World Health Organization

GLOBAL STATUS REPORT ON ROAD SAFETY 2015

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Contents

Acknowledgements v

Foreword vii

Executive summary ix

Backgound x

Road traffic injuries are a leading cause of preventable death x
The economic burden of road traffic injury and death xi
The Decade of Action for Road Safety: a response to the road traffic injury epidemic xi
Global Status Report on Road Safety 2015: objectives xi
Methodology xii

SECTION 1: The current state of global road safety 1

The number of road traffic deaths has plateaued since 2007 2
Low- and middle-income countries bear a disproportionate burden of road traffic deaths 4
The risk of dying in a road crash remains highest in low- and middle-income countries 5
The risk of a road traffic death is highest in the African Region 6
Road traffic deaths among pedestrians, cyclists and motorcyclists are intolerably high 8
More attention must be given to the needs of pedestrians and cyclists 9
Motorcyclist safety must be prioritized too 9
Greater progress on harmonizing data on road traffic deaths is needed 11
Data on road traffic fatalities are not robust in many countries 11
Lack of emergency care creates injury outcome disparities 12
Quality of care at scene of crash 13
Health-care staff must be trained in emergency care 13
Multisectoral action is essential for effective national road safety strategies 14

SECTION 2: Legislation and road user behaviour 17

Many countries need to strengthen road safety legislation 18
Enforcement is vital to the success of road safety laws 18
Reducing speed 21
Speed is a critical risk factor for road traffic injuries 21
Ease of mobility must not be at the expense of safety 21
National speed limits are crucial for effective speed management 21
Local authorities need legislative power to reduce national speed limits where necessary 22
Increasing motorcycle helmet use 25
Preventing motorcyclist head injuries is becoming increasingly urgent as motorcycle use rises 25
Helmet laws should cover all riders and specify a helmet quality standard 25
Helmets must be of good quality to be effective 26
Few countries meet best practice when it comes to helmet laws and helmet standards 26
Children legally allowed as motorcycle passengers must be required to wear a helmet 27
More effort is needed to collect data on helmet-wearing rates 28
Other promising strategies that protect motorcyclists 28

Reducing drink–driving 30
Laws based on blood alcohol concentration (BAC) limits can reduce road traffic crashes 30
Young and novice drivers at increased risk 30
Commercial drivers involved in drink–driving have more serious outcomes 32
Enforcement of drink–driving legislation is critical to its effectiveness 32
Other effective strategies to reduce drink–driving 32
More work is needed collecting data on drink-driving 33
Increasing seat-belt use 34
Just over half of all countries have enacted good seat-belt laws 34
Almost half of all countries collect seat-belt wearing data 35
Increasing child restraint use 36
Protecting children requires properly fitting restraints 36
Compliance with child restraint laws is low 37
Reducing drug–driving 40
Drug–driving is an emerging road safety issue 40
The difficulties of addressing drug–driving 40
Countries are enacting drug–driving legislation based on evolving evidence 41
Training police to recognize and test for drug-driving 42
Reducing distracted driving 43
Distracted driving is a serious and growing threat to road safety 43
Four-fold increase in crash risk when talking on a mobile phone while driving 43
Evidence on effective ways to reduce mobile phone use while driving is still evolving 43

SECTION 3: Safer vehicles and roads 45

Most countries fail to apply minimum UN safety standards to new cars 46
Standards protecting occupants in front and side impact crashes are poorly implemented 47
Electronic stability control is highly effective and should be mandatory in all vehicles 47
Vehicles can be built to better protect pedestrians 48
Vehicle standards and fixtures are crucial to improving seat-belt and child restraint use 49
Making roads safer 50
High-performing countries explore how to make transport more sustainable 50
Safe road systems consider the needs of all road users 51
Safety through design 52

Conclusions and recommendations 55

Looking ahead: the SDG target to halve road deaths by 2020 56

References 57

Explanatory notes 61

Explanatory note 1: Methodology, data collection and validation 62
Explanatory note 2: Country profile explanations 66
Explanatory note 3: Estimation of total road traffic deaths: WHO data and methodology 70

Country profiles 75

Statistical annex 257

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SUZUKI
A W A

Foreword

Road traffic injuries claim more than 1.2 million lives each year and have a huge impact on health and development. They are the leading cause of death among young people aged between 15 and 29 years, and cost governments approximately 3% of GDP. Despite this massive – and largely preventable – human and economic toll, action to combat this global challenge has been insufficient.

This report, the third *Global status report on road safety*, shows that low- and middle-income countries are hardest hit, with double the fatality rates of high-income countries and 90% of global road traffic deaths. Vulnerable road users – pedestrians, cyclists and motorcyclists – make up half of these fatalities.

The report illustrates that the number of road traffic deaths globally has plateaued at 1.25 million a year. In the face of rapid motorization, notably in low- and middle-income countries, this is good news as it reflects the efforts of a number of countries to put in place measures known to make roads safer. The report also describes progress made by governments and nongovernmental organizations in implementing measures known to be effective, such as improving road safety legislation; managing speeds around schools; harmonizing data collection relating to road traffic deaths; and rolling out minimum standards on vehicle safety. These commendable national efforts have taken place against the backdrop of the Decade of Action for Road Safety 2011–2020, a global framework guiding national-level action across a number of areas relevant to road safety.

In addition to the Decade of Action, international attention to the urgency of road safety has increased recently with the adoption of the 2030 Agenda for Sustainable Development. Setting a goal of reducing road traffic deaths and injuries by 50% by 2020 as part of this agenda is a reflection of the growing recognition of the contribution of road safety to health, development and broader environmental objectives, and the potential for action.

This recognition is needed: while a plateau in numbers is a welcome first step in the fight to reduce road traffic deaths, it is insufficient. In the past three years there has been a 16% increase in the number of vehicles on the world's roads – in 2014 alone, a record 67 million passenger cars came into circulation. Set against this inexorable rise, much more must be done to stop the death and destruction on the world's roads and to achieve the ambitious target for road safety set out in the Sustainable Development Goals (SDGs).

The report highlights that across many measures, countries have not done enough to implement what we know works. For example:

- laws on key behavioural risk factors for road traffic injuries do not meet best practice in most countries, while enforcement of good laws where they do exis is frequently too weak to allow the potential impact of these laws to be fully realized;
- speed management, which lies at the heart of an effective approach to reducing deaths and injuries, is notably poor in many countries;
- vehicles sold in the majority of the world's countries do not meet minimum safety standards;
- roads continue to be designed and built without sufficient attention to the needs of the most vulnerable road users.

While much progress has been achieved over the past decade, the pace has been too slow. The SDG target of a 50% reduction in road traffic deaths and injuries by 2020 offers a powerful focus around which governments and the international community can galvanize action – the challenge now is to seize the opportunity to do so, and to turn the current plateau in road deaths into a measurable decline.

Dr Margaret Chan
Director General
WHO

Executive summary

More than 1.2 million people die each year on the world's roads, making road traffic injuries a leading cause of death globally. Most of these deaths are in low- and middle-income countries where rapid economic growth has been accompanied by increased motorization and road traffic injuries. As well as being a public health problem, road traffic injuries are a development issue: low- and middle-income countries lose approximately 3% of GDP as a result of road traffic crashes.

Although road traffic injuries have been a leading cause of mortality for many years, most traffic crashes are both predictable and preventable. There is considerable evidence on interventions that are effective at making roads safer: countries that have successfully implemented these interventions have seen corresponding reductions in road traffic deaths. Rolling out these interventions globally offers huge potential to mitigate future damage and save lives at a global level.

In recognition of the scale of this health and development problem – and the possibility to impact positively upon it – the United Nations General Assembly adopted a resolution in 2010 that led to the establishment of the Decade of Action for Road Safety (2011–2020). The resolution called on Member States to take the necessary steps to make their roads safer, and for WHO to monitor the situation through its *Global status report on road safety* series. This report, the third in the series, serves as a tool to assess the impact of changes three years into the Decade of Action and to highlight where more action is needed.

This report shows that the number of road traffic deaths – 1.25 million in 2013 – has remained fairly constant since 2007, despite the increase in global motorization and population, and the predicted rise in deaths. This suggests that interventions to improve global road safety are preventing increases that otherwise would have occurred. The report highlights that the situation is worst in low-income countries, where rates are more than double those in high-income countries and there are a disproportionate number of deaths relative to the (lower) level of motorization. The African Region continues to have the highest road traffic death rates, while the lowest rates are in the European Region, notably among its high-income countries, many of which have been very successful at achieving and sustaining reductions in death rates despite increasing motorization.

Changing road user behaviour is a critical component of the holistic "Safe Systems" approach advocated in this report. Adopting and enforcing good laws is effective in changing of changing road user behaviour on key risk factors for road traffic injuries – speed, drink–driving, and the failure to use helmets, seat-belts and child restraints properly or at all. The report highlights that 17 countries have changed laws to bring their legislation on one or more of these five risk factors into line with best practice in the past three years. This represents 409 million people or 5.7% of the world's population. The situation is most advanced on seat-belt laws, where 105 countries, representing 67% of the world's population, now have laws that meet best practice. While the report highlights encouraging examples of countries that have brought their laws into line with best practice on particular risk factors, the potential for appropriate road safety laws to reduce road traffic deaths is largely unmet at a global level. Enforcement of these laws – essential to their success at reducing injuries – is also inadequate across all five behavioural risk factors.

The report further highlights the important role of safe infrastructure and safe vehicles in reducing road traffic injuries. Road infrastructure is mainly constructed with the needs of motorists in mind, although the report indicates that 49% of all road traffic deaths occur among pedestrians, cyclists and motorcyclists. Real, sustained successes at reducing global road traffic deaths will only happen when road design takes into consideration the needs of all road users. Making walking and cycling safer is also important to support other moves to reduce carbon emissions and increase physical activity. While vehicles in high-income countries are increasingly safe, the report provides worrying data showing that less than half of countries implement minimum standards on vehicle safety, and that these standards are notably absent in many of the large middle-income countries that are major car manufacturers.

