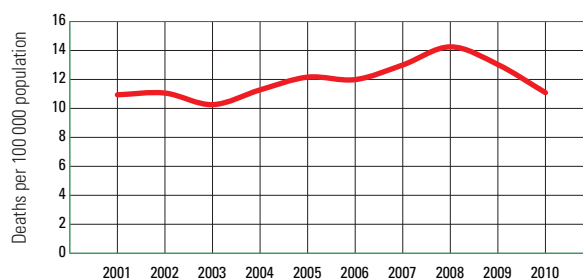
<sup>b</sup> 2010, Police records.

<sup>c</sup> 2010, Registrul Auto Român.

## POST-CRASH CARE

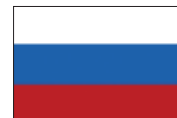
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

# RUSSIAN FEDERATION



Population: 142 958 156  
 Income group: Middle  
 Gross national income per capita: US\$ 9 880

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Commission of Government of Russian Federation
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2030)
Fatality reduction target	From 23.5 to 8 deaths per 100 000 population

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	43 325 312
Cars and 4-wheeled light vehicles	34 354 004
Motorized 2- and 3-wheelers	2 663 982
Heavy trucks	5 413 513
Buses	893 813
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	26 567 <sup>a</sup> , 74%M, 26%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.9% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2010, Statistics data of Road Safety Department.

## SAFER ROAD USERS

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

<sup>c</sup> 2010, Statistics data of Road Safety Department (<http://www.gibdd.ru>).

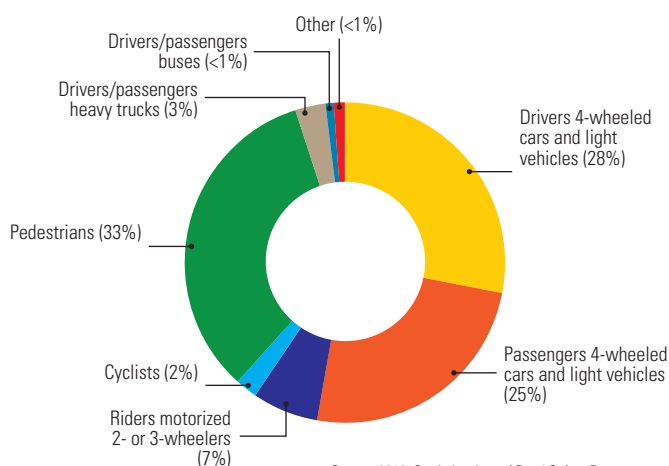
<sup>d</sup> 2008, Results and conclusions of research for the Road Safety Federal Programme.

## POST-CRASH CARE

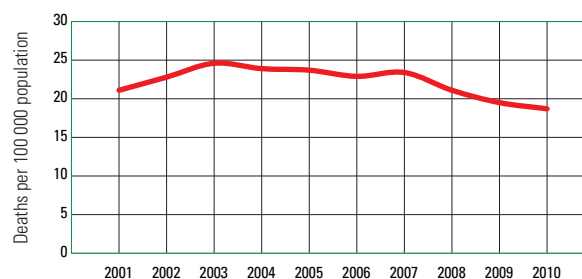
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	03
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	0.6% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>e</sup> Statistical Database of Health and Social Development Ministry of Russian Federation.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# RWANDA

Population: 10 624 005  
Income group: Low  
Gross national income per capita: US\$ 520



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Committee (CNSR)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	50% by 2015

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	93 532
Cars and 4-wheeled light vehicles	40 585
Motorized 2- and 3-wheelers	43 944
Heavy trucks	3 153
Buses	—
Other	5 850 <sup>a</sup>
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> Including buses  
<sup>b</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	438 <sup>c</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within 30 days of crash.

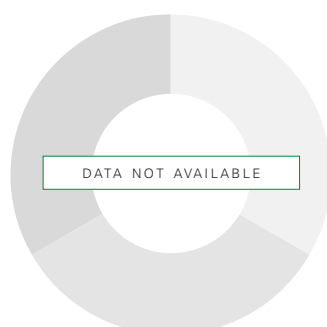
## SAFER ROAD USERS

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

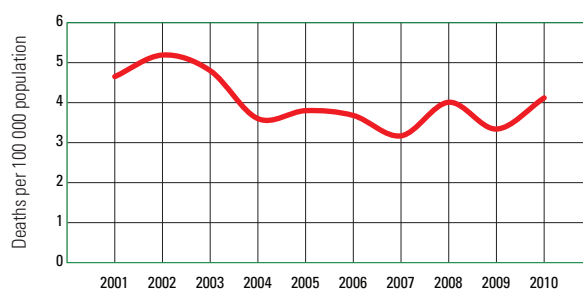
## POST-CRASH CARE

<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	555
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	—
<b>Emergency medicine training for nurses</b>	—

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police and Ministry of Infrastructure.

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

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



# SAINT KITTS AND NEVIS



Population: 52 409

Income group: High

Gross national income per capita: US\$ 12 360

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	22 209
Cars and 4-wheeled light vehicles	18 588
Motorized 2- and 3-wheelers	1 049
Heavy trucks	764
Buses	895
Other	913
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

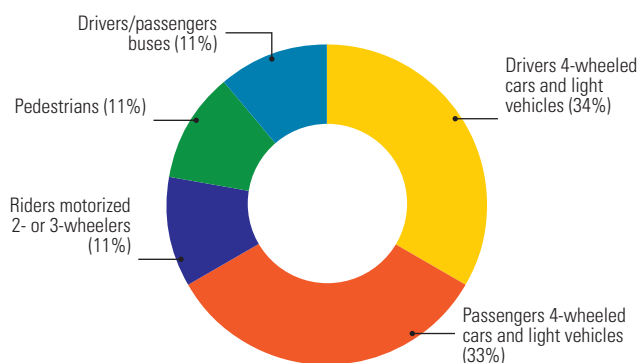
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	9 <sup>b</sup> , 89%M, 11%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Traffic Department.

## SAFER ROAD USERS

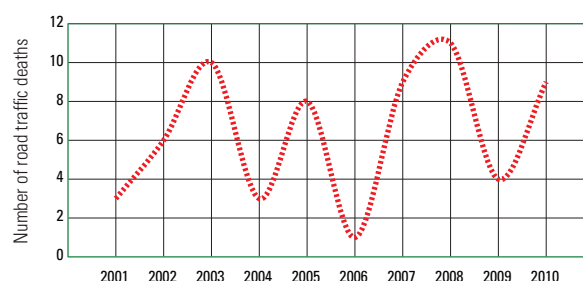
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	32 km/h
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0.1% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	95% Drivers <sup>c</sup> 20% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	90% Front seats <sup>c</sup> 50% Rear seats <sup>c</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Police Traffic Department.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Police Traffic Department.

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

# SAINT LUCIA



Population: 174 267  
Income group: Middle  
Gross national income per capita: US\$ 6 200

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Communications, Works, Transport and Public Utilities
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	56 601
Cars and 4-wheeled light vehicles	52 832
Motorized 2- and 3-wheelers	856
Heavy trucks	390
Buses	2 523
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

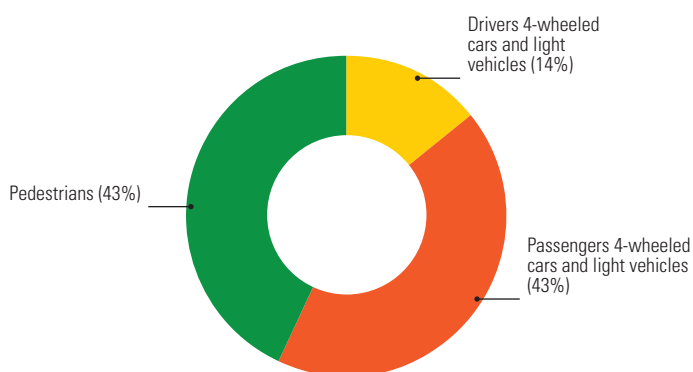
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	14 <sup>b</sup> , 64%M, 36%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Unit of the Royal Saint Lucia Police Force.

## SAFER ROAD USERS

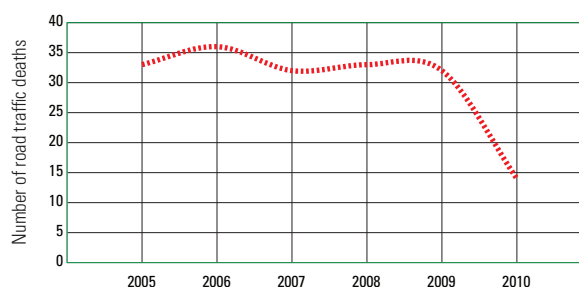
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	—
Local authorities can set lower limits	—
Maximum limit urban roads	25 km/h
Enforcement	① 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	—
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	53% Drivers <sup>c</sup> 18% Passengers <sup>c</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> Research study accepted for publication in West Indian Medical Journal.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	15%
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Unit of the Royal Saint Lucia Police Force.

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

# SAINT VINCENT AND THE GRENADINES



Population: 109 333  
 Income group: Middle  
 Gross national income per capita: US\$ 6 030

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Royal St. Vincent and The Grenadines Police
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2011)</b>	27 176
Cars and 4-wheeled light vehicles	22 660
Motorized 2- and 3-wheelers	1 489
Heavy trucks	2 354
Buses	39
Other	634
<b>Vehicle standards applied</b>	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	— <sup>a</sup>
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	5 <sup>b</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period).

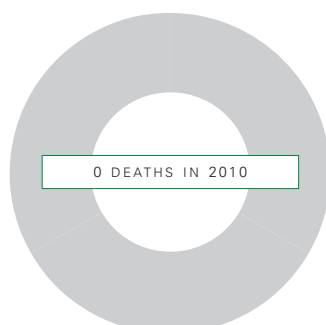
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	—
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	32 km
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No <sup>d</sup>
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> Not based on BAC.

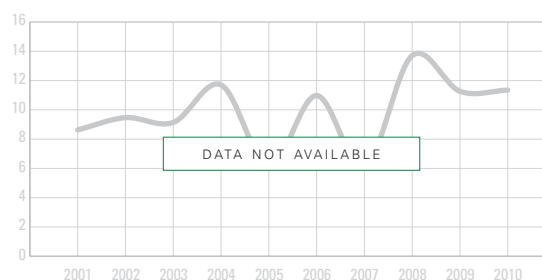
<sup>d</sup> Cases suspected of drink-driving are further investigated.

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

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



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

# SAMOA



Population: 183 081  
Income group: Middle  
Gross national income per capita: US\$ 3 030

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Land Transportation Authority
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2012)
Fatality reduction target	20% (number of deaths)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	14 965
Cars and 4-wheeled light vehicles	13 491
Motorized 2- and 3-wheelers	153
Heavy trucks	1 028
Buses	293
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

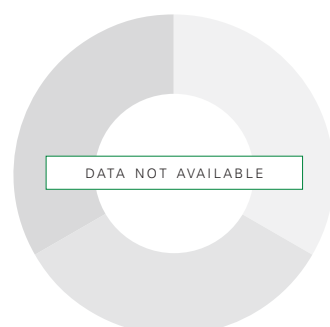
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (FY2009–2010)</b>	55 <sup>b</sup> , 71%M, 29%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Definition not specified.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.04 g/dl
BAC limit – young or novice drivers	0.04 g/dl
BAC limit – professional/commercial drivers	0.04 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	5% All riders <sup>d</sup> 35% Drivers <sup>d</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

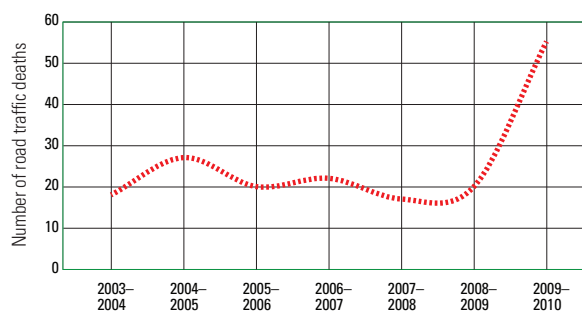
<sup>c</sup> 2010, Samoa Police Traffic Unit.

<sup>d</sup> 2010, Driver License System (DLS).

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Ministry of Health and Accident Compensation Corporation. Years according to fiscal year.