With the launch of the Sustainable Development Goals, road safety is receiving increased international attention, and is included in two of the 17 Goals of this new global agenda. This is welcomed. The evidence on what works to save lives on the roads exists: the international community, national governments and civil society now need to act on it.

Background

Road traffic injuries are the number one cause of death among those aged 15–29.

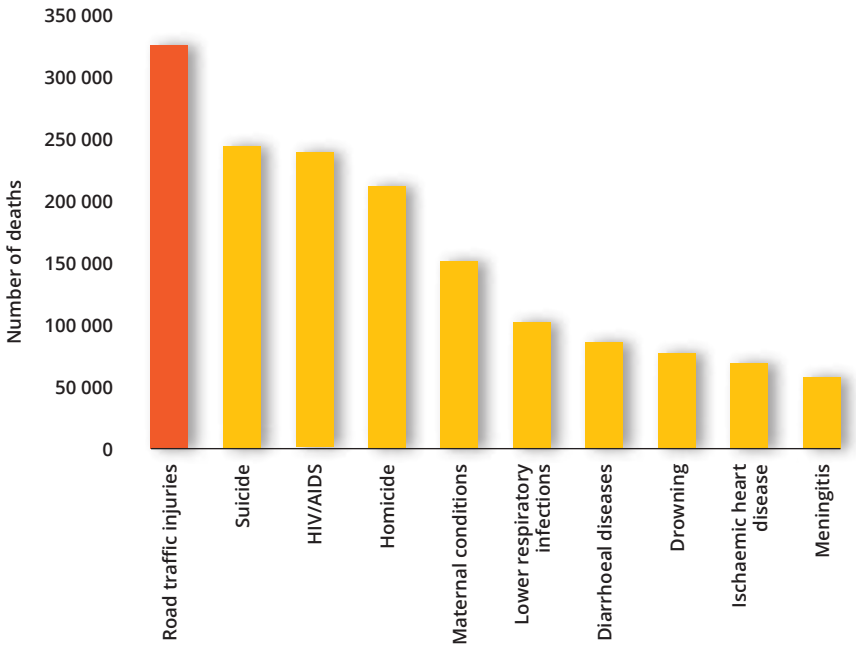
Road traffic injuries are a leading cause of preventable death

Over 1.2 million people die each year on the world's roads, with millions more sustaining serious injuries and living with long-term adverse health consequences. Globally, road traffic crashes are a leading cause of death among young people, and the main cause of death among those aged 15–29 years (see Figure 1).

Road traffic injuries are currently estimated to be the ninth leading cause of death across all age groups globally, and are predicted to become the seventh leading cause of death by 2030 *(1)*. This rise is driven by the escalating death toll on roads in low- and middle-income countries – particularly in emerging economies where urbanization and motorization accompany rapid economic growth. In many of these countries, necessary infrastructural developments, policy changes and levels of enforcement have not kept pace with vehicle use. In contrast, many high-income countries have managed to break the link between rising motorization and road traffic deaths, with some managing to dramatically reduce such deaths. These achievements are the result of making infrastructure safer, improving the safety of vehicles, and implementing a number of other interventions known to be effective at reducing road traffic injuries *(2)*. Having good quality data to monitor the impact of these efforts is also critical to demonstrating their success.

In addition to deaths on the roads, up to 50 million people incur non-fatal injuries each year as a result of road traffic crashes, while there are additional indirect health consequences that are associated with this growing epidemic *(3)*. As vehicle ownership grows, many countries face

FIGURE 1
Top ten causes of death among people aged 15–29 years, 2012



Source: *(1)*.

the twin problems of traffic congestion and rising vehicle tailpipe emissions, resulting in higher rates of respiratory illness *(4)*. Rising car ownership has also resulted in reduced physical activities such as walking and cycling, with associated health consequences.

The economic burden of road traffic injury and death

Road traffic injuries place a heavy burden on national economies as well as on households. In low- and middle-income countries they particularly affect the economically active age group, or those set to contribute to family, society and the workforce in general. Many families are driven deeper into poverty by the loss of a breadwinner, or by the expenses of prolonged medical care, or the added burden of caring for a family member who is disabled from a road traffic injury *(5,6)*. The economic costs also strike hard at a national level, imposing a significant burden on health, insurance and legal systems. This is particularly true in countries struggling with other development needs, where investment in road safety is not commensurate with the scale of the problem. Data suggest that road traffic deaths and injuries in low- and middle-income countries are estimated to cause economic losses of up 5% of GDP. Globally an estimated 3% of GDP is lost to road traffic deaths and injuries *(7)*.

The Decade of Action for Road Safety: a response to the road traffic injury epidemic

In response to this growing epidemic, in 2010 the UN General Assembly adopted Resolution 64/255 to establish the Decade of Action for Road Safety (2011–2020),[1] the goal of which is to stabilize and reduce predicted levels of road traffic fatalities around the world. A Global Plan of Action[2] provides the roadmap towards this goal, promoting proven, cost-effective solutions for making roads safer, including those pertaining to: (i) road safety management; (ii) safer roads and mobility; (iii) safer vehicles; (iv) making road users safer; and (v) improved post-crash response and hospital care. It also provides a framework for coordinating action at an international level.

The UN General Assembly Resolution 64/255 also called for regular monitoring of the impact of the Decade of Action through publishing the *Global status report on road safety* series *(8,9)*. This report provides an assessment of the situation three years into the Decade.

Global status report on road safety 2015: objectives

This report has the following specific objectives:

- describing the road safety situation in all Member States;
- identifying gaps in road safety in all Member States and thereby stimulate road safety action;
- monitoring countries' progress in implementing measures identified in the Global Plan of Action for the Decade of Action for Road Safety (2011–2020); and
- providing baseline information and data that allow monitoring of other international policy processes that set road safety targets.

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

2 Global Plan for the UN Decade of Action for Road Safety 2011-2020, http://www.who.int/roadsafety/decade_of_action/plan/en/index.html

Road traffic deaths and injuries in low- and middle-income countries are estimated to cause economic losses of up to 5% of GDP.

Methodology

Data were collected from each participating country and area -hereinafter referred to, for readability purposes only, as "countries" (see Statistical Annex and Table A1). Experts from different sectors within each country completed a self-administered questionnaire with information on key variables. The group of experts then met to reach consensus on the dataset that best represented their individual country's road safety situation. The expert consensus data for each country is presented in this report. The data were validated with support from Regional Data Coordinators and analysed at WHO headquarters. Fatality data, collected through the questionnaires, were reviewed according to a set of criteria that determined how robust the data were, and an estimation process was carried out accordingly. More information on this process can be found in Explanatory Notes 1–3.

A major new element in this (third) *Global status report on road safety* was the comprehensive collection of legislative documents from all participating countries. The team at WHO performed an extensive search of online legislative databases and country-level government websites for legislative road safety documents. In addition, National Data Coordinators were asked to submit laws relating to the key risk factors[1]. All legislative documents were reviewed by lawyers at WHO headquarters who extracted and analysed relevant information using the same criteria to assess all countries' laws. In addition, the scope of the legal analysis was extended: new indicators for child restraint and motorcycle helmet use were added for the first time in this report.

The application of the same criteria to all countries as well as the addition of new indicators resulted (in some cases) in discrepancies with the analysis published in the previous report, where data were provided exclusively by each country applying its own methods of interpretation.

To resolve any data conflicts, the WHO headquarter's legal analysis was then shared with National Data Coordinators and a validation process clarified any data conflicts through discussion and, when appropriate, submission of new legal documents. More information on this process can be found in Explanatory Note 1.

A second new element to this report was the collection of data on vehicle standards. This information was compiled using data from the United Nations Economic Commission for Europe[2] (see Explanatory Note 1).

The report includes data from 180 countries/areas out of a total of 195 WHO Member States, covering 6.97 billion people or 97% of the world's population (see Statistical Annex). Data on legislation and policies represent the country situation in 2014, while data on fatalities and numbers of vehicles are for 2013, the most recent year for which data were available.[3]

1 Speed, drink–driving, drug–driving, use of motorcycle helmets, seat-belts, child restraints and mobile phones.

2 See http://www.unece.org/trans/main/wp29/introduction.htm

3 Note that the second Global status report on road safety assessed fatality data relating to 2010, and legislative data relating to 2011.

SECTION 1

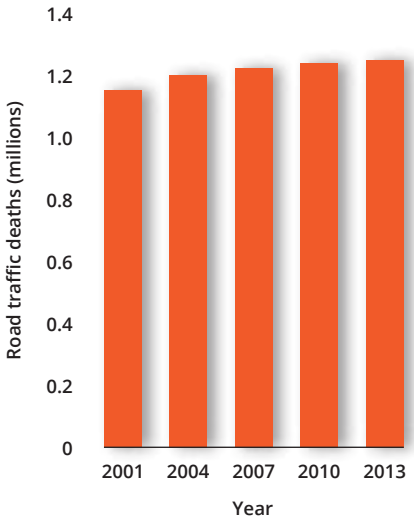
THE CURRENT STATE OF GLOBAL ROAD SAFETY

The number of road traffic deaths has plateaued since 2007

The plateau in road traffic deaths, set against a 4% increase in global population and 16% increase in motorization, suggests that road safety efforts over the past 3 years have saved lives.

There were 1.25 million road traffic deaths globally in 2013 – a figure that has plateaued since 2007 (see Figure 2).

FIGURE 2
Number of road traffic deaths, worldwide, 2013



This plateau must be seen against the backdrop of global population growth and motorization. The population increase of 4% between 2010 and 2013 and an increase of 16% in registered vehicles over the same period suggest that efforts to slow the increase in road traffic deaths may have prevented deaths that would otherwise have occurred.