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

# SAN MARINO



Population: 31 533

Income group: High

Gross national income per capita: US\$ 50 400

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Working Group on Road Security
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	56 190
Cars and 4-wheeled light vehicles	40 212
Motorized 2- and 3-wheelers	14 272
Heavy trucks	402
Buses	84
Other	1 220
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	0 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

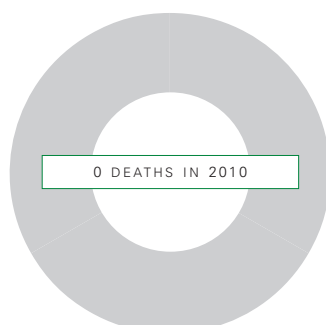
## SAFER ROAD USERS

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

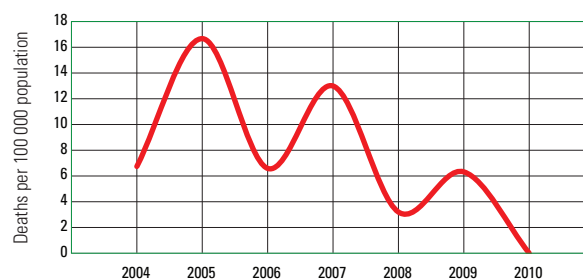
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

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

# SAO TOMÉ AND PRÍNCIPE



Population: 165 397  
Income group: Middle  
Gross national income per capita: US\$ 1 250

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Department of Land Transport
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 101
Cars and 4-wheeled light vehicles	404
Motorized 2- and 3-wheelers	657
Heavy trucks	37
Buses	3
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	33 <sup>b</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Defined as died within 30 days of crash.

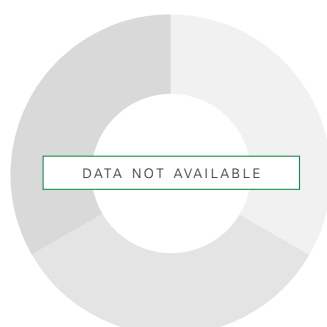
## SAFER ROAD USERS

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

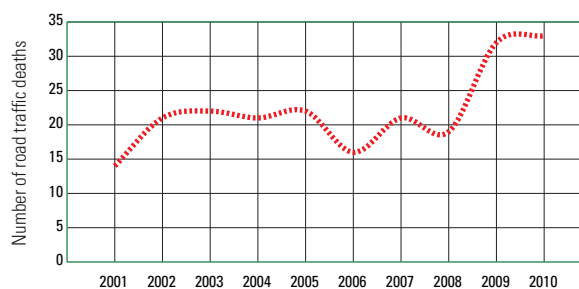
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police.

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

# SAUDI ARABIA



Population: 27 448 086

Income group: High

Gross national income per capita: US\$ 16 610

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	The National Committee for Traffic Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes
Fatality reduction target	3% annually

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	6 599 216
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	6 596 <sup>b</sup> , 86%M, 14%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

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

<sup>c</sup> Not based on BAC.

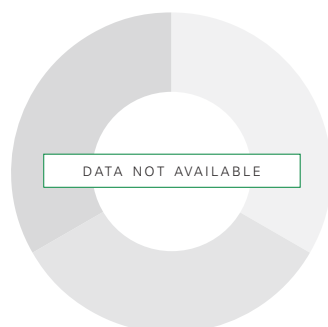
<sup>d</sup> Alcohol consumption legally prohibited.

<sup>e</sup> Cases suspected of drink-driving are further investigated.

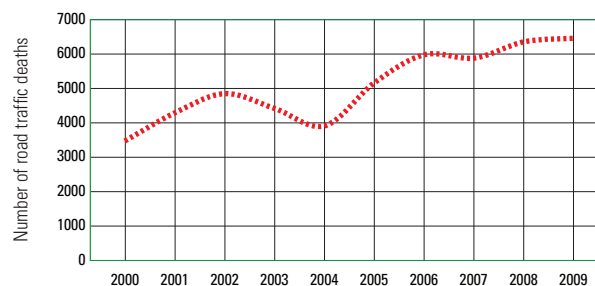
## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	997
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual statistical reports from the General Administration of Traffic (Ministry of Interior)

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

# SENEGAL



Population: 12 433 728

Income group: Middle

Gross national income per capita: US\$ 1 080

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Directorate of Land Transport
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	326 352
Cars and 4-wheeled light vehicles	251 685
Motorized 2- and 3-wheelers	19 275
Heavy trucks	19 586
Buses	15 294
Other	20 512
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

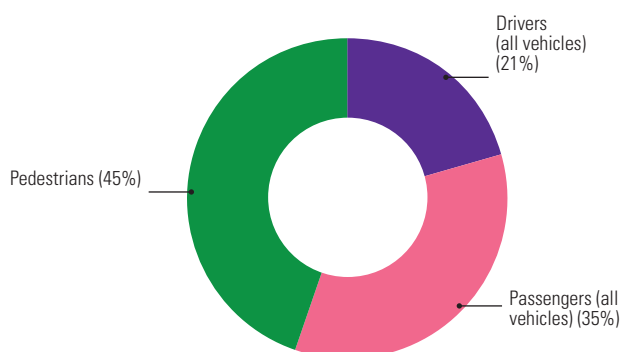
## DATA

<b>Reported road traffic fatalities (2009)</b>	213 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>b</sup>

<sup>a</sup> Police records. Defined as died at scene of crash.

<sup>b</sup> 2009, Rapport diagnostic de la sécurité routière version provisoire, avril 2011.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Department of Land Transport.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	—
Random breath testing and/or police checkpoints	No <sup>d</sup>
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	54% Drivers <sup>e</sup> 14% Passengers <sup>e</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	—
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> Not based on BAC.

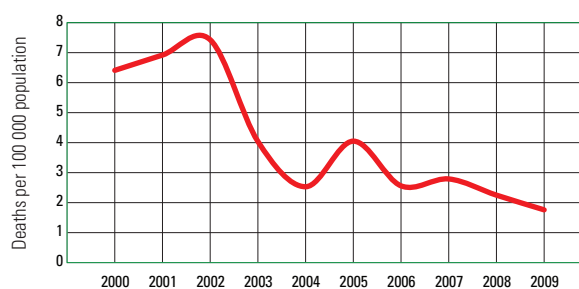
<sup>d</sup> Cases suspected of drink-driving are further investigated.

<sup>e</sup> 2011, Revue médecine d'afrique noir avril 2011 vol 58 no4.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	1515
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: BAAC Senegal (Business Action Against Corruption).



# SERBIA



Population: 9 856 222  
Income group: Middle  
Gross national income per capita: US\$ 5 630

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Traffic Safety Agency
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes <sup>a</sup>
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2019)
Fatality reduction target	17% <sup>b</sup>

<sup>a</sup> For children only, as part of a Children's Environmental Health Action Plan.  
<sup>b</sup> Child deaths only.

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	2 419 569
Cars and 4-wheeled light vehicles	1 679 140
Motorized 2- and 3-wheelers	36 817
Heavy trucks	183 023
Buses	9 016
Other	511 573

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No

### Vehicle regulations

Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

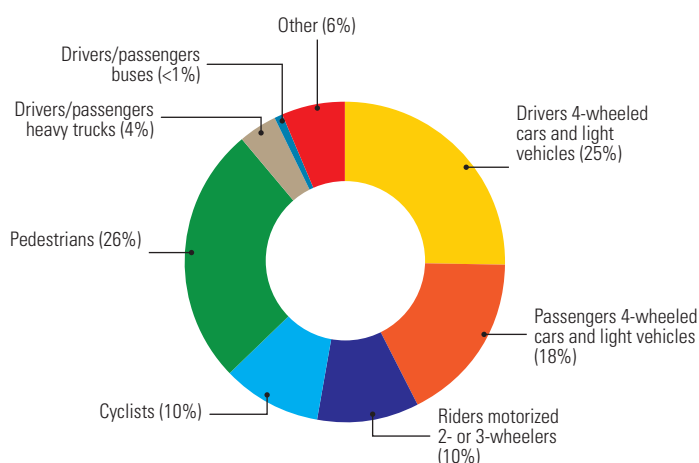
## DATA

<b>Reported road traffic fatalities (2010)</b>	660 <sup>c</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.7% <sup>d</sup>

<sup>c</sup> Police records. Defined as died within 30 days of crash.

<sup>d</sup> 2008, World Bank Report. Country Report – REPUBLIC OF SERBIA, Review of road safety management capacity and proposals for an investment strategy.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Interior.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes <sup>a</sup>
Local authorities can set lower limits	Yes <sup>a</sup>
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	5% <sup>f</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Seat-belt wearing rate	55–85% Front seats <sup>g</sup> 10–35% Rear seats <sup>g</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>e</sup> In residential areas.

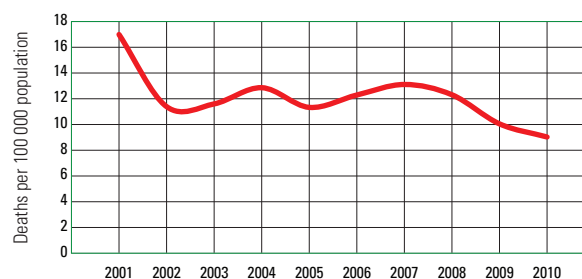
<sup>f</sup> 2010, Database of the Ministry of Interior on road traffic accidents.

<sup>g</sup> Lipovac and students of Criminal Police Academy. Use of Safety Belts in Republic of Serbia (2011). Unpublished. Seat-belt wearing rates varied depending on type of road.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Serbia and Ministry of Interior.

# SEYCHELLES



Population: 86 569  
Income group: Middle  
Gross national income per capita: US\$ 10 460

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Seychelles Land Transport Agency
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	15 316
Cars and 4-wheeled light vehicles	14 949
Motorized 2- and 3-wheelers	74
Heavy trucks	—
Buses	293
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	13 <sup>b</sup> , 92%M, 8%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Health facility records. Defined as died within 30 days of crash.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	50% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	15% Front seats <sup>c</sup> 5% Rear seats <sup>c</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

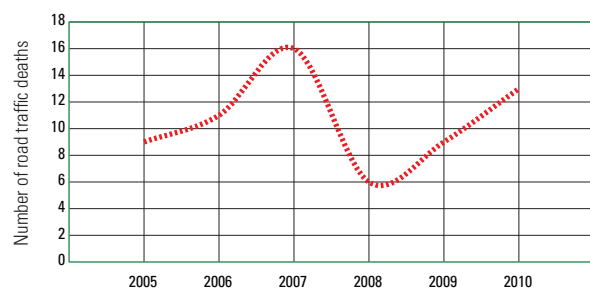
<sup>c</sup> 2010, Police.

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: Health Statistics Unit – Ministry of Health.

Data collected by multisectoral consensus meeting and cleared by Ministry of Home Affairs, Environment, Transport and Energy, Minister for Health.

# SIERRA LEONE



Population: 5 867 536  
 Income group: Low  
 Gross national income per capita: US\$ 340

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Sierra Leone Road Transport Authority
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2009)</b>	45 006
Cars and 4-wheeled light vehicles	26 687
Motorized 2- and 3-wheelers	8 403
Heavy trucks	2 019
Buses	7 646
Other	251
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2009)</b>	275 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	1.3% <sup>c</sup>

<sup>b</sup> Police records. Defined as died at scene of crash.

<sup>c</sup> 2009, Sierra Leone Road Transport Authority (SLRTA).

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

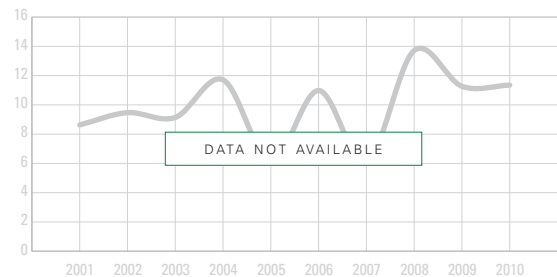
POST-CRASH CARE	
<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	None
<b>Seriously injured transported by ambulance</b>	— <sup>d</sup>
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	—
<b>Emergency medicine training for nurses</b>	No

<sup>d</sup> No ambulance services in country.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# SINGAPORE



Population: 5 086 418

Income group: High

Gross national income per capita: US\$ 39 410

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic Police & Land Transport Authority
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	945 829
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	193 <sup>b</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

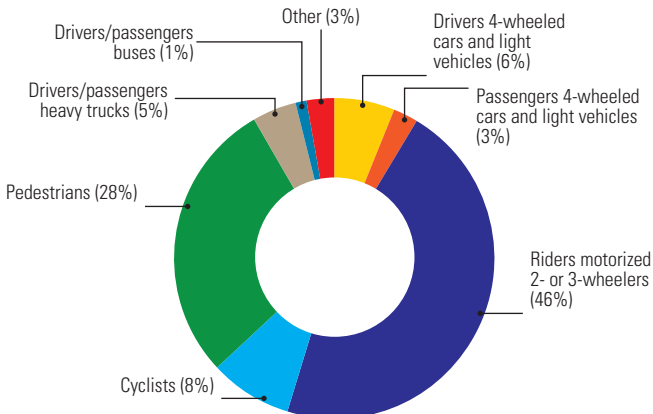
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	70 km/h
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
% road traffic deaths involving alcohol	11% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Traffic Police Data.