But while the levelling out of road traffic deaths in a context of rising motorization is encouraging, there are still no signs of an actual decline, which is essential if the Decade of Action and Sustainable Development Goal targets are to be realized (see Box 1). This suggests that while progress is possible, much more attention, political will and resources are needed.

BOX 1
Road safety in the Sustainable Development Goals

In September 2015 the United Nations launched the 2030 Agenda for Sustainable Development – the development framework that replaces and builds on the achievements of the Millennium Development Goals. Road safety was absent from the Millennium Development Goals but road safety targets have been integrated into the new 2030 Agenda.

The 17 Sustainable Development Goals (SDGs) and their 169 targets are intended to balance the economic, social and environmental dimensions of sustainable development, and stimulate action over the next 15 years in these critical areas. They include two targets that relate to road safety, one in SDG 3 (on health), and one in SDG 11 (on transport for sustainable cities).

The SDG 3 target is far more demanding than the 2020 goal set for the UN Decade of Action for Road Safety (to "stabilize and reduce" road deaths by 2020). Although the document qualifies that these global targets may be modified at country level "with each government setting its own national targets guided by the global level of ambition but taking into account national circumstances".

SUSTAINABLE DEVELOPMENT GOAL 3
Ensure healthy lives and promote well-being for all at all ages:
3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.

SUSTAINABLE DEVELOPMENT GOAL 11
Make cities and human settlements inclusive, safe, resilient and sustainable:
11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Inclusion of such an ambitious road traffic target in the SDGs is a significant advance for road safety. It acknowledges that there is a strong scientific base around what works, as evidenced through the success of a number of countries in reducing the burden of road traffic deaths. It also recognizes the importance of this issue to broader global health and development, and the need for countries and the international community to prioritize action towards achieving results even before the end of the SDG period.

See http://www.globalgoals.org/

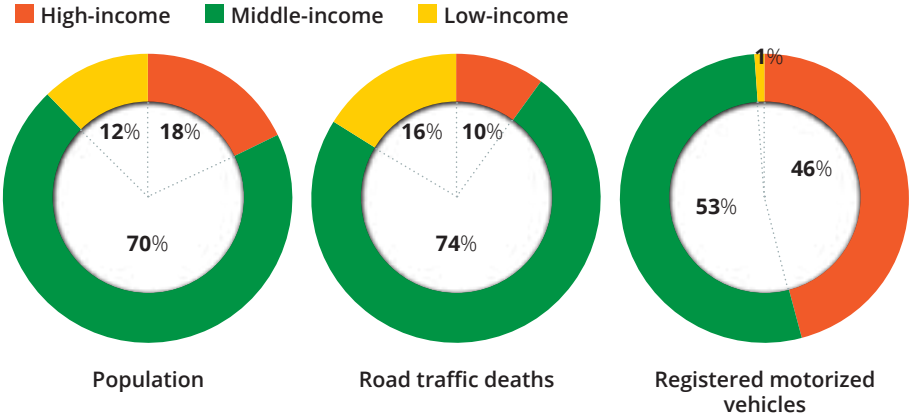
Low- and middle-income countries bear a disproportionate burden of road traffic deaths

Road traffic death rates in low- and middle-income countries are more than double those in high-income countries.

Ninety-percent of road traffic deaths occur in low- and middle-income countries, and while these countries also account for 82% of the world's population, they nevertheless bear a disproportionate number of deaths relative to their level of motorization, as they account for only 54% of the world's registered vehicles (see Figure 3).

FIGURE 3

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



[a] Population relates to 2013, see Explanatory Note 1. Registered vehicle data provided only for countries participating in the survey.

The risk of dying in a road crash remains highest in low- and middle-income countries

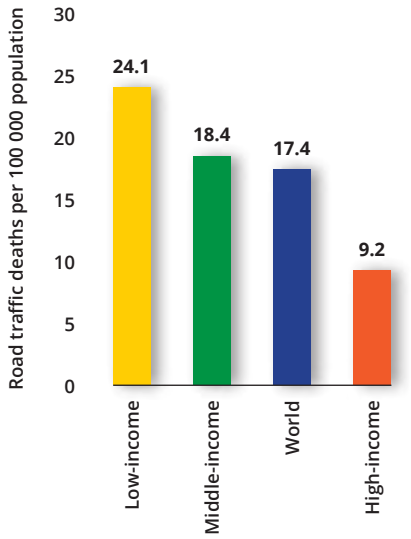
While absolute numbers of deaths are important in terms of seeing where road traffic deaths are occurring and being able to target efforts to prevent them, a more useful indicator is to compare the risk of dying as the result of a road traffic crash using rates per 100 000 population. While the global rate for road traffic deaths is 17.4 per 100 000, there is great disparity by income, with rates more than twice as high in low- and middle-income countries than in the world's high-income countries (see Figure 4).

This report shows that 68 countries have seen a rise in the number of road traffic deaths since 2010, of which 84% are low- or middle-income countries. Seventy-nine countries have seen a decrease in the absolute number of deaths, of which 56% are low- and middle-income (see Figure 5).

68 countries have seen a rise in road traffic deaths since 2010, while 79 have seen a decrease.

FIGURE 4

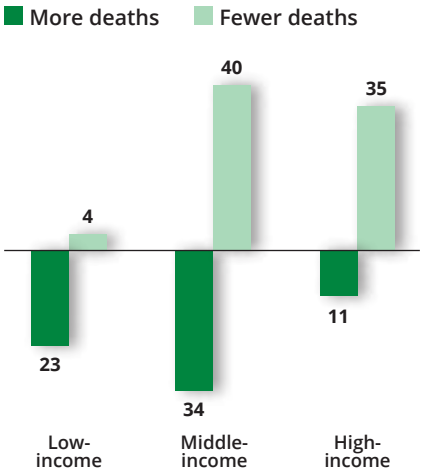
Road traffic deaths per 100 000 population, by country income status[a]



[a] Country income status was determined based on data from the World Development Indicators database, World Bank, March 2015 (see http://data.worldbank.org/indicator/NY.GNP.PCAP.CD/countries). Data relate to 2013, whereby low-income = ≤ US$ 1045 per capita; middle-income = US$ 1046 to US$ 12 745; high income = ≥ US$ 12 746.

FIGURE 5

Countries showing changes in the number of road traffic deaths, 2010–2013, by country income status[a]



[a] These data represent countries that have seen more than a 2% change in their number of deaths since 2010, and excludes countries with populations under 200 000. Data shown are for 48 out of 52 participating high-income countries, 86 out of 98 middle-income countries, and all 30 participating low-income countries.

The risk of a road traffic death is highest in the African Region

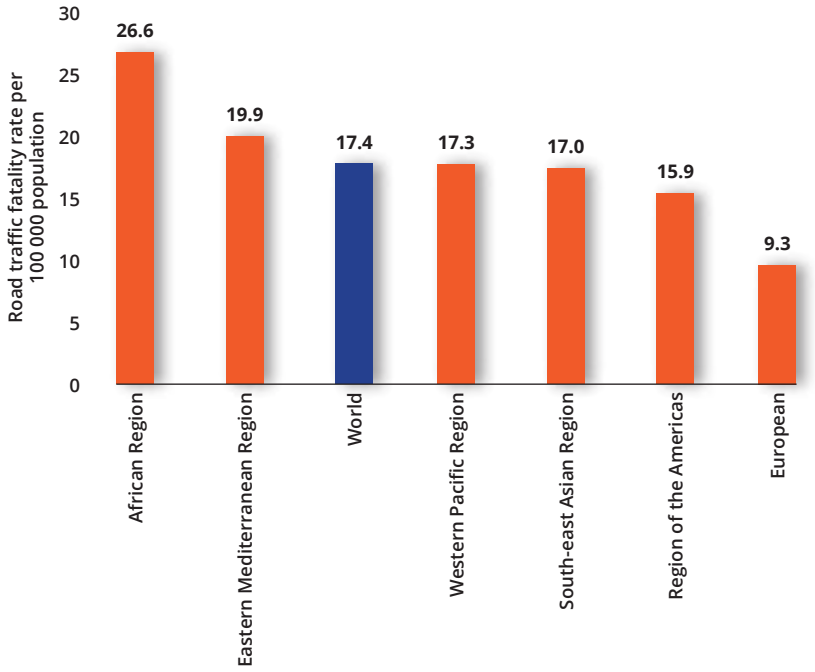
The Eastern Mediterranean Region is the only region where high-income countries have a higher road traffic death rate than low- or middle-income countries.

The risk of a road traffic death varies significantly by region, and there has been little change in the regional rates of death since 2010. The highest rates are still in the African Region, while the European Region has a rate far below the global average (9.3 per 100 000 population, relative to the global rate of 17.4, see Figure 6).

However, there continues to be a large disparity in rates within particular regions. For example, rates in some of the high-income countries in the Western Pacific Region (such as Australia) are among the lowest in the world, while some of the region's middle-income countries have rates high above the global average at 24 per 100 000. Similarly, while high-income countries generally have lower rates than low- and middle-income countries, high-income countries in the Eastern Mediterranean Region have a *higher* rate than those of their less-affluent neighbours in the region (22.4 compared to 19.7) and more than double the average rate of high-income countries globally (9.2). This suggests that in some of the more affluent Eastern Mediterranean countries, rapid economic development that has resulted in increased motorization and road infrastructure construction has not been accompanied by sufficient investment in institutional capacity, nor in the interventions needed to cope with these changes and ensure that roads are safe. Section 2 of this report examines the extent to which interventions on key risk factors are adopted in different regions, while Section 3 considers the adoption of vehicle standards and infrastructure audits, all of which play an important role in determining overall road traffic fatality rates.

FIGURE 6

Road traffic fatality rates per 100 000 population, by WHO region



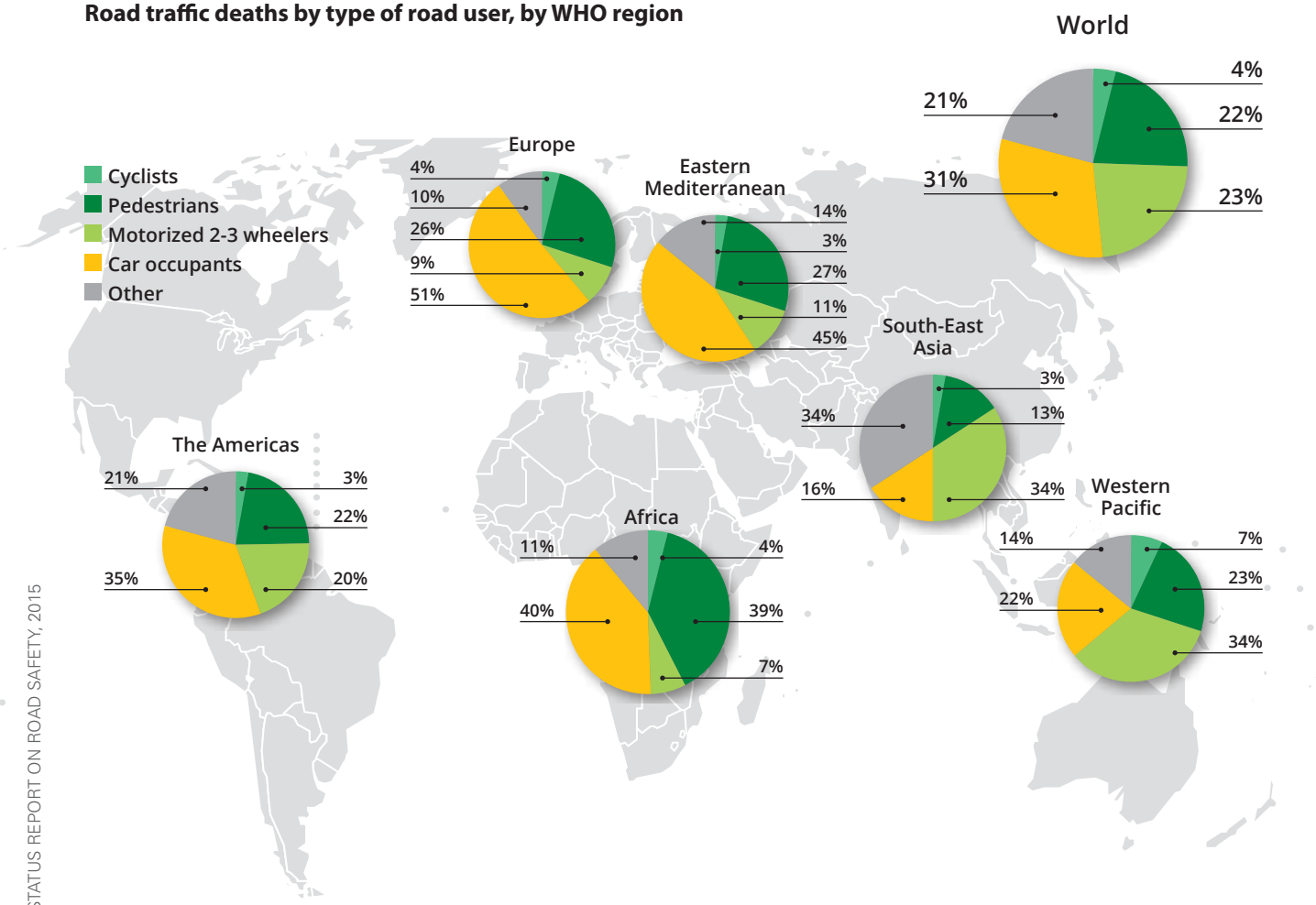
Road traffic deaths among pedestrians, cyclists and motorcyclists are intolerably high

More than half of countries (92) report policies to increase walking and cycling, compared to 68 in 2010.

Almost half of all deaths on the world's roads are among those with the least protection – motorcyclists, cyclists[1] and pedestrians. However, the likelihood of dying on the road as a motorcyclist, cyclist or pedestrian varies by region: the African Region has the highest proportion of pedestrian and cyclist deaths at 43% of all road traffic deaths, while these rates are relatively low in the South-East Asia Region (see Figure7). This partly reflects the level of safety measures in place to protect different road users and the predominant forms of mobility in the different regions – for example, walking and cycling are important forms of mobility in the African Region, while in the South-East Asia Region and the Western Pacific Region, motorcycles are frequently used as the family vehicle.

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

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



More attention must be given to the needs of pedestrians and cyclists

Making walking and cycling safer is critical to reducing the number of road traffic deaths and is important for achieving the Decade of Action for Road Safety's aim to promote non-motorized forms of transport. During this assessment, 92 countries reported having policies to increase walking and cycling (see Section 3). This indicates progress relative to the 68 countries reporting such policies in 2010. And if public health is to be improved by encouraging forms of travel involving physical activity, making walking and cycling safer needs to be given special attention.

Motorcyclist safety must be prioritized too

Globally, nearly a quarter of all road traffic deaths are among motorcyclists. However, this too is disproportionately distributed across the world, with the South-East Asian Region and Western Pacific Region each accounting for 34% of the world's motorcyclist deaths, compared to the African Region which account for 7%. This reflects the continuing situation whereby the use of motorcycles is much higher in Asian countries than elsewhere. Data from this report show that the proportion of motorcyclist deaths is largely unchanged since 2010 in all regions, except in the Region of the Americas: here the proportion of motorcycle deaths has increased from 15% to 20% of the total road traffic deaths over the 3-year period between 2010 and 2013, reflecting rapid growth in the number of motorcycles in the region's fleet. While this report found no change in the proportion of deaths among motorcyclists in the African Region, this may be due to the fact that only 15 of the 43 participating African countries provided data on deaths by type of road user. However, at country level, many African nations report a rise in motorcycle use of motorcycles and this shift is beginning to be reflected where data are available. Tanzania, for example, has seen motorcycles rise from 46% to 54% of its registered fleet in the last three years, and motorcycle deaths rise from 13% to 22% of its total number of road traffic deaths.

In the Region of the Americas, the proportion of motorcycle deaths rose from 15% to 20% of the total road traffic deaths between 2010 and 2013.

AMBULANCE
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Greater progress in harmonizing data on road traffic deaths is needed

Data on road traffic fatalities are not robust in many countries

Data on road traffic fatalities are essential for monitoring country-level trends, tailoring prevention efforts, assessing progress and comparing the scale of road traffic deaths relative to deaths from other causes *(10)*.

Vital registration data fulfil these needs best as they are a record of all officially registered deaths and are not time-limited. For example, a person who dies from injury complications 18 months after a road traffic crash will have a death certificate showing the road traffic injury as the contributing cause of death, and will be coded accordingly. However, not all countries have vital registration systems that provide cause of death information: in 2009, only 34 countries produced high-quality cause-of-death data, 85 countries produced lower quality data and 74 countries produced none *(11)*.

Where countries do not have vital registration data of good quality, police data is often a reliable source of information on road traffic fatalities. However, countries still have no consistent definiton of a road traffic death for use in police databases; research for this report reveals that 100 countries now use a 30-day definition for their official road traffic fatality data – representing progress since 2010 when only 92 countries applied this definition to their fatality data[1]. And while greater consistency such as this is a step in the right direction, the 30-day definition means that those dying of their injuries after 30 days are not necessarily recorded as road traffic fatalities in police databases.

Linking data sources (i.e. vital registration records, police data, insurance data, etc.) can improve official road traffic fatality estimates, but this process is not widely adopted. Only 25 countries report the use of combined (health and transport) data for their official fatality numbers.

1 This means that in most countries, police will follow up on the outcome of a crash for a month, but someone who dies as a result of a road traffic crash beyond this time period will not be counted as a road traffic fatality in police databases.

BOX 2

WHO estimates deaths: vital registration data versus police and other data

Many countries regularly submit vital registration data to WHO on all causes of death (usually annually). This survey asked countries to provide WHO with their official road traffic data. For some countries this meant that WHO had two estimates of road traffic deaths from one country (vital registration estimates, and estimates from police, transport ministries or other sources). In general, vital registration estimates are higher.

Where vital registration data were considered complete, these figures were used to generate a fatality estimate as indicated in the country profiles and Table A2. However, in countries not submitting regular vital registration data, estimates provided from this survey were subject to a mathematical estimation process (see Explanatory Note 3). In such cases the point estimate is shown with a 95% confidence interval.

Data on non-fatal injuries

For every person that dies in a road traffic crash there are at least 20 others that sustain non-fatal injuries *(2)*. These injuries can have considerable impact on quality of life, and often carry with them significant economic costs. While progress has been made in allowing international comparisons of *fatality* data using comparable methods, it is much harder to make cross-country comparisons of *non-fatal* injuries.[1]

Most official data for road traffic injuries are collected by police, yet not all crashes are reported to – or recorded by – the police. Furthermore, accurate assessment of injury severity requires specialized training. Absence of such training means police often rely on proxy indicators such as whether the injured person required hospital admission. However, severity indicators such as this are not standardized across countries – a situation further complicated by issues related to access to care.

As a result, many countries now use hospital data as the basis for figures on non-fatal injuries. On their own, hospital data are not a substitute for police data, but using hospital data in addition to police data can provide valuable in-depth information on outcomes and costs.

Lack of emergency care creates injury outcome disparities

The gross disparities in injury outcomes between high-income countries and low- and middle-income countries relate directly to the level of care received immediately post-crash,

1 Due to a lack of a standardised definition for non-fatal injuries this information was not collected as part of this survey.

and later in a health-care facility. Some estimate that if trauma care systems for seriously injured patients in low- and middle-income countries could be brought up to the levels of high-performing countries, an estimated half a million lives could be saved each year *(12)*.[1]

Quality of care at scene of the crash

In high-income countries, delivering emergency care at the scene of the collision and getting crash victims quickly to a health-care facility is often performed by professionally trained providers using sophisticated equipment and designated vehicles. However, in low-income countries, laypeople such as community leaders, police, or taxi drivers who are trained in basic injury care and the coordination of transportation to a health-care facility can also fulfil these roles.