## POST-CRASH CARE

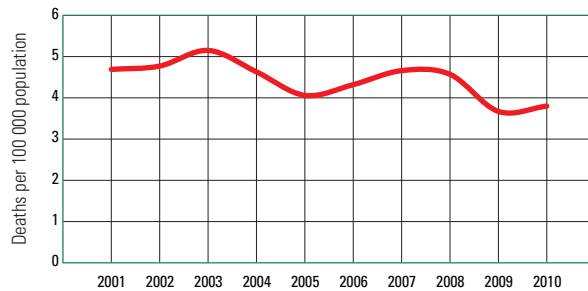
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	—
<b>Emergency access telephone number(s)</b>	995
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police Data.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Traffic Police Data.

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

# SLOVAKIA



Population: 5 462 119  
Income group: High  
Gross national income per capita: US\$ 16 030

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	2 339 358
Cars and 4-wheeled light vehicles	1 876 906
Motorized 2- and 3-wheelers	88 071
Heavy trucks	32 631
Buses	9 350
Other	332 400
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
<b>Reported road traffic fatalities (2010)</b>	515 <sup>a</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.4% <sup>b</sup>

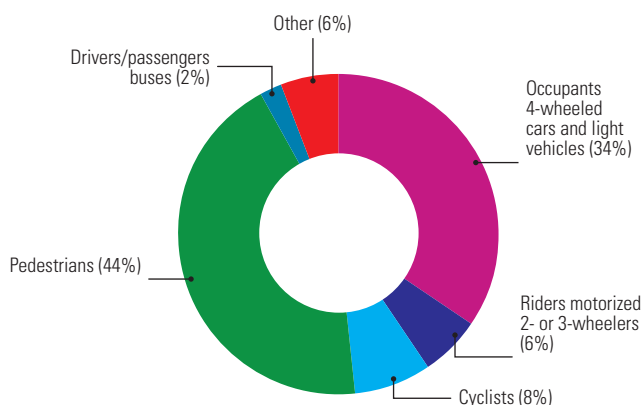
<sup>a</sup> Death certification system. Defined as died within one year of crash.  
<sup>b</sup> 2010, Statistical Office.

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

<sup>c</sup> 2010, Police statistics.

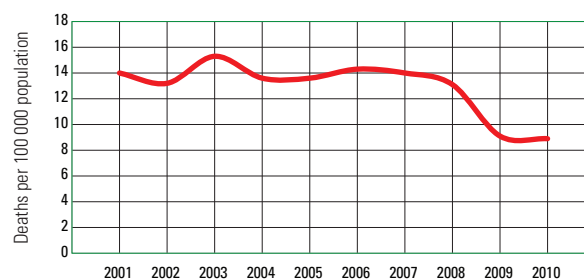
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training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

DEATHS BY ROAD USER CATEGORY



Source: 2010, Death certification system.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Death certification system.

# SLOVENIA



Population: 2 029 680  
Income group: High  
Gross national income per capita: US\$ 23 910

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Slovenian Traffic Safety Agency
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2012–2021)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 374 900
Cars and 4-wheeled light vehicles	1 134 479
Motorized 2- and 3-wheelers	85 802
Heavy trucks	28 280
Buses	2 399
Other	123 940
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

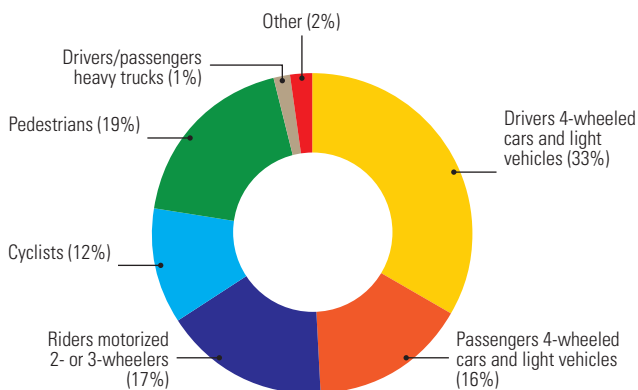
## DATA

<b>Reported road traffic fatalities (2010)</b>	138 <sup>a</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.

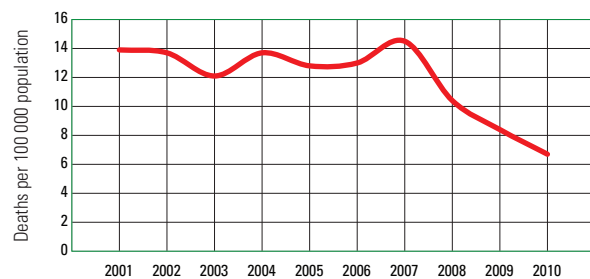
<sup>b</sup> 2010, Slovenian Traffic Safety Agency.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Slovenian Traffic Safety Agency.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	36% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	93% Front seats <sup>d</sup> 69% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Police records.

<sup>d</sup> 2010, Slovenian Traffic Safety Agency.

## POST-CRASH CARE

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

# SOLOMON ISLANDS



Population: 538 148

Income group: Middle

Gross national income per capita: US\$ 1 030

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Ministry of Infrastructure and Development
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	16 798
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	9 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

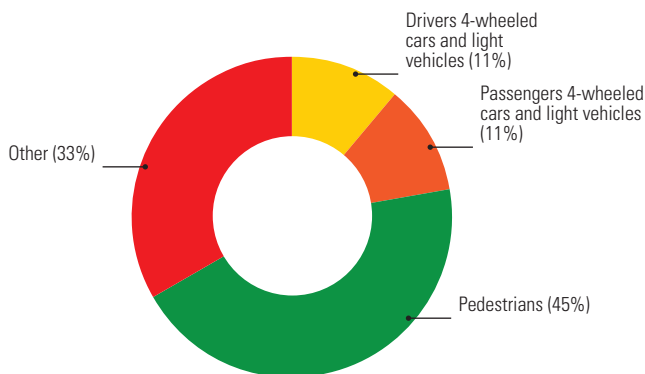
<sup>b</sup> Health facility records. Defined as died within 24 hours of crash.

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

<sup>c</sup> Cases suspected of drink-driving are further investigated.

POST-CRASH CARE	
<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	999
<b>Seriously injured transported by ambulance</b>	≥10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

DEATHS BY ROAD USER CATEGORY



Source: 2011, Accident and Emergency Department, National Referral Hospital.

TRENDS IN ROAD TRAFFIC DEATHS



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

# SOUTH AFRICA



Population: 50 132 820  
Income group: Middle  
Gross national income per capita: US\$ 6 090

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Traffic Management Corporation
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2014)
Fatality reduction target	5% annually

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

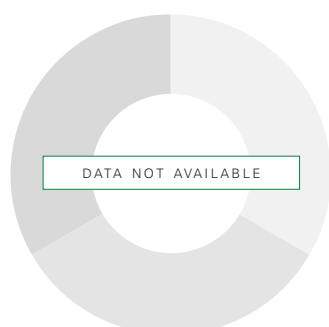
<b>Total registered vehicles (2009)</b>	9 587 781
Cars and 4-wheeled light vehicles	7 640 326
Motorized 2- and 3-wheelers	362 400
Heavy trucks	321 604
Buses	45 217
Other	1 218 234
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2009)</b>	13 768 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	55% <sup>b</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	95% Drivers <sup>c</sup> 90% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	59% Drivers <sup>d</sup> 67% Front seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>b</sup> 2009, Medical Research Council (South Africa).

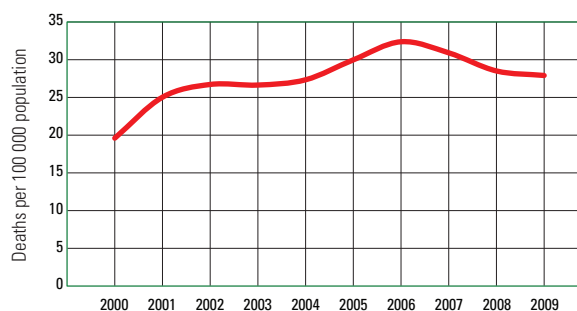
<sup>c</sup> 2008, Road Traffic Management Corporation.

<sup>d</sup> 2009, Road Traffic Offense Survey.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Traffic Management Corporation.



# SPAIN



Population: 46 076 990

Income group: High

Gross national income per capita: US\$ 31 460

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Directorate General of Traffic
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	3.7 deaths per 100 000 population

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	31 086 035
Cars and 4-wheeled light vehicles	24 480 538
Motorized 2- and 3-wheelers	2 707 482
Heavy trucks	2 970 383
Buses	62 445
Other	865 187
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

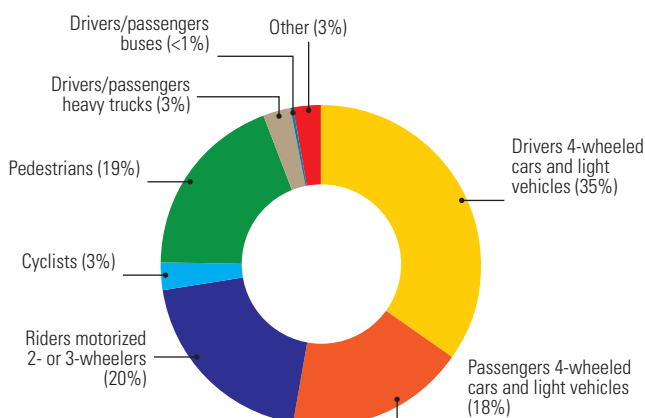
## DATA

<b>Reported road traffic fatalities (2010)</b>	2 478 <sup>a</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.4% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.

<sup>b</sup> 2009, DGT, Monetary Evaluation of a Statistical Life in Spain. Assessment in the framework of road traffic injuries. (Includes fatalities only.)

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Directorate General of Traffic.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers <sup>d</sup> 91% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	88% Front seats <sup>d</sup> 80% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, National Institute of Toxicology and Forensic Medicine. For alcohol levels over 0.03 g/dl.

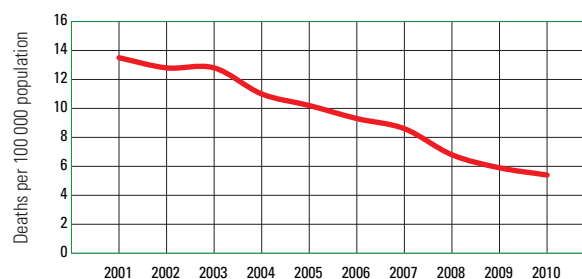
<sup>d</sup> 2010, Directorate General of Traffic.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	2.1% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

<sup>e</sup> 2008, Disability Survey.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Directorate General of Traffic.

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

# SRI LANKA

Population: 20 859 949  
Income group: Middle  
Gross national income per capita: US\$ 2 260



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Council for Road Safety
Funded in national budget	No
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	3 954 311
Cars and 4-wheeled light vehicles	619 500
Motorized 2- and 3-wheelers	2 630 375
Heavy trucks	296 692
Buses	84 280
Other	323 464

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	No
New car assessment programme	No

### Vehicle regulations

Front and rear seat-belts required in all new cars	No <sup>a</sup>
Front and rear seat-belts required all imported cars	No

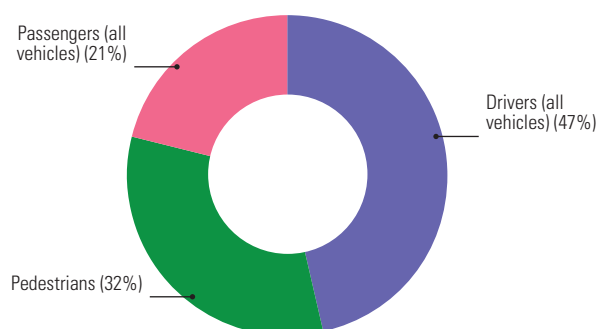
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 483 <sup>b</sup> , 81%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Police Department.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	99% Drivers <sup>c</sup> 87% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	— <sup>d</sup>
Seat-belt wearing rate	79% Drivers <sup>c</sup> 46% Front seats <sup>c</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

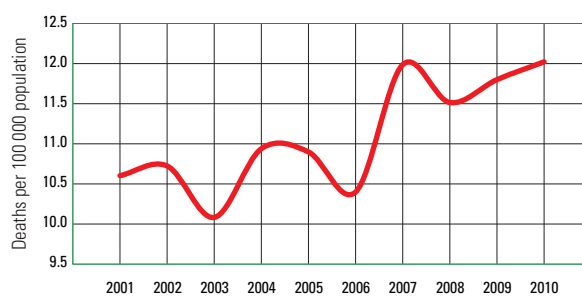
<sup>c</sup> 2011, University of Moratuwa.

<sup>d</sup> Law implemented October 2011.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

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

# SUDAN

Population: 43 551 940  
 Income group: Middle  
 Gross national income per capita: US\$ 1 300



INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Council Coordination for Road Safety
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2016)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	116 711
Cars and 4-wheeled light vehicles	64 698
Motorized 2- and 3-wheelers	479
Heavy trucks	302
Buses	35 267
Other	15 965
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA	
<b>Reported road traffic fatalities (2010)</b>	2 758 <sup>a</sup> , 64%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 24 hours of crash.