The most efficient way to activate an emergency response is through a universal, centralized access number with central dispatch (see Box 3). However, when universal access numbers are unavailable (under development or during disasters), partial measures to facilitate access include simple mechanisms to advise patients on the nearest facility and transport options, such as public broadcasts, mobile phone applications, electronic billboards or other mechanisms that provide real-time updates on available care resources.

Health-care staff must be trained in emergency care

Once at a health-care facility, a systematic clinical approach to the management of road traffic victim's injuries can improve outcomes. A consistent approach and systematic evaluation of every injured person ensures that life-threatening injuries are not missed, and that they are treated in order of the danger they pose. Hospitals in low- and middle-income countries are often staffed by general practitioners and nurses who treat a high volume of trauma patients every day, frequently without the support of dedicated trauma care training. Implementing accredited courses on trauma care for doctors and nurses in hospitals receiving a high-volume of trauma victims is an effective way of improving this care. In this assessment, 139 countries report having some type of emergency specialty for doctors, with this proportion higher in both high-income and middle-income countries (85% and 81% respectively) compared to low-income countries (53%). This indicates progress on rolling out such programmes relative to 2010 when 112 countries had such specialty

116 countries have a universal access number to activate emergency service response.

1 Based on calculations showing approximately 2 million injury lives can be saved by such improvements. Of the current deaths and disability adjusted life years resulting from injuries 28% are from road traffic injuries.

BOX 3

Single emergency national access numbers

Currently, 116 countries have a universal access number to activate emergency service response. This compares to 111 countries which had this number in place in 2010. Ideally, a universal emergency telephone number should:

- **be valid throughout the catchment area;**
- **be available from every telephone device (landline or mobile);**
- **be easy to remember and dial (i.e. limited to 3 or 4 digits);**
- **be free of charge;**
- **provide access to a nearby vehicle dispatch centre;**
- **guarantee the confidentially of the caller.**

BOX 4

Trauma care improvement in Khon Khaen, Thailand[a]

In 2006, a review of data from Thailand's northeastern province of Khon Khaen indicated about 10 000 road traffic injured patients visited the hospital's emergency room each year, of whom 4000 were admitted to the hospital.

To examine if patient care was optimal, the hospital's managers created a multidisciplinary trauma care team to design a quality improvement programme. This required the regular review of cases of patients who had died in the hospital as a result of a road traffic crash in order to assess where care could have been better. As a result, opportunities for improved care were identified and a number of quality improvement activities were incorporated into the regular hospital routines. These included regular review of severe and critical patients each week, identification of gaps in care, and implementing simple corrective actions, such as provider training, monitoring protocols for severe cases and resource checks in the clinical setting. Most activities were simple and inexpensive.

The mortality rate among moderately and severely injured road traffic victims was reduced by almost 50% *(13)*.

[a] For a summary of this see *Strengthening care for the injured: success stories and lessons learned from around the world, 2004* (http://www.who.int/violence_injury_prevention/services/success/en/, accessed 16 September 2015).

programmes. Similarly, while the number of countries with a dedicated emergency training programme for nurses is lower at 113, there is nonetheless progress compared to the 96 countries that had such programmes in 2010.

Other solutions to improving the outcome of road traffic injuries include streamlining procedures as part of trauma care quality improvement programmes (see Box 4). These programmes involve examining data on the care and outcomes of injured patients in order to target improvements in such care *(14)*. These programmes require limited costs and have been shown to reduce injuries and deaths *(15)*.

Multisectoral action is essential for effective national road safety strategies

Coordination of road safety efforts across multiple sectors and stakeholders is critical for success. In many countries this role is fulfilled by a lead agency that should ideally have the authority and resources needed to coordinate the implementation of a national strategy.

Currently 167 countries report having an agency that leads national road safety efforts, compared to 162 in 2010. In some countries these take the form of a designated stand-alone agency: for example, the Norwegian Public Roads Administration (NPRA) is a stand-alone entity that coordinates road safety across different sectors and levels of government in Norway, and is involved in reviewing legislation and in data collection and dissemination. In other countries, however, the lead agency is situated within a government ministry: France's inter-ministerial committee is housed within the Ministry of Internal Affairs, while in Vietnam the Ministry of Transport takes the lead in coordinating the country's road safety efforts.

Target-setting is important to the implementation of road safety strategies: 126 countries have specified fatality targets in their national road safety strategies.

Achieving sustained reductions in road traffic injuries requires countries to have a long-term vision and strategy for road safety, and to define the objectives to be attained within the strategy's time period. The process for developing such a national strategy should involve a considerable degree of stakeholder engagement at the national level so that all relevant sectors – health, transport, police, and nongovernmental agencies – invest in a strategy that is itself based on the best possible evidence.

Currently 150 countries have a national strategy for road traffic safety, most of which (131) are partially or fully funded. This is progress relative to the 139 countries that reported the existence of such a strategy in 2010, of which 119 were partially or fully funded.

While a national strategy is essential to defining the vision behind a road safety programme, its implementation requires tangible objectives and, in particular, intermediate targets *(16)*. Target-setting is a valuable means to get – and keep – traffic safety on the political agenda. Most high-performing countries articulate time-bound reduction targets for road traffic fatalities and serious injuries. This survey found that 126 countries have set out fatality targets in their national strategies, with a much lower number (68) specifying reductions in non-fatal injuries[1]. This shows progress relative to 2010, when 112 countries had fatality targets articulated in their strategy and 62 had targets on non-fatal injuries.

1 The lower number of countries with non-fatal targets within their national strategy is likely to be related to the difficulties in defining non-fatal injuries, see page 12.

SECTION 2

LEGISLATION AND ROAD USER BEHAVIOUR

Many countries need to strengthen road safety legislation

In the last three years

17 countries representing 409 million people have amended their laws on one or more key risk factors for road traffic injuries to bring them into line with best practice.

Road safety laws improve road user behaviour – a critical factor in road safety – to reduce road traffic crashes, injuries and deaths. A number of countries have achieved sustained reductions in traffic-related injuries and fatalities through effective road safety programmes that have included legislative change *(2,9)*. The most positive changes to road user behaviour happen when road safety legislation is supported by strong and sustained enforcement, and where the public is made aware of the reasons behind the new law and the consequences of noncompliance.

This section reports on an assessment of countries' current legislation to meet five key behavioural risk factors for road traffic injuries: speed, drink–driving, failure to use motorcycle helmets, seat-belts and child restraints[1]. There is a strong evidence base showing the positive impacts that legislation on each of these risk factors can have on reducing crashes, injuries and deaths *(2)*.

Best practice in drafting and implementing good road safety laws can be used by countries embarking on road safety legislative reform, though it should be recognized that road safety legislation is a dynamic field and that best practice evolves over time. This means that even high-performing countries constantly need to review their legislation, revising and updating it to meet the latest evidence base (this report explores two strong examples of this – drug–driving and mobile phone use while driving – where strong evidence bases have yet to be developed). Additionally, while the evidence base may act as a "blueprint" for laws relating to many risk factors for road traffic injuries,[2] countries must take account of their local legislative context, the traffic situation, and a number of other country-specific factors that may all impact road safety legislation and the manner and speed at which legislative reform should be pursued *(9)*.

This report highlights the progress that has been made in road safety legislation. It shows that between 2011 and 2014 there were 17 countries that made legislative revisions to laws relating to one or more of the five key behavioural risk factors. This represents 409 million people or 5.7% of the world's population. Figure 8 shows the number of countries that have made changes to their laws, by risk factor, and the population represented by these changes.

Enforcement is vital to the success of road safety laws

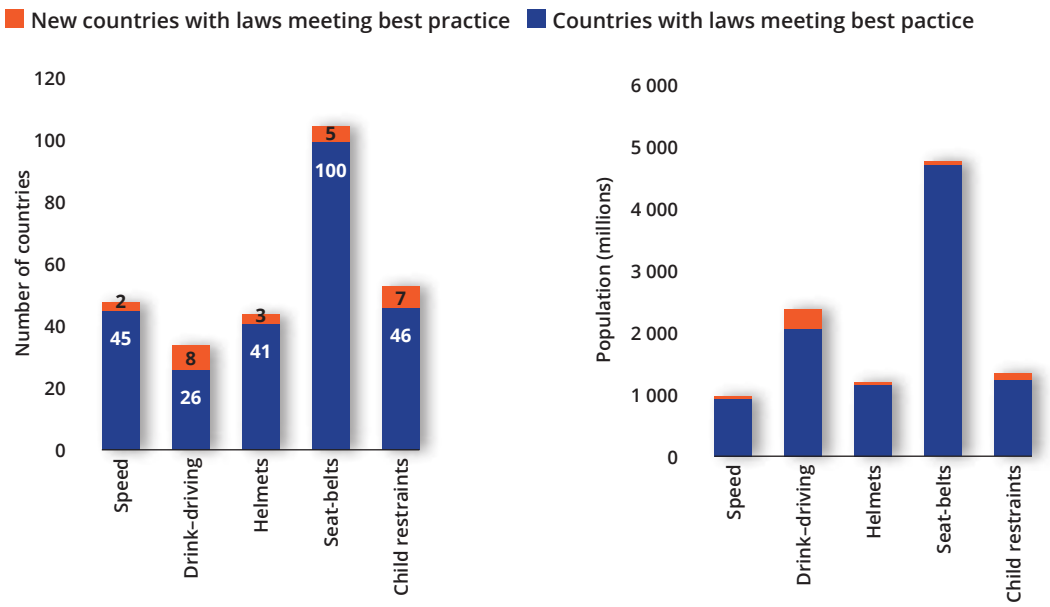
While there is clear evidence that enforcement is critical to the success of laws, the levels of enforcement required for maximum impact are often less readily available and depend on factors such as political will, available resources and competing priorities at a national level. In countries where legislation has not previously been accompanied by enforcement, particularly visible and high levels of enforcement may be needed to persuade the public that breaking the law in future may well result in a penalty. Furthermore, while some countries have dedicated traffic

1 Legislation is also reported on an additional 2 risk factors (drug–driving and the use of mobile phones) but for which evidence on best practice is still being developed.

2 See relevant sections on the five key behavioural risk factors.

FIGURE 8

Changes in legislation on behavioural risk factors 2011–2014 (number of countries and population represented)



police, in many countries the cadre of police officers who are in charge of enforcing road safety laws have many other responsibilities, and their focus on traffic law enforcement can quickly slip down the priority list when faced with other pressing concerns, such as national security.

Poor enforcement of traffic laws and regulations can also result from inadequate resources, administrative problems and corruption, all of which can restrict good laws in acheiving their potential *(17,18)*.

In such situations, advocacy efforts are critical to keep road safety high on the government and public agenda. Public awareness campaigns can be an effective way to do this, increasing understanding and support for enforcement measures and helping sustain a high perception of enforcement, which can itself work as an effective incentive for compliance *(9,19)*.

SLOW MOTS

Reducing speed

Speed is a critical risk factor for road traffic injuries

As average traffic speed increases, so too does the likelihood of a crash *(20)*. If a crash does happen, the risk of death and serious injury is greater at higher speeds *(21)*, especially for pedestrians, cyclists and motorcyclists *(22)*. Male and young drivers are more likely to speed, while other factors likely to influence speed include alcohol, road layout, traffic density and weather conditions.

Ease of mobility must not be at the expense of safety

Easy, quick and relatively low-cost travel is important for people's work and personal lives, and at a national level it is important for economic growth. Safety must lie at the heart of speed management (bringing road users to a safe speed using an integrated set of measures), yet governments and those involved in speed management at local level face challenges when balancing mobility and safety. However, shifting the emphasis towards safety is at the heart of the "Safe System" approach (see Box 5) – a system that underpins successful speed management in high-performing road safety countries such as Sweden.

Within this framework, the speed limit on a section of road takes account of safety, mobility and environmental considerations, as well as the impact of the speed on the quality of life for people living along the road. Where motorized traffic mixes with pedestrians, cyclists, and moped riders, the speed limit must be under 30 km/h. This is due to the vulnerability of these road users at increasing speed: an adult pedestrian has less than a 20% chance of dying if struck by a car at less than 50 km/h but almost a 60% risk of dying if hit at 80 km/h *(22)*. The type of crash that is likely in a particular situation is also an indicator for determining a safe speed. For example, on roads where front impacts with other road users are possible (such as on non-divided rural roads) a "safe speed" will be lower than on motorways, where head on collisions crashes are unlikely.

National speed limits are crucial for effective speed management

Setting and enforcing national speed limits is an important step in reducing speed. Most countries set a limited number of general national speed limits, for example for motorways, urban, and rural roads, with some providing further divisions (for

An adult pedestrian has less than a 20% chance of dying if struck by a car at less than 50 km/h but almost a 60% risk of dying if hit at 80 km/h.

BOX 5

The Safe System approach: accommodating human error

The Safe System approach to road safety ensures that, in a crash, impact energy remains below the threshold likely to result in death or serious injury. It goes beyond establishing speed limits to managing interactions between the environment, infrastructure and physical vulnerability. Within this approach, speed limits are a complementary intervention to creating safer roads, roadsides and vehicles that together work to accommodate driver error. All parts of the system need to be strengthened – roads, roadsides, speed restrictions and vehicles – so that if one part of the system fails, other parts will still protect people involved *(24,25,26)*.

47 countries, representing approximately 950 million people, have urban speed laws that meet best practice.

example between "urban residential" and "urban industrial" areas). Of the 180 participating countries, 97 set maximum urban speed limits of less than or equal to 50 km/h, in line with best practice[1]. Although the definition of urban may vary between countries, given that these areas usually involve a high concentration of pedestrians and cyclists, speeds above 50 km/h would be unsafe. Many countries that set an urban speed limit of 50 km/h have exceptions to allow this speed to be increased in specific circumstances – for example on urban ring roads.

Enforcement of speed limits is essential to make them truly effective *(23)*. Indeed, where countries have changed their national speed limits but have taken little supporting action to enforce them, there have been very limited benefits. This assessment found that only 27 countries (15% of participating countries) rate their enforcement of speed laws as "good" (8 or above on a scale of 0 to 10), suggesting that without ongoing and visible enforcement of speed limit legislation, the potential impact of speed legislation to save lives globally remains vastly unattained.

Local authorities need legislative power to reduce national speed limits where necessary

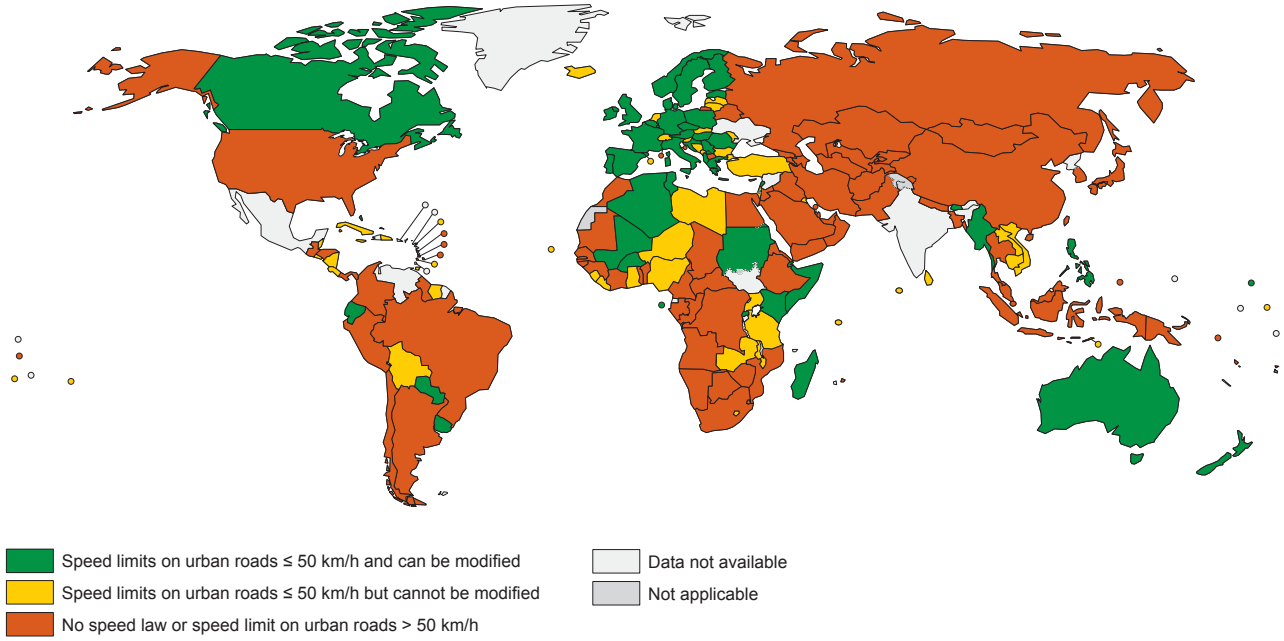
A safe speed is one tailored to fit the road's function and traffic composition and is particularly important on roads with no median barrier and more mixing of traffic and road user types. So, while a country may set a national rural speed limit of 90 km/h, local authorities may need to reduce this on a particular stretch of road that is dangerously curved, or cuts through a residential community.

It is important that local authorities not only have the legal authority to reduce national limits, but also to manage local speeds according to particular road situations and in conjunction with other traffic calming or speed management policies. Such legal authority may be spelled out within the road traffic act itself, or in regulations, decrees or other legal documents beyond those relating to road traffic. However, this survey shows that only 88 of the 180 participating countries allow local authorities to reduce national speed limits.

Additionally, only 47 countries, representing approximately 950 million people, meet both legislative criteria for best practice on urban speed management – a national urban maximum speed limit of 50 km/h, *and* local authority power to reduce this limit to ensure safe speeds locally. Of these 47 countries, 24 are high-income, suggesting that speed management has a long way to go in the countries where it is most needed.

1 Countries where legislation on risk factors is set at a subnational level were analysed according to whether or not a threshold level of subnational jurisdictions met specific criteria. For more information on this see Explanatory Note 1.

FIGURE 9
Urban speed laws, by country/area



BOX 6
Local authorities take the lead on speed

Giving local authorities the legal power to reduce national speed limits in their jurisdictions could produce a variety of results, as local authorities may have different views as to what constitutes an appropriate limit. The United Kingdom's Department for Transport addressed this challenge in 2006 by issuing *Setting local speed limits*, a publication aimed at local authorities.[a]

This publication includes the most important considerations and principles in establishing speed limits, and is a good example of how to harmonize the setting of local speed limits within a country.

[a] See http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106.

Priya

Increasing motorcycle helmet use

Preventing motorcyclist head injuries is becoming increasingly urgent as motorcycle use rises

Data collected for this report shows that between 2010 and 2013 there was a 27% growth in the number of motorized two-wheelers globally. Motorcycles form a high proportion of vehicle fleets in many low- and middle-income countries, and motorcyclists comprise a large proportion of those injured or killed on the roads. While in high-income countries motorcycle deaths typically comprise about 12% of overall traffic deaths, in middle-income countries this more than doubles to 26%. There are also important regional differences: the South-East Asian and Western Pacific Regions have the highest proportions of motorcyclists killed (34% in each), while the African Region has the lowest (7%[1]).

Motorcyclists are at an increased risk because they often share the traffic space with fast-moving cars, buses and trucks, and because they are less visible. In addition, their lack of physical protection makes them vulnerable to injury.