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

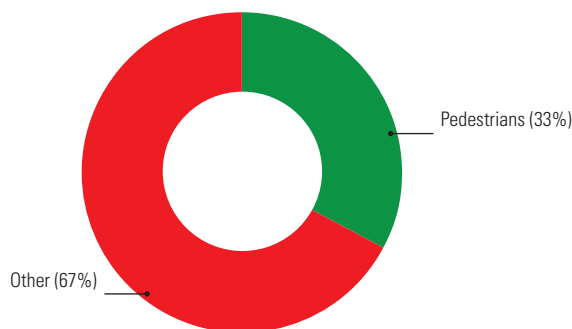
<sup>b</sup> Alcohol consumption legally prohibited.

<sup>c</sup> No based on BAC.

<sup>d</sup> Cases suspected of drink-driving are further investigated.

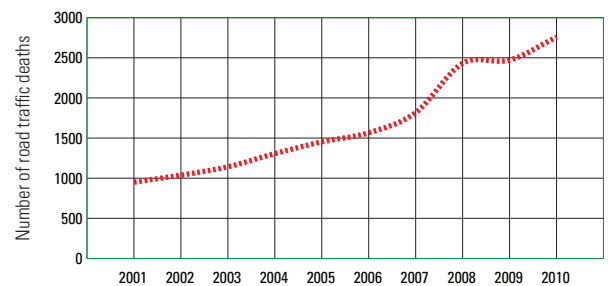
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	777 777
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, D128 Annual Report of Traffic Police – Ministry of Interior.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic records.

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

# SURINAME



Population: 524 636  
Income group: Middle  
Gross national income per capita: US\$ 7 640

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	—
Fatality reduction targets set	Yes (2010–2015)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2009)</b>	190 746
Cars and 4-wheeled light vehicles	114 770
Motorized 2- and 3-wheelers	44 207
Heavy trucks	28 140
Buses	2 904
Other	725
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

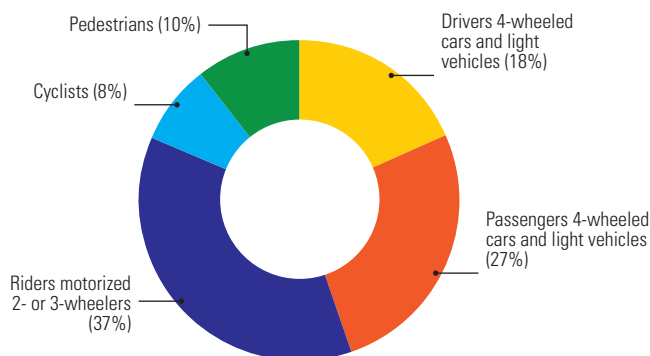
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	87 <sup>b</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources (Police records and health facility records). Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Justice and Police Traffic Statistics.

## SAFER ROAD USERS

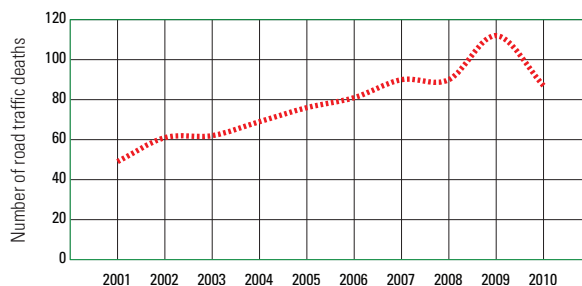
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	30–40 km/h
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	90% Drivers <sup>c</sup> 90% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	80% Front seats <sup>c</sup> 20% Rear seats <sup>c</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Ministry of Justice and Police Traffic Statistics.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	115
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Police.

# SWAZILAND



Population: 1 186 056  
 Income group: Middle  
 Gross national income per capita: US\$ 2 930

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Swaziland Road Safety Council
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	153 013
Cars and 4-wheeled light vehicles	118 291
Motorized 2- and 3-wheelers	3 615
Heavy trucks	14 742
Buses	9 624
Other	6 741
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

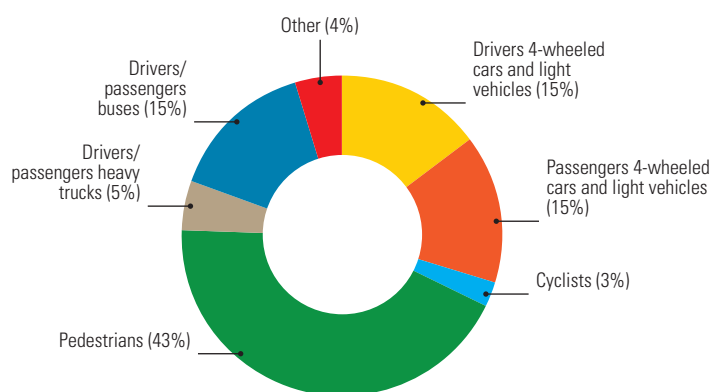
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	222 <sup>b</sup> , 73%M, 27%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as death caused by a road traffic crash (unlimited time period).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Royal Swaziland Police Service.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	No <sup>c</sup>
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	9% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	90% Drivers <sup>d</sup> 70% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>d</sup> 30% Rear seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

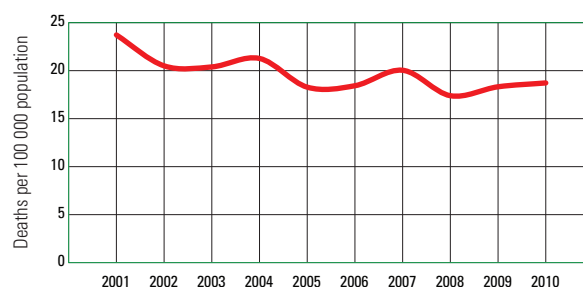
<sup>c</sup> Cases suspected of drink-driving are further investigated.

<sup>d</sup> 2010, Royal Swaziland Police.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Swaziland Police Service.

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

# SWEDEN



Population: 9 379 687  
 Income group: High  
 Gross national income per capita: US\$ 50 580

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Swedish Transport Agency and Swedish Transport Administration
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2020)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

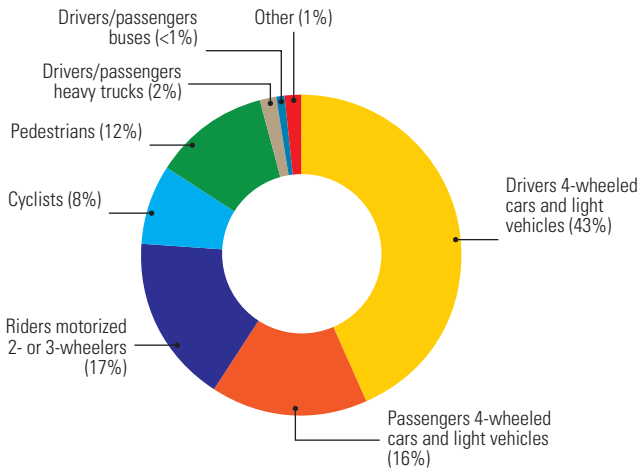
<b>Total registered vehicles (2010)</b>	5 231 589
Cars and 4-wheeled light vehicles	4 782 700
Motorized 2- and 3-wheelers	356 093
Heavy trucks	78 923
Buses	13 873
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	266 <sup>a</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.8 <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> Swedish Civil Contingencies Agency.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Official statistics (Transport Analysis).

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% Drivers <sup>d</sup> 90% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 87% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2010, In-depth studies of fatal crashes, average over 2008–2010.

<sup>d</sup> 2003, Swedish Road and Transport Research Institute.

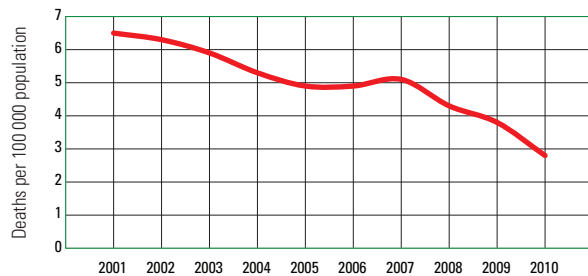
<sup>e</sup> 2010, Swedish Road and Transport Research Institute.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	6% <sup>f</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>f</sup> Larsson et al. Persistent pain and disability – a comparison of injuries related to work, vehicles and sports. IPSO, Stockholm, 1991.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Official statistics (Transport Analysis).

# SWITZERLAND



Population: 7 664 318  
 Income group: High  
 Gross national income per capita: US\$ 71 590

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Federal Roads Office (FEDRO), Road Traffic Division
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Subnational

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	5 524 496
Cars and 4-wheeled light vehicles	4 075 825
Motorized 2- and 3-wheelers	815 743
Heavy trucks	335 200
Buses	52 751
Other	244 977
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	327 <sup>b</sup> , 74%M, 26%F
<b>Estimated GDP lost due to road traffic crashes</b>	1% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Federal Roads Office.

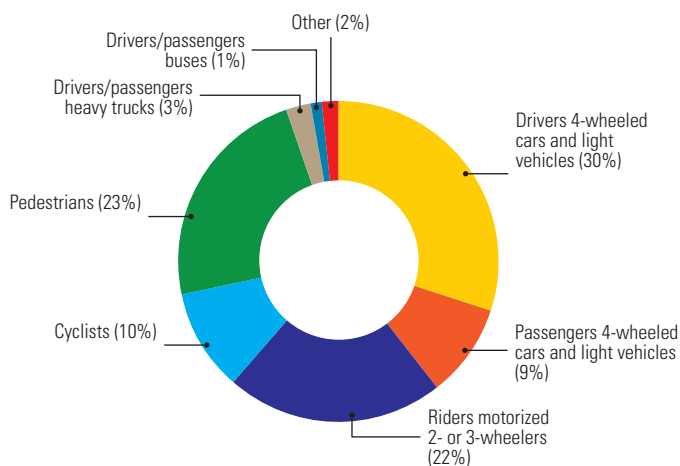
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	17% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	Almost 100% drivers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>e</sup> 79% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, Swiss Council for Accident Prevention.

<sup>e</sup> 2011, Swiss Council for Accident Prevention

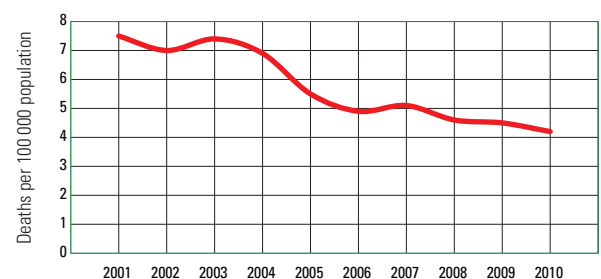
POST-CRASH CARE	
<b>Vital registration system</b>	—
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	144
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Federal Statistical Office.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Swiss Federal Statistical Office.

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

# SYRIAN ARAB REPUBLIC



Population: 20 410 606

Income group: Middle

Gross national income per capita: US\$ 2 750

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Committee for Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2006–2015)
Fatality reduction target	10% annually

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	2 070 357
Cars and 4-wheeled light vehicles	1 249 269
Motorized 2- and 3-wheelers	380 854
Heavy trucks	376 701
Buses	63 533
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

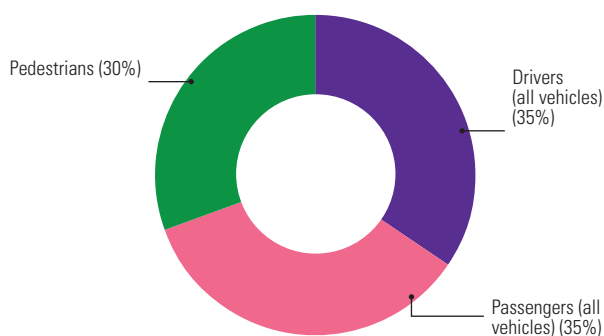
## DATA

<b>Reported road traffic fatalities (2010)</b>	2 118 <sup>a</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.3% <sup>b</sup>

<sup>a</sup> Combined sources: Police and Health Facility Records. Defined as died within 30 days of crash.

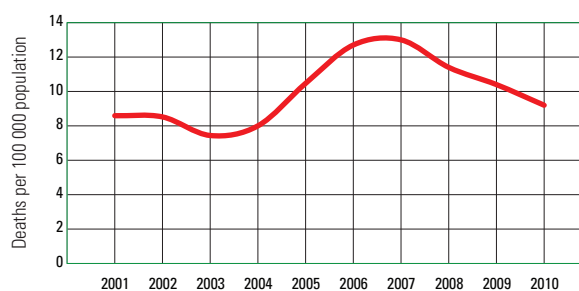
<sup>b</sup> 2010, Syrian Association of Road Accident Prevention.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior – Traffic Department.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Ministry of Interior - Traffic Department.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Seat-belt wearing rate	90% Drivers <sup>d</sup> 90% Front seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> Alcohol consumption legally prohibited.