Injuries to the head and neck are the main cause of death, severe injury and disability among motorcyclists. The social costs of head injuries for survivors, their families and communities are high, in part because they frequently require specialized or long-term care *(27)*. Head injuries also result in much higher medical costs than any other type of injury, meaning these injuries can exert a high toll on a country's health care costs and its economy.

Wearing a motorcycle helmet can reduce the risk of death by almost 40% and the risk of severe injury by approximately 70%. Effective enforcement of motorcycle helmet laws can increase helmet-wearing rates and thereby reduce head injuries *(28)*.

Helmet laws should cover all riders and specify a helmet quality standard

While 169 countries (94%) have a national law requiring the use of helmets among motorcyclists, there are a large number of countries where loopholes in these laws potentially limit their effectiveness. For example, of the 169 countries that have a helmet law, only 151 stipulate that the law applies to drivers and passengers, all road types and all engine types. Furthermore, only 74 of the 169 countries (41% of countries responding to the survey) explicitly state that the helmet needs to be correctly worn (i.e. properly fastened with the chin strap) in order to meet the law. While most countries have well-defined (and limited) exemptions to their laws, others contain exemptions that are open to interpretation and therefore harder to enforce: for example, some countries require helmets to be worn only "in built-up areas" or only on roads "where vehicles may be driven at a speed higher than the normal limit". Only 70 countries have national helmet laws that apply to all drivers and passengers, all road types and all engine types, and require the helmet to be properly fastened.

1 This may be influenced by the relatively low proportion of countries in the region that provide data on deaths by road user

Helmets must be of good quality to be effective

The effectiveness of national helmet legislation in reducing injuries also depends on the quality of helmets worn. While there is a high quality international helmet standard (UN ECE regulation 22)[1], concerns with its accessibility and affordability in some low- and middle-income countries have led to some countries developing their own standard. These national standards may be more appropriate to local conditions, more affordable and more readily available, but the quality of helmets meeting these standards varies. Governments developing their own national standards must ensure that the standard meets minimum quality criteria, and that crash-testing facilities are available to test helmets produced to this standard.

Timing the introduction of a helmet standard can also affect its success, as newly set standards cannot be met if there are not enough helmets on the market that meet them (see Box 7). Similarly, new regulations and standards should be rolled out carefully and in coordination with civil society, to help make them as widely accepted as possible. However, many countries (despite having a helmet law) still have no standard at all, or have legislation that is vague about the standard to which it refers. A study in nine low- and middle-income countries found that about half the helmets being used were non-standard helmets, limiting the potential gains of helmet use programmes *(29)*.

Few countries meet best practice when it comes to helmet laws and helmet standards

This report found that only 44 countries, representing 1.2 billion people, have laws that: apply to all drivers and passengers, all roads and engine types, require the helmet to be fastened, and make reference to a particular helmet standard. Those that do are disproportionately high-income

1 See http://www.bbc.com/news/world-africa-31815807

BOX 7

Setting helmet standards in Kenya: a stepwise process

The Kenyan Road Traffic Act requires motorcycle drivers and their passengers to wear helmets that meet a national standard.

Rather than articulating the standard itself, the law makes reference to a standard set out in a separate legal text by the Kenyan Board of Standards (KEBS), established in 1974 as the body in charge of testing, approving, stamping and monitoring a variety of products. So while the helmet legislation in the Road Traffic Act may remain constant over the years, the way it is written allows the standard to be modified and updated without the need to change the legislation. Indeed, in 2012 the Kenya Board of Standards/Vehicles Technical Committee (TC122) finalized a revision to the national helmet standard (KS77).

Although the law is in place and the standard approved, in order for the helmet standard to be put into effect the standard needs to be "published" by regulation and gazetted by the Minister of Transport. However, a 2014 study commissioned through the Bloomberg Initiative for Global Road Safety in Kenya into the availability and access to helmets meeting the new standard found that such helmets were largely unavailable on the Kenyan market. Thus, to date, the new standard has yet to be gazetted by the Ministry of Transport, allowing implementation of the standard and enforcement of the related law to be delayed until standard helmets are more widely available.

countries from the European Region (see Figure 10). This is particularly worrying as South-East Asia Region and the Western Pacific Region are known to have a high proportion of motorcycle deaths, while in the Region of the Americas the proportion of road traffic deaths among motorcyclists is on the rise – increasing from 15% to 20% between 2010 and 2013. The low number of countries meeting best practice on helmet laws in these regions suggests that much stronger laws are needed in most parts of the world.

Enforcement of helmet laws is critical to their effectiveness, yet only 68 countries rate the enforcement of their helmet laws as "good" (8 or above on a scale of 0 to 10). This shows that the issue of ensuring helmets are up to standard and properly worn needs urgent attention.

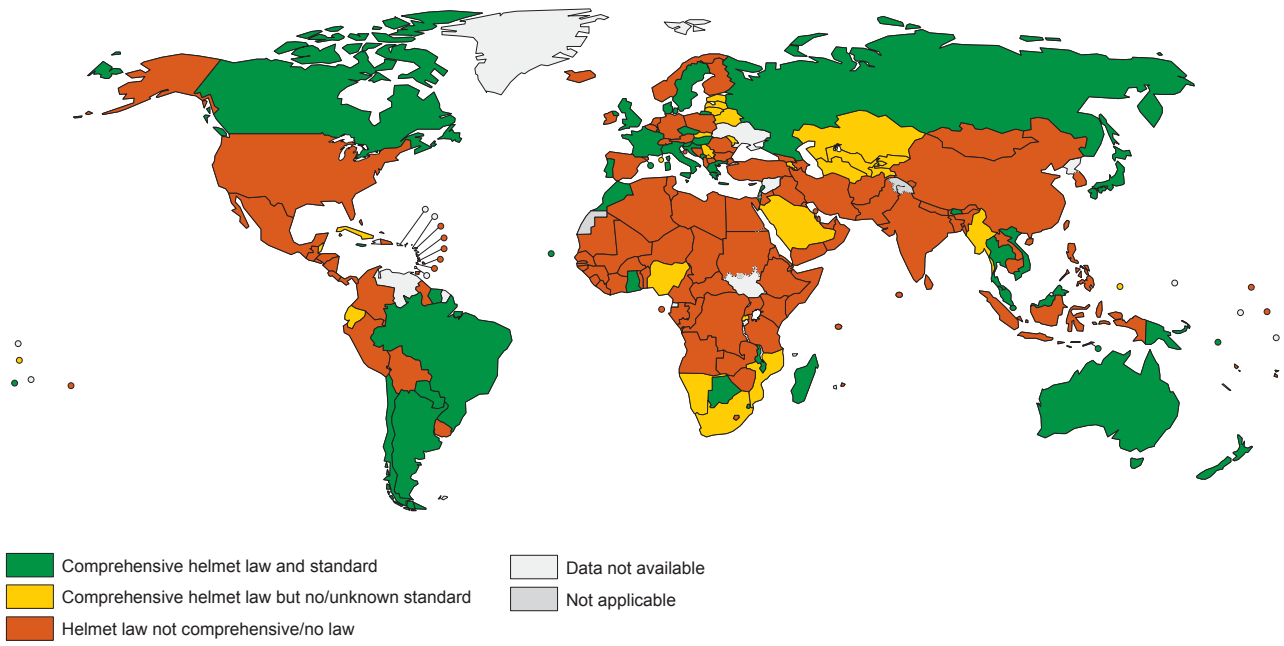
Children legally allowed as motorcycle passengers must be required to wear a helmet

In 46 countries, motorcycle helmet laws specify a minimum age at which children can ride as passengers, ranging from 3 to 14 years old. Other countries do not specify a minimum age in their law, but require that children on motorcycles are tall enough for their feet to reach the foot rests. Generally, children who are legally permitted to ride as passengers are also subject to the country's laws on helmet use and standards[1]. For example, an 8-year-old child in Australia is legally allowed to ride as a motorcycle passenger and is required to wear a helmet meeting the national standard. However, the

1 UN Regulation 22 on motorcycle helmets also contains provision for child helmets.

Only 44 countries, representing 1.2 billion people, have helmet laws that meet best practice and apply a helmet standard.

FIGURE 10
Motorcycle helmet laws and helmet standards, by country/area



situation becomes more complicated in situations where no minimum age is prescribed or where children aged just 2 or 3 years are legally allowed as motorcycle passengers: providing protective headwear for young children is difficult for several reasons, including the fact that the size and shape of the human head evolves rapidly during the first four years of life *(30)*. Nonetheless, some countries in South-East Asia (notably Viet Nam and Malaysia, where motorcycles are frequently the family vehicle) have set national child helmet standards and other countries in the region continue to explore how to address this issue.

More effort is needed to collect data on helmet-wearing rates

In order to assess the effectiveness of efforts to increase helmet wearing, countries need to collect regular data on helmet-wearing rates. However, less than half (41%) of all participating countries have these data available, and in many that do, the data has been gathered using differing methodologies. This often makes comparisons over time and between regions impossible.

Other promising strategies that protect motorcyclists

While this report only addresses helmets as a critical factor to the safety of motorcyclists, there is an increasing body of evidence that relates to other measures that can enhance safety among this group. For example, mandating advanced braking systems (ABS) for all motorcycles, as recently introduced in the European Union, has shown to mitigate injuries and be cost effective; creating lanes exclusive to motorcycle use and requiring daytime running lights that increase motorcyclist visibility are both effective injury reduction strategies, while the use of protective clothing is considered a promising strategy.

Reducing drink–driving

Only 34 countries, representing 2.1 billion people, have drink–driving laws in line with best practice.

Laws based on blood alcohol concentration (BAC) limits can reduce road traffic crashes

Drink–driving increases the chance of a road traffic crash, as well as the likelihood that death or serious injury will result *(21)*. The risk of impairment starts at very low levels of alcohol consumption and rises exponentially with alcohol intake. Drivers with a BAC of between 0.02 g/dl and 0.05 g/dl have at least a three times greater risk of dying in a vehicle crash. This risk increases to at least six times with a BAC between 0.05 g/dl and 0.08 g/dl, and rises exponentially above 0.08 g/dl *(31)*. Drinking and driving is also associated with other high-risk road use behaviours such as speeding or not using seat-belts *(32)*.