<sup>d</sup> 2009, Syrian Association of Road Accidents Prevention (figures for major cities).

## POST-CRASH CARE

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



# TAJIKISTAN



Population: 6 878 637  
 Income group: Low  
 Gross national income per capita: US\$ 810

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Internal Affairs
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	357 869
Cars and 4-wheeled light vehicles	297 341
Motorized 2- and 3-wheelers	8 480
Heavy trucks	37 395
Buses	14 653
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

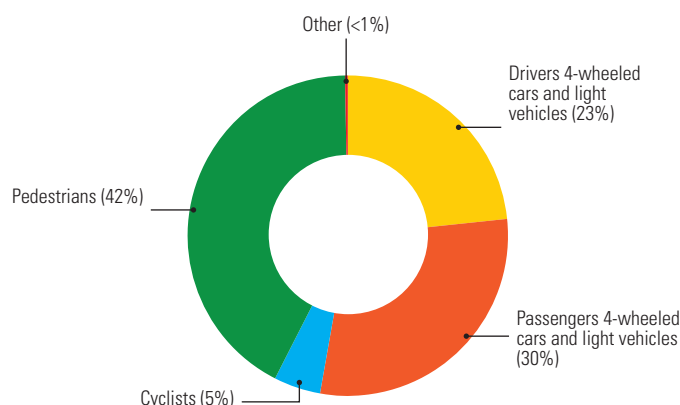
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	411 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2011, Ministry of Internal Affairs.

## SAFER ROAD USERS

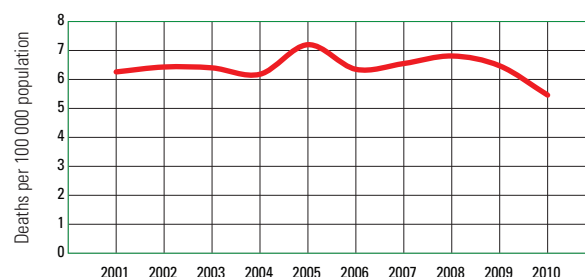
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
% road traffic deaths involving alcohol	2% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Ministry of Internal Affairs.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	03
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Ministry of Internal Affairs.

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

# THAILAND



Population: 69 122 232  
 Income group: Middle  
 Gross national income per capita: US\$ 4 150

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Operating Center
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	<10/100 000 population

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	28 484 829
Cars and 4-wheeled light vehicles	9 887 706
Motorized 2- and 3-wheelers	17 322 538
Heavy trucks	816 844
Buses	137 943
Other	319 798
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

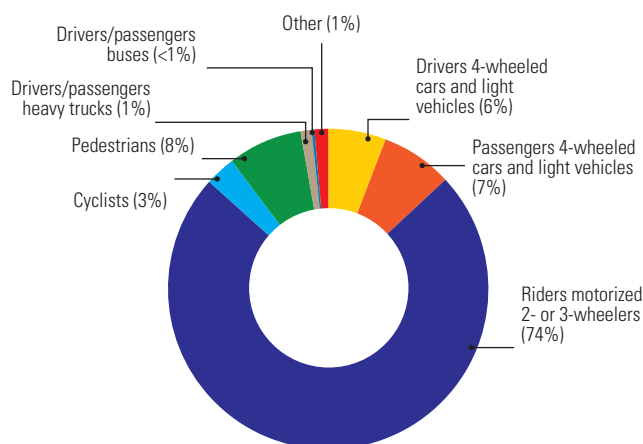
## DATA

<b>Reported road traffic fatalities (2010)</b>	13 766 <sup>a</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	3% <sup>b</sup>

<sup>a</sup> Combined sources. Defined as death caused by a road traffic crash (unlimited time period).

<sup>b</sup> 2009, Traffic accidents costing in Thailand (Pichai Thausevauuouon).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Injury Surveillance System.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	26% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	53% Drivers <sup>d</sup> 19% Passengers <sup>d</sup>
<b>National seat-belt law</b>	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 <sup>d</sup> 42% Front seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Injury Surveillance System.

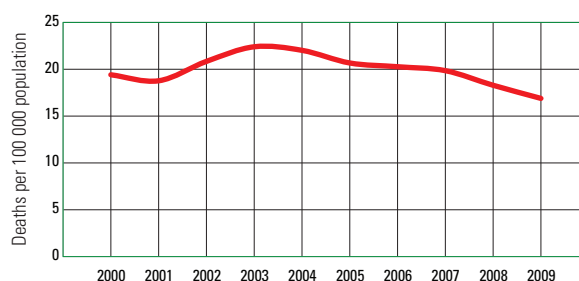
<sup>d</sup> 2011, Thai Roads Foundation survey. Admitted patients only.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	1669
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	4.6% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

<sup>e</sup> Suwapan D, Incidence of disability and impact from road traffic injuries, 2006.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Thai Police Information System.

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

# THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Population: 2 060 563  
 Income group: Middle  
 Gross national income per capita: US\$ 4 600



INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Republic Council on Road Traffic Safety and Coordination Body for Road Traffic Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2009–2014)
Fatality reduction target	50% <sup>a</sup>

<sup>a</sup> Zero for children.

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	355 131
Cars and 4-wheeled light vehicles	310 231
Motorized 2- and 3-wheelers	7 761
Heavy trucks	34 444
Buses	2 695
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>b</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	162 <sup>c</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	60% All occupants <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

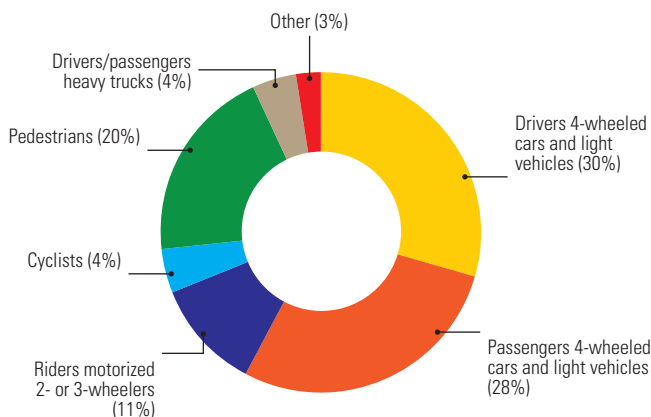
<sup>d</sup> 2010, State Statistical Office.

<sup>e</sup> 2008, Institute of Public Health, Global School-Based student health survey.

POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	194
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	11.5% <sup>f</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

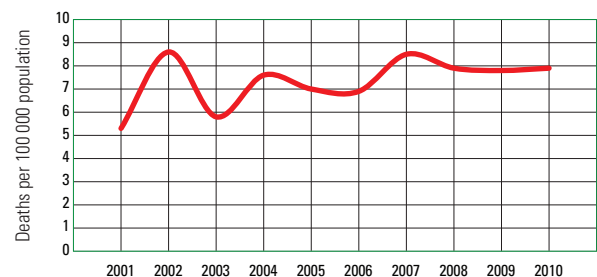
<sup>f</sup> 2008, Community injury survey in Macedonia.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior and State Statistical Office.

TRENDS IN ROAD TRAFFIC DEATHS



Source: State Statistical Office.

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

# TIMOR-LESTE



Population: 1 124 355

Income group: Middle

Gross national income per capita: US\$ 2 730

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	9 660
Cars and 4-wheeled light vehicles	1 684
Motorized 2- and 3-wheelers	7 370
Heavy trucks	586
Buses	20
Other	0

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes

### Vehicle regulations

Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

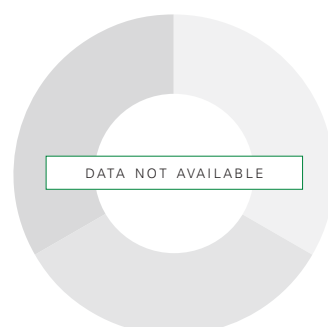
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	76 <sup>b</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Defined as died within 24 hours of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

## POST-CRASH CARE

<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	110
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2009	5.2
2010	6.8

Source: Traffic Directorate.

# TOGO



Population: 6 027 798  
Income group: Low  
Gross national income per capita: US\$ 550

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Office of Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	49 378
Cars and 4-wheeled light vehicles	7 771
Motorized 2- and 3-wheelers	38 638
Heavy trucks	2 133
Buses	96
Other	740
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	742 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Combined sources. Defined as died within 30 days of crash.

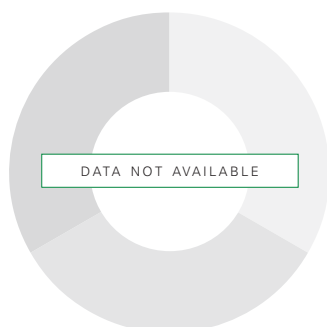
## SAFER ROAD USERS

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

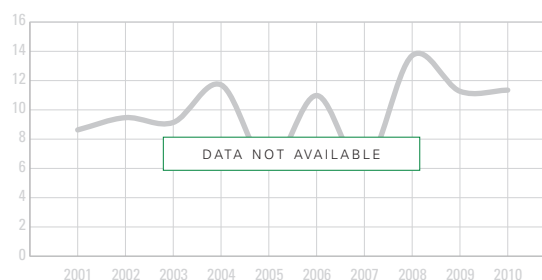
## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



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

# TONGA



Population: 104 058  
Income group: Middle  
Gross national income per capita: US\$ 3 340

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	5 806
Cars and 4-wheeled light vehicles	4 411
Motorized 2- and 3-wheelers	62
Heavy trucks	1 285
Buses	48
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	6 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within a year of crash.

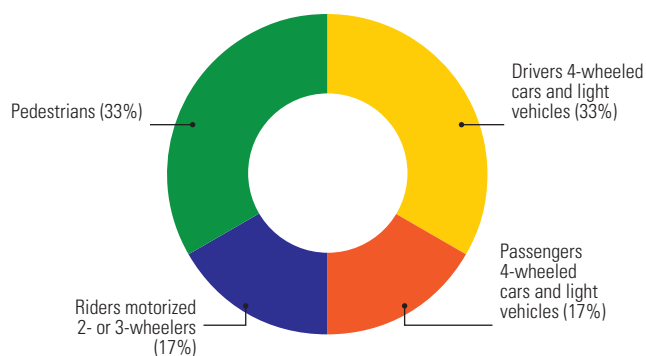
## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

## POST-CRASH CARE

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

## DEATHS BY ROAD USER CATEGORY



Source: 2010 Fatal traffic accidents.

## TRENDS IN ROAD TRAFFIC DEATHS



# TRINIDAD AND TOBAGO



Population: 1 341 465  
 Income group: High  
 Gross national income per capita: US\$ 15 840

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	—
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	321 191
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	— <sup>a</sup>
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

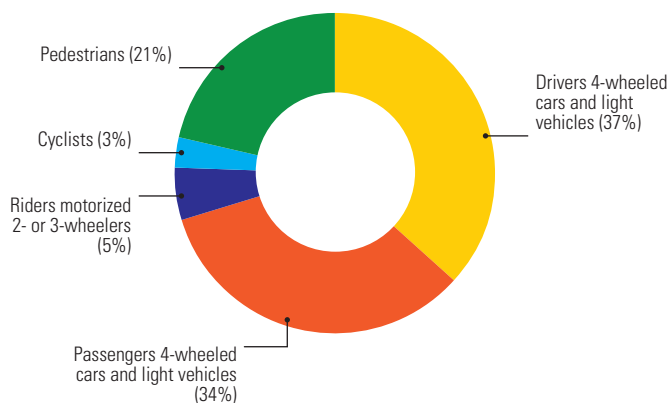
DATA	
<b>Reported road traffic fatalities (2010)</b>	206 <sup>b</sup> , 83%M, 17%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within within a year of crash.

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

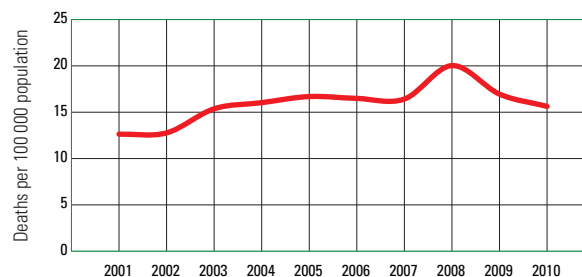
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	811
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Trinidad and Tobago Police Service.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Trinidad and Tobago Police Service and Central Statistical Office.

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

# TUNISIA



Population: 10 480 934

Income group: Middle

Gross national income per capita: US\$ 4 140

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Observatory for Information, Training, Documentation and Studies on Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	1 489 075
Cars and 4-wheeled light vehicles	1 434 071
Motorized 2- and 3-wheelers	6 724
Heavy trucks	31 462
Buses	16 818
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 208 <sup>a</sup> , 86%M, 14%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died within 30 days of crash.

## SAFER ROAD USERS

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

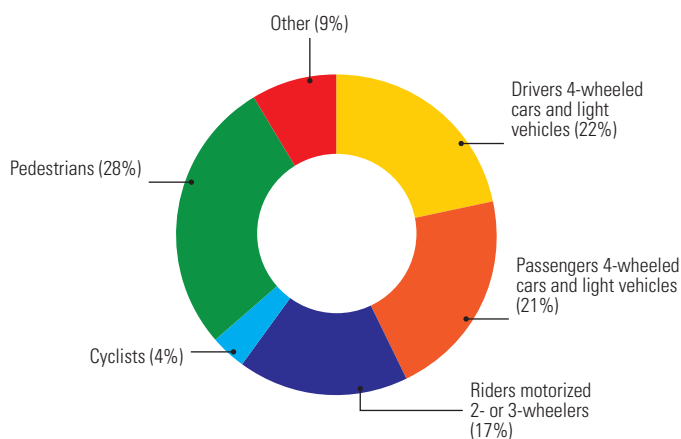
<sup>b</sup> Cases suspected of drink-driving are further investigated.

<sup>c</sup> 2010, National Observatory for Road Safety in coordination with the Department of Traffic Police.

## POST-CRASH CARE

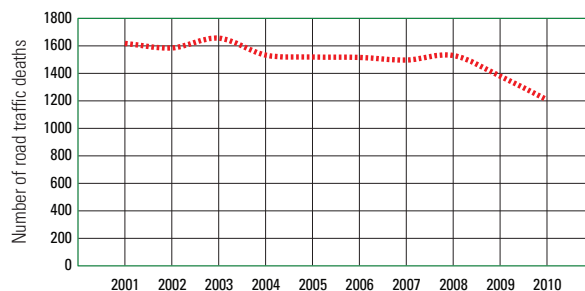
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors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

## DEATHS BY ROAD USER CATEGORY



Source: 2010, The National Observatory for Road Safety, in collaboration with traffic guards and traffic police.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Statistical Manual of Traffic Accidents

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

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



# TURKEY



Population: 72 752 324  
 Income group: Middle  
 Gross national income per capita: US\$ 9 890

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety High Assembly, Road Traffic Safety Assembly
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

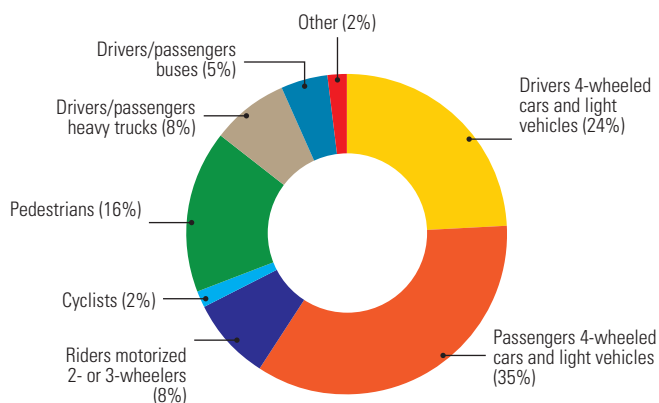
<b>Total registered vehicles (2010)</b>	15 095 603
Cars and 4-wheeled light vehicles	10 366 374
Motorized 2- and 3-wheelers	2 389 488
Heavy trucks	726 359
Buses	208 510
Other	1 404 872
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	4 045 <sup>a</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.1% <sup>b</sup>

<sup>a</sup> Police and Gendarmerie. Defined as died at scene of crash.  
<sup>b</sup> 2010, Association of insurance and reinsurance companies of Turkey.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Police records.

## SAFER ROAD USERS

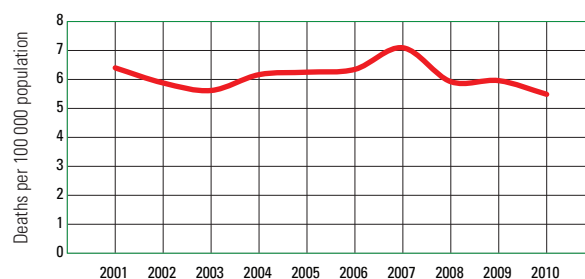
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% All riders <sup>c</sup> 50% Drivers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	50% Drivers <sup>c</sup> 50% Front seats <sup>c</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>c</sup> 2010, Police records.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Police and Gendarmerie.

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

# UGANDA



Population: 33 424 683

Income group: Low

Gross national income per capita: US\$ 500

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Council
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	635 656
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 954 <sup>b</sup> , 79%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.9% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 30 days of crash.

<sup>c</sup> 2003, Economic Paper for Ministry of Works and Transport. Research Conducted by Phoenix Engineering and Research Limited.

## SAFER ROAD USERS

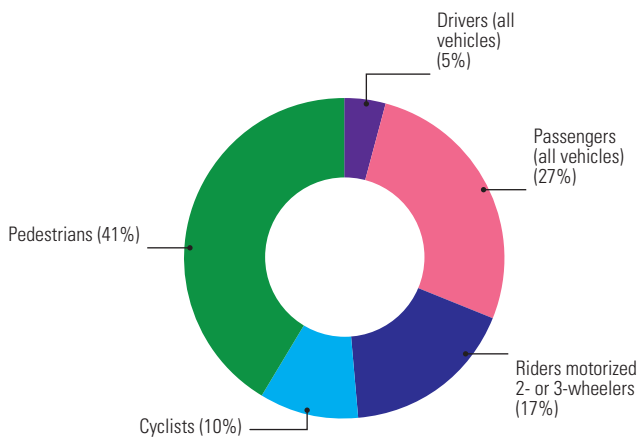
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

## POST-CRASH CARE

<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	None
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	0.1% <sup>d</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

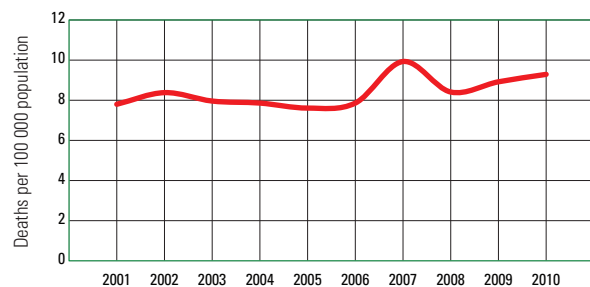
<sup>d</sup> Injury Control Center Uganda, Sentinel sites and draft injury policy report.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Uganda Police Force.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Uganda Police Force.

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

# UKRAINE



Population: 45 448 330  
 Income group: Middle  
 Gross national income per capita: US\$ 2 990

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Ministry of Internal Affairs
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	—
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	No

SAFER VEHICLES	
<b>Total registered vehicles (2011)</b>	14 427 680
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	1 694 336
Heavy trucks	2 168 908
Buses	371 281
Other	10 193 155
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

DATA	
<b>Reported road traffic fatalities (2010)</b>	4 709 <sup>a</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

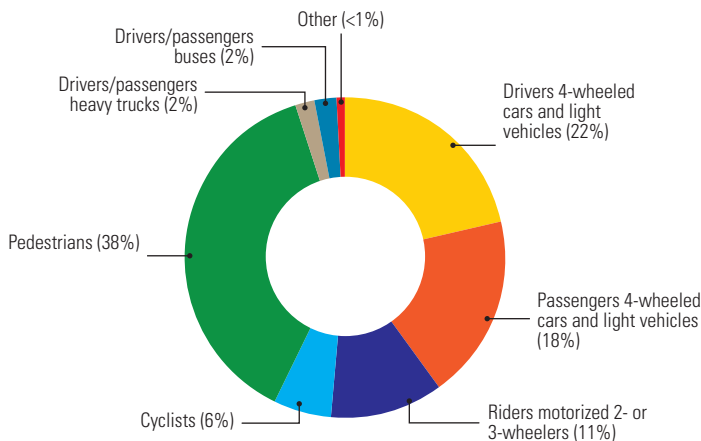
<sup>a</sup> Police records. Defined as died at the scene of crash.

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

<sup>b</sup> 2010, Ministry of Internal Affairs.

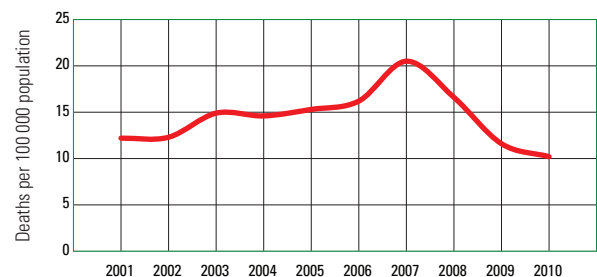
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	—
<b>Emergency access telephone number(s)</b>	103
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Internal Affairs.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Infrastructure of Ukraine.

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

# UNITED ARAB EMIRATES



Population: 7 511 690  
Income group: High  
Gross national income per capita: US\$ 39 640

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Interior
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2010)
Fatality reduction target	1.5 deaths per 100 000 population

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	2 260 000
Cars and 4-wheeled light vehicles	2 060 163
Motorized 2- and 3-wheelers	29 348
Heavy trucks	106 567
Buses	40 692
Other	23 230
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

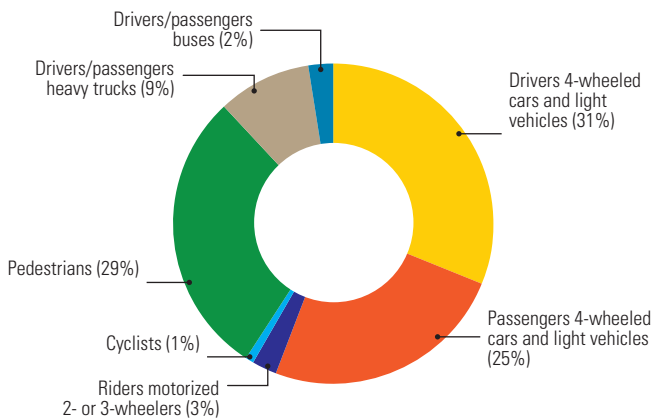
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	826 <sup>b</sup> , 89%M, 10%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	0.01 g/dl
BAC limit – young or novice drivers	0.01 g/dl
BAC limit – professional/commercial drivers	0.01 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1.3% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% Drivers <sup>d</sup> 90% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	78% Front seats <sup>e</sup> 5% Rear seats <sup>e</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> Alcohol consumption legally prohibited.

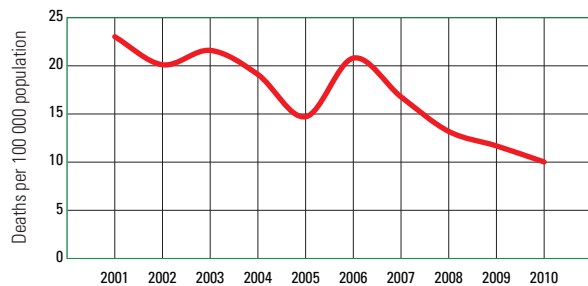
<sup>d</sup> 2010, Ministry of Interior.

<sup>e</sup> 2011, Abu Dhabi Seatbelts and Child Safety Restraint Compliance Study.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	999
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

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

# UNITED KINGDOM



Population: 62 035 568

Income group: High

Gross national income per capita: US\$ 38 140

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Department for Transport (Great Britain) and Department of the Environment (Northern Ireland)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes <sup>a</sup>
Fatality reduction target <sup>b</sup>	Northern Ireland: 60% of 2004–2008 average, Scottish Government: 40% by 2020

<sup>a</sup> Northern Ireland: 2011–2020, Scottish Government: 2009–2020.

<sup>b</sup> The new Great Britain Strategy includes a set of outcome indicators to measure progress, rather than setting targets. The Strategy's central projection indicates a fatality reduction of 37%–46% by 2020 and 41%–57% by 2030 (compared to 2005–2009 annual average).

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	35 170 629
Cars and 4-wheeled light vehicles	32 592 276
Motorized 2- and 3-wheelers	1 264 610
Heavy trucks	494 350
Buses	177 143
Other	642 250
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 905 <sup>c</sup> , 74%M, 26%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.2% <sup>d</sup>

<sup>c</sup> Police records. Defined as died within 30 days of crash.

<sup>d</sup> 2009. Calculated by Dept of Transport for GB from Kilbane (2009). A valuation of road accidents and casualties in Great Britain in 2009.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes <sup>e</sup>
Local authorities can set lower limits	Yes <sup>e</sup>
Maximum limit urban roads	48 km/h
Enforcement	—
<b>National drink–driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	—
% road traffic deaths involving alcohol	19% <sup>f,g</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	— <sup>h</sup>
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	96% Front seats <sup>i,j</sup> 91% Rear seats <sup>i,j</sup>
<b>National child restraint law</b>	Yes
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>e</sup> Except in Northern Ireland.

<sup>f</sup> 2010, Police Service of Northern Ireland and Department for Transport.

<sup>g</sup> Great Britain 14%, Northern Ireland 24%.

<sup>h</sup> No consensus reached.

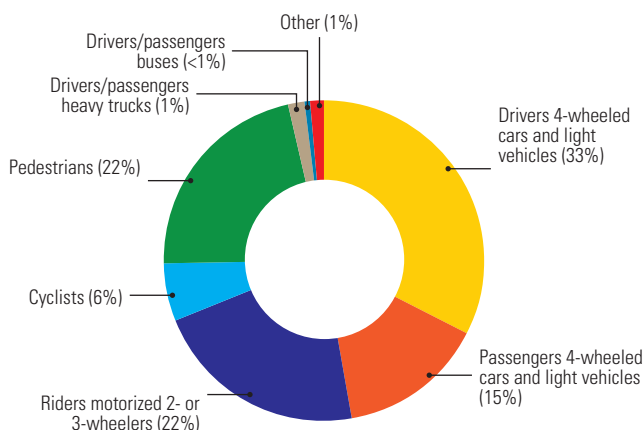
<sup>i</sup> 2010, Police Service of Northern Ireland. Reported Injury Road Traffic Collision Statistics 2009. Walter, Department for Transport. Seatbelt and mobile phone usage surveys: England and Scotland 2009.

<sup>j</sup> Northern Ireland, England and Scotland only.

## POST-CRASH CARE

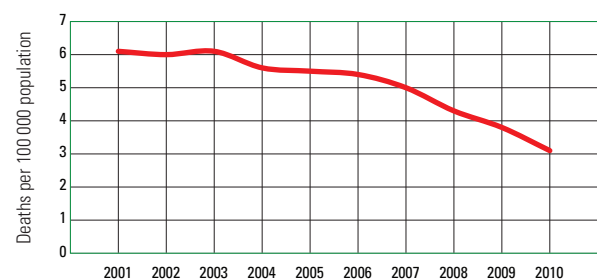
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	999
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2010 Office for National Statistics, Scottish Registrar General's Office, Police Service of Northern Ireland.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Department for Transport and the Department of the Environment.

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

# UNITED REPUBLIC OF TANZANIA



Population: 44 841 224  
 Income group: Low  
 Gross national income per capita: US\$ 530

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	Yes

SAFER VEHICLES	
<b>Total registered vehicles (2011)</b>	977 468
Cars and 4-wheeled light vehicles	378 485
Motorized 2- and 3-wheelers	451 304
Heavy trucks	70 254
Buses	41 625
Other	35 800
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	3 582 <sup>b</sup> , 77%M, 23%F
<b>Estimated GDP lost due to road traffic crashes</b>	3.4% <sup>c</sup>

<sup>b</sup> Police records. Definition not specified.

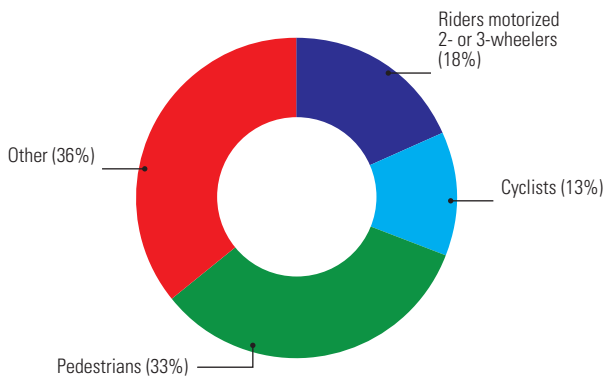
<sup>c</sup> 2008, National Road Safety Policy.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	30–50 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	No <sup>d</sup>
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	No
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>d</sup> Cases suspected of drink-driving are further investigated.

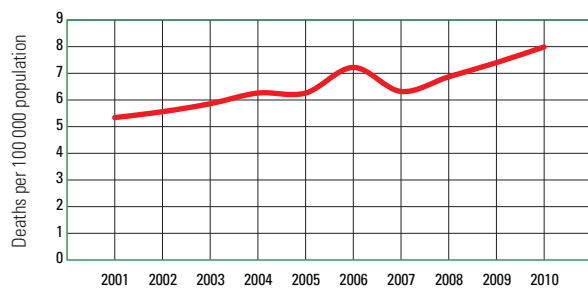
POST-CRASH CARE	
<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police Division.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Police Division.

# UNITED STATES OF AMERICA



Population: 310 383 968  
 Income group: High  
 Gross national income per capita: US\$ 47 350

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	National Highway Traffic Safety Administration (US DOT/NHTSA)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2020)
Fatality reduction target	12.4 deaths per 100 000 population

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Subnational

SAFER VEHICLES	
<b>Total registered vehicles (2009)</b>	258 957 503
Cars and 4-wheeled light vehicles	239 212 572
Motorized 2- and 3-wheelers	7 929 724
Heavy trucks	10 973 214
Buses	841 993
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
<b>Reported road traffic fatalities (2009)</b>	33 808 <sup>a</sup> , 70%M, 30%F
<b>Estimated GDP lost due to road traffic crashes</b>	2.3% <sup>b</sup>

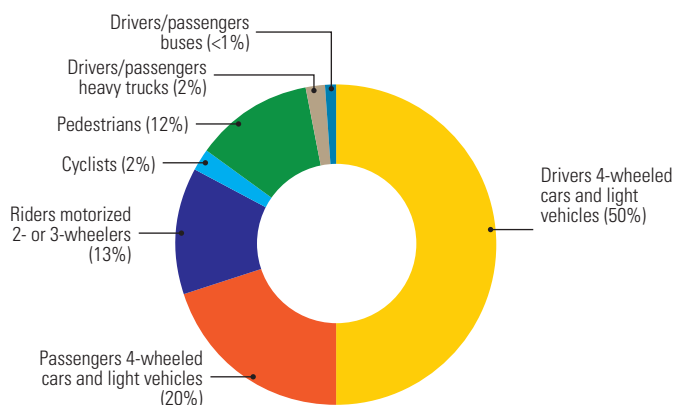
<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2000, Blincoe, L., Seay, A., Zaloshnja, T., & Romano, E. (2002). The Economic Impact of Motor Vehicle Crashes 2000 (DOT HS 809 466). Washington, DC: National Highway Traffic Safety Administration.

SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Subnational
<b>National speed limits</b>	Subnational
Local authorities can set lower limits	—
Maximum limit urban roads	—
Enforcement	—
<b>National drink-driving law</b>	Subnational
BAC limit – general population	0.08 g/dl <sup>c</sup>
BAC limit – young or novice drivers	0.0–0.02 g/dl <sup>c</sup>
BAC limit – professional/commercial drivers	0.04 g/dl
Random breath testing and/or police checkpoints	No <sup>d</sup>
Enforcement	—
% road traffic deaths involving alcohol	32% <sup>e</sup>
<b>National motorcycle helmet law</b>	Subnational
Applies to drivers and passengers	—
Helmet standard mandated	Yes
Enforcement	—
Helmet wearing rate	55% Drivers <sup>f</sup> 51% Passengers <sup>f</sup>
<b>National seat-belt law</b>	Subnational
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	84% Front seats <sup>g</sup> 70% Rear seats <sup>h</sup>
<b>National child restraint law</b>	Subnational
Enforcement	—
<b>National law on mobile phones while driving</b>	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> No national BAC limit, but all states and the District of Columbia have BAC limit of 0.08 for general population and 0.02 or less for young/novice drivers.  
<sup>d</sup> Cases suspected of drink-driving are further investigated.  
<sup>e</sup> 2010, NHTSA. Traffic safety facts – 2009 data: Alcohol-impaired driving (DOT HS 811 385).  
<sup>f</sup> 2010, NHTSA. Traffic safety facts – Research note: Motorcycle helmet use in 2010 – Overall results (DOT HS 811 419).  
<sup>g</sup> 2010, NHTSA. Traffic safety facts – Research Note: Seat belt use in 2010 – Overall results (DOT HS 811 378).  
<sup>h</sup> 2010, Pickrell T and Ye T. Results from the National Occupant Protection Use Survey controlled intersection study (DOT HS 811414).

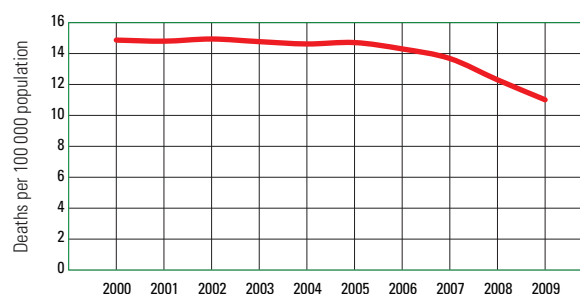
POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	911
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



Source: 2009, Fatality Analysis Reporting System (FARS).

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Fatality Analysis Reporting System (FARS).

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

# URUGUAY



Population: 3 368 786  
Income group: Middle  
Gross national income per capita: US\$ 10 290

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Road Safety Agency (UNASEV)
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2012)
Fatality reduction target	10%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2008)</b>	1 287 012
Cars and 4-wheeled light vehicles	578 811
Motorized 2- and 3-wheelers	613 432
Heavy trucks	87 620
Buses	7 149
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

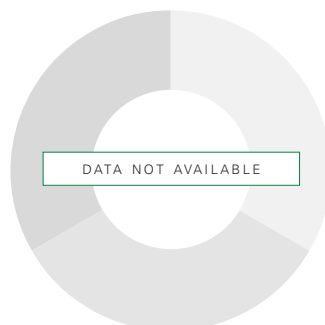
## DATA

<b>Reported road traffic fatalities (2010)</b>	556 <sup>a</sup> , 73%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	4.5% <sup>b</sup>

<sup>a</sup> Combined sources (Police records, health facility records, vital registration data). Defined as died within 24 hours of crash.

<sup>b</sup> Cr. Garat study, 2000.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	45 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	38% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	60% All riders <sup>d</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

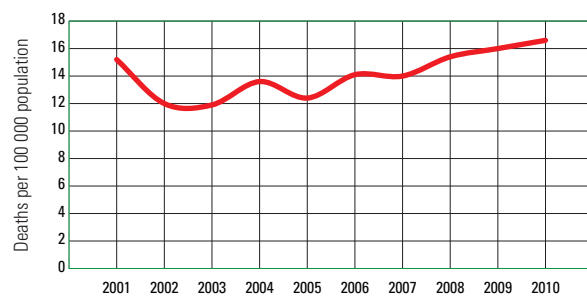
<sup>c</sup> 1997, Dr. Guido Berro Forensic Technical Institute.

<sup>d</sup> 2010, Road Safety Report 2010.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Road Accident Report in Uruguay.



# UZBEKISTAN



Population: 27 444 702  
Income group: Middle  
Gross national income per capita: US\$ 1 300

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Central Administrative Board of Traffic Safety, Ministry of Internal Affairs
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

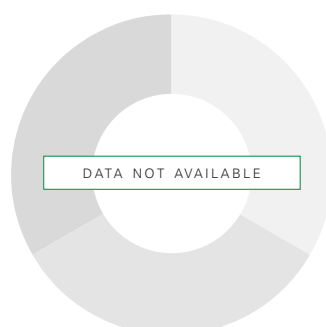
<b>Total registered vehicles</b>	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	—
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2007)</b>	2 731 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Ministry of Internal Affairs. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

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

<sup>b</sup> Alcohol consumption legally prohibited.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	03
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2003	8.1
2004	9.1
2005	9.1
2006	9.1
2007	10.1

Source: Ministry of Internal Affairs.

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



Population: 239 651  
 Income group: Middle  
 Gross national income per capita: US\$ 2 630

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2011)</b>	5 153
Cars and 4-wheeled light vehicles	3 974
Motorized 2- and 3-wheelers	118
Heavy trucks	227
Buses	834
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 <sup>b</sup> , 100% M
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Health facility records. Defined as died within 24 hours of crash.

## SAFER ROAD USERS

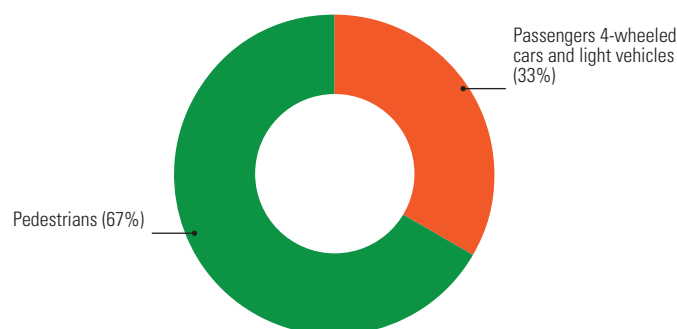
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	40 km/h
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice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

<sup>c</sup> Not based on BAC.

## POST-CRASH CARE

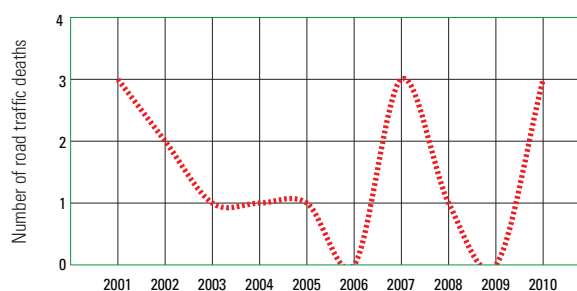
<b>Vital registration system</b>	No
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	No

## DEATHS BY ROAD USER CATEGORY



Source: 2010, HIS-MOH.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, HIS-MOH.

# VENEZUELA (BOLIVARIAN REPUBLIC OF)



Population: 28 979 857  
Income group: Middle  
Gross national income per capita: US\$ 11 660

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Institute of Transportation and Ground Transit/People's Ministry of Justice and Internal Relations
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2012–2017)
Fatality reduction target	5–10%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2007)</b>	4 051 705
Motorcars	2 982 495
Trucks	838 441
Buses	41 543
Unspecified	189 226
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

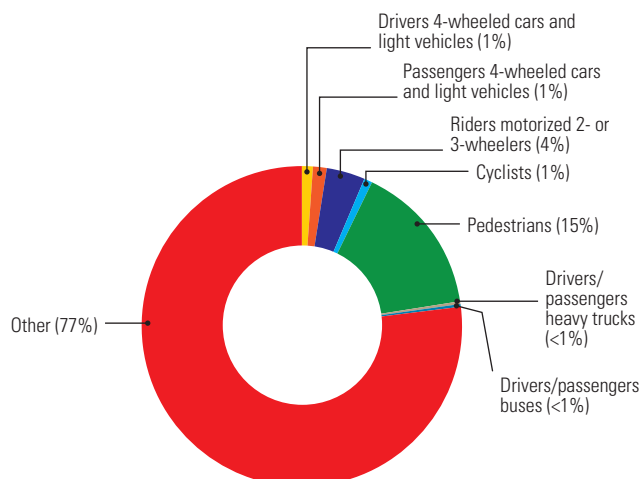
## DATA

<b>Reported road traffic fatalities (2008)</b>	7 714 <sup>a</sup> , 81%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	6.6% <sup>b</sup>

<sup>a</sup> Vital registration data. Defined as died within a year of crash.

<sup>b</sup> PAHO-WHO (2009); Alcohol and Public Policies in Venezuela: Two Studies. Caracas, PAHO-WHO.

## DEATHS BY ROAD USER CATEGORY



Source: 2008, Annual Mortality, Ministry of People's Power for Health.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Subnational
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	8% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Helmet wearing rate	45% All riders <sup>d</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> PAHO-WHO (2009); Alcohol and Public Policies in Venezuela: Two Studies. Caracas, PAHO-WHO.

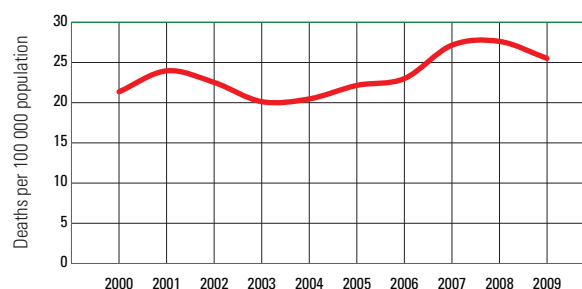
<sup>d</sup> 2008, Ministry of Infrastructure (MINFRA).

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	0.4% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>e</sup> 2001, National Institute of Statistics CENSO.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Annual mortality, Ministry of People's Power for Health.

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

# VIET NAM



Population: 87 848 460  
Income group: Middle  
Gross national income per capita: US\$ 1 160

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Traffic Safety Committee (NTSC)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	33 166 411 <sup>a</sup>
Cars and 4-wheeled light vehicles	556 945
Motorized 2- and 3-wheelers	31 452 503
Heavy trucks	552 244
Buses	97 468
Other	67 607

### Vehicle standards applied

UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No

### Vehicle regulations

Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> Includes 439 644 destroyed or unaccounted for vehicles.

## DATA

<b>Reported road traffic fatalities (2010)</b>	11 029 <sup>b</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	2.9% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 7 days of crash.

<sup>c</sup> Research Master Plan for Road Safety in Viet Nam, Japan International Cooperation Agency (JICA).

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0–0.05 g/dl <sup>d</sup>
BAC limit – young or novice drivers	0–0.05 g/dl <sup>d</sup>
BAC limit – professional/commercial drivers	0–0.05 g/dl <sup>d</sup>
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% Drivers <sup>e</sup> 75% Passengers <sup>e</sup>
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

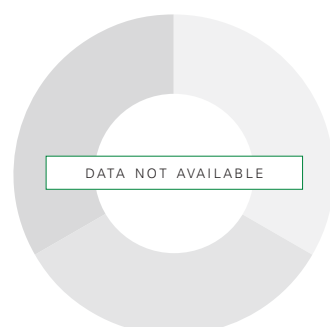
<sup>d</sup> 0.05 g/dl for motorcycle drivers; 0 g/dl for drivers of all other vehicles.

<sup>e</sup> Helmet observation surveys in 3 provinces, 2011 (Hanoi School of Public Health).

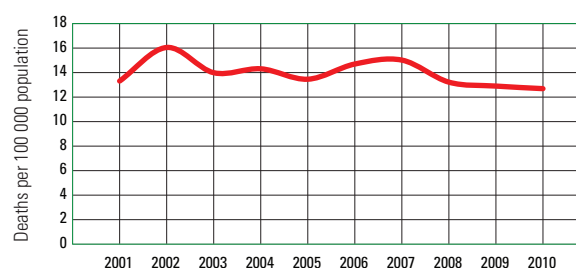
## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	115
<b>Seriously injured transported by ambulance</b>	10%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, NTSC Annual Reports.

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

# WEST BANK AND GAZA STRIP

Population: 4 039 192

Income group: Middle

Gross national income per capita: US\$ 1 250

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Higher Traffic Council
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	194 702
Cars and 4-wheeled light vehicles	176 196
Motorized 2- and 3-wheelers	556
Heavy trucks	16 265
Buses	1 681
Other	4
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	131 <sup>b</sup> , 73%M, 27%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Vital registration data. Defined as died within 30 days of crash.

## SAFER ROAD USERS

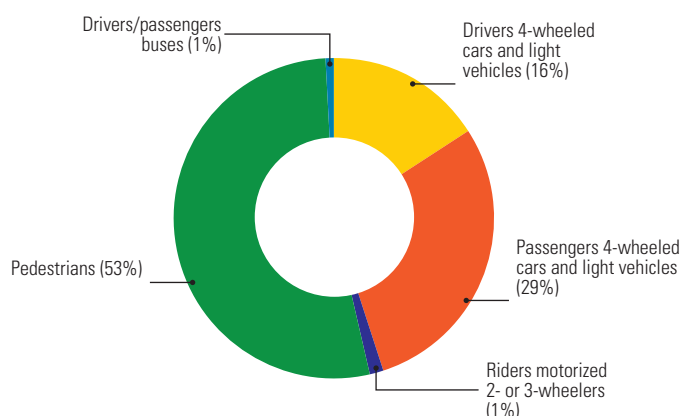
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers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

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	101
<b>Seriously injured transported by ambulance</b>	≤10%
<b>Permanently disabled due to road traffic crash</b>	1.2% <sup>c</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

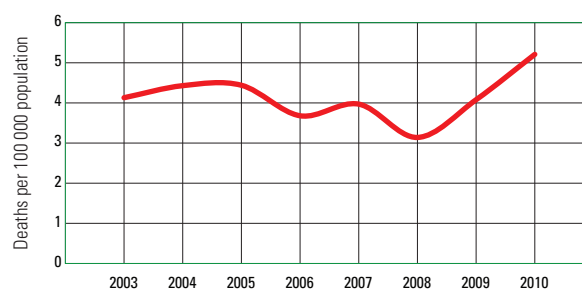
<sup>c</sup> 2010, Palestine Health Information System.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Police Department, Ministry of Interior.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Palestinian Health Information Center (PHIC), MOH.

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

# YEMEN



Population: 24 052 514

Income group: Middle

Gross national income per capita: US\$ 1 160

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	969 725
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	2 959 <sup>b</sup> , 85% M, 16% F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

## SAFER ROAD USERS

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

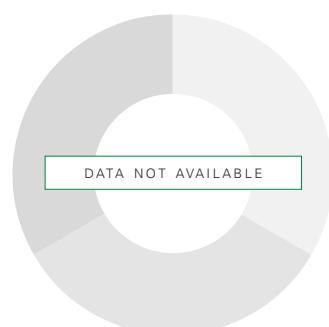
<sup>c</sup> Alcohol consumption legally prohibited.

<sup>d</sup> Not based on BAC.

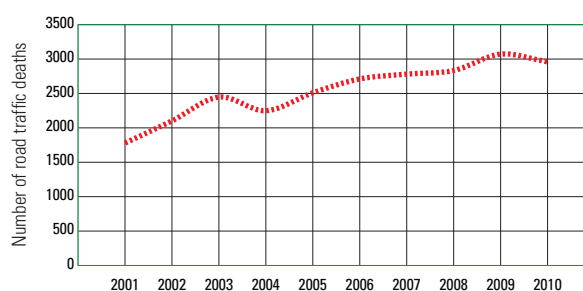
## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	195
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN ROAD TRAFFIC DEATHS



Source: General Directorate of Traffic.

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

# ZAMBIA



Population: 13 088 570  
Income group: Middle  
Gross national income per capita: US\$ 1 070

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Transport Safety Agency (RTSA), and Zambia Police (Traffic)
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2015)
Fatality reduction target	20%

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	337 513 <sup>a</sup>
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	No

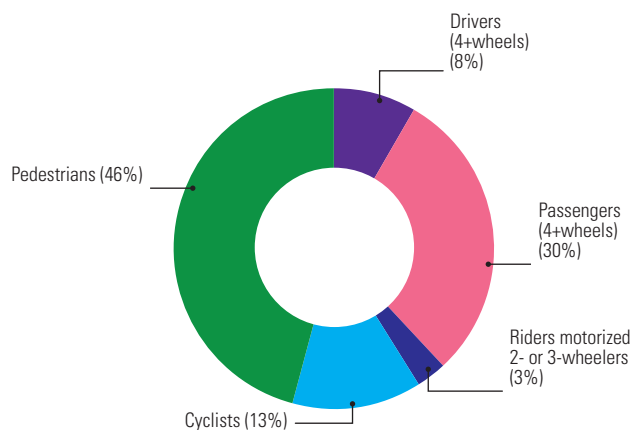
<sup>a</sup> Number does not include GRZ registered vehicles.  
<sup>b</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 388 <sup>c</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within a year of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2011, Zambia Police.

## SAFER ROAD USERS

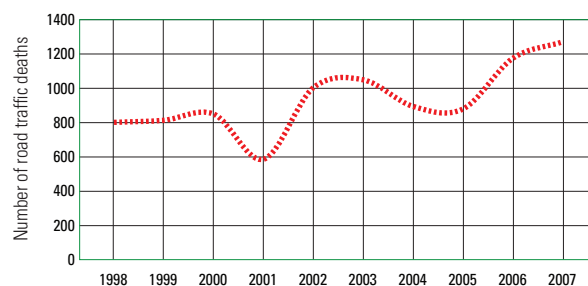
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	65 km/h
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	50% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	—
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	Yes

<sup>d</sup> 2007, Zambia Police.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Transit Bureau.

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

# ZIMBABWE



Population: 12 571 454

Income group: Low

Gross national income per capita: US\$ 480

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Traffic Safety Council of Zimbabwe
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50% by 2020

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	862 756
Cars and 4-wheeled light vehicles	788 482
Motorized 2- and 3-wheelers	34 361
Heavy trucks	30 514
Buses	9 399
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	No
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 777 <sup>a</sup>
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Definition not specified.

## DEATHS BY ROAD USER CATEGORY



## SAFER ROAD USERS

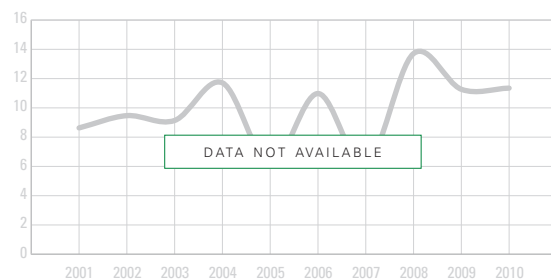
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers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

<sup>b</sup> Cases suspected of drink-driving are further investigated.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	None
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



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