Drink–driving legislation, accompanied by visible and rapid enforcement following enactment, is an effective means of reducing alcohol-related crashes. Of those assessed for this report, 176 countries (98%) have a national drink–driving law in place, but only 134 of these are based on BAC limits (or equivalent breath alcohol concentrations). Eighty-four countries (47%) have a drink–driving law based on BAC with a limit of less than or equal to 0.05 g/dl for the general population, in line with best practice. Such laws are much more likely among high-income countries (73%) than middle- or low-income countries (43% and 13% respectively).

This means that 47% of all countries have yet to implement drink–driving laws for the general population that are based on best practice. Even in the 18 countries where alcohol consumption is legally prohibited, a drink–driving law based on BAC of less than or equal to 0.05 g/dl is recommended and in place in some countries, such as in Morocco[1].

Young and novice drivers at increased risk

Young and novice drivers are at a much-increased risk of road traffic crashes when under the influence of alcohol compared to older and more experienced drivers *(31)*. This increased risk has led many countries to implement lower BAC limits for this group. Laws that establish lower BAC limits (≤0.02 g/dl) for young and novice drivers can lead to reductions in the number of crashes involving young people of up to 24% while graduated licensing schemes (which may include lower BAC limits or zero tolerance limits for this group) are also effective at reducing alcohol-related injuries and deaths *(31,32)*. Thirty-five countries (19%) apply limits less than or equal to 0.02 g/dl for this high-risk group.

Taken together these data show that only 34 countries, representing 2.1 billion people, have national drink–driving laws with a BAC limit of less than or equal to 0.05 g/dl as well as lower limits of less than or equal to 0.02 g/dl for young and novice drivers (see Figure 11). Twenty-one of these countries are in the European Region, suggesting the need to extend good practice globally. Nonetheless, progress has been made since 2011, during which time eight countries (representing 287 million people) have brought their drink–driving laws into line with best practice.

1 Enforcing a zero alcohol law can be challenging. In addition some countries where alcohol consumption is legally prohibited do allow limited consumption among non-nationals. A drink–driving law based on BAC is therefore optimal, even in countries where alcohol consumption is legally prohibited.

BOX 8
Reforming drink–driving legislation in Jalisco, Mexico

In 2008, as part of the Bloomberg Philanthropies Global Road Safety Programme, a new road safety initiative was piloted in four locations in Mexico, including the state of Jalisco. One focus of the initiative was to help the government identify gaps in legislation relating to key risk factors and provide support to facilitate improvements to these laws. To this end, a review of road safety laws in Jalisco identified the need to strengthen the law on drink–driving, including reducing the existing BAC limit, which was above recommended best practice.

Strong relationships were established with different stakeholders, including federal and state authorities, local legislators and civil society in order to advocate for legislative change. These efforts included: open forums with civil society and media; expert meetings and informative sessions; and sessions with local authorities and legislators from the main political parties.

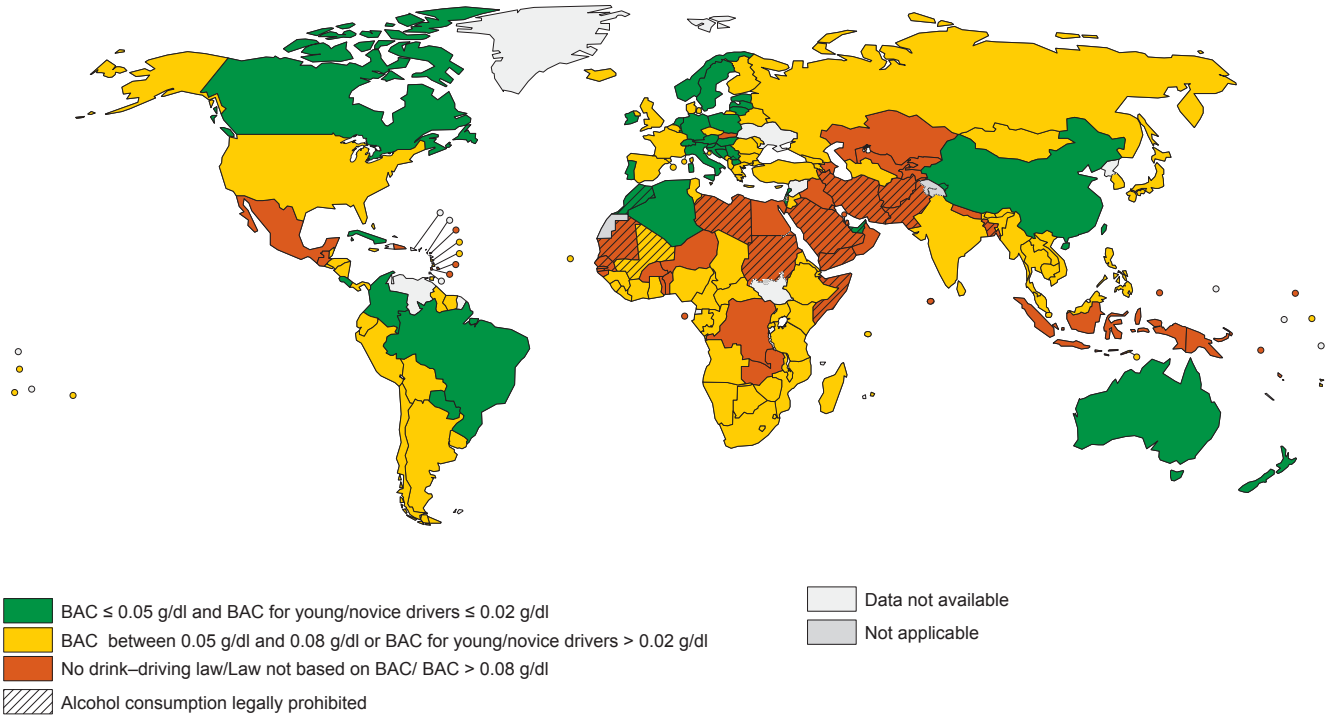
After extensive consultation among local, national and international stakeholders, legislative recommendations were drafted. In November 2010 the new state law, locally known as the "Ley Salvavidas" ("Lifeguard/life-saving law"), was amended to incorporate these provisions, which included lowering the blood alcohol concentration limit from 0.15 g/dl to 0.05 g/dl (in line with international best practice) and stiffer penalties for transgressing this law. Continued monitoring of the law's implementation resulted in findings that it was not having the intended impact because of enforcement challenges. Notably the 2010 law specifically did not provide for the establishment of random alcohol checkpoints, shown to be effective at reducing drink–driving. Between 2010 and 2012, civil society and international road safety organizations engaged with policy-makers to advocate for regulations that would allow for random breath testing, a process which culminated in 2013, when the Jalisco state government adopted an amendment to the 2010 law that formally provided for the establishment of random alcohol checkpoints and a protocol for their implementation. The occasion of amending the law was also used to further increase penalties related to drink–driving.

The law amendment was accompanied by a hard-hitting social marketing campaign[a] that supported dissemination of the new regulations and penalties, and communicated the risk of drink–driving. Alongside this legislative reform process and its dissemination, major capacity building efforts also took place to train and support police in effectively running random alcohol checkpoints.

The effects of the initiative are being monitored. Short-term results have shown significant changes in the proportion of alcohol-related deaths and collision rates in Jalisco following the implementation of the Global Road Safety Programme *(33)*.

[a] See https://www.youtube.com/watch?v=boxRNvH5WEo&index=29&list=PL9S6xGsoqIBWAhPnNtIDoxP3OcRYqaQa0.

FIGURE 11
Drink–driving laws, by country/area



121 countries use random breath testing at checkpoints at specific times.

Commercial drivers involved in drink–driving have more serious outcomes

Commercial drivers are another important group in relation to drink–driving: while drink–driving does not appear to be more prevalent in commercial than private transport, alcohol-related road crashes in commercial transport may result in more serious outcomes because of the greater size and mass of many commercial vehicles, notably those operated by public transport companies *(34)*. Forty-six countries have set legal BAC limits for commercial drivers at less than or equal to 0.02 g/dl.

Enforcement of drink–driving legislation is critical to its effectiveness

Strong enforcement of drink–driving laws improves both their effectiveness and longevity *(21,31)*. Enforcement is also more effective when supported by public awareness campaigns that make potential offenders feel more likely they will be caught, leading to a swift fall in the number of offenders. Random breath testing and police sobriety checkpoints are enforcement mechanisms that have been shown to lead to significant reductions in alcohol-related crashes *(31,35)*[1]. One hundred and one countries report using breath testing at checkpoints at specific times (e.g. holiday periods, when drink–driving prevalence is expected to be higher) while 121 countries use random breath testing, which is more effective at reducing drink–driving. However, only 46 countries rate their enforcement of drink–driving laws as "good".

Other effective strategies to reduce drink–driving

Other mechanisms have strong evidence of effectiveness at reducing

1 Random breath testing (RBT) requires stopping drivers and random, testing all who are stopped. Sobriety checks involve setting up particular checkpoints or road blocks and only testing those suspected of alcohol impairment. While RBT is most effective, both approaches are shown to reduce alcohol-related crashes.

drink–driving. Graduated driver licensing systems are initiatives that allow for a controlled and supervised phasing-in of many driver privileges over a period of time for new, young drivers. Evaluations of these systems have reported significant reductions in crashes and fatalities, with estimates of effectiveness varying from 4% to up to 60% *(21)*. The purpose is to protect beginners while they are learning, allowing and encouraging them to obtain driving experience on the road under conditions of low risk.

Alcohol ignition interlocks (or alcolocks), are automatic control systems designed to prevent driving with excess alcohol. They require the driver to blow into an in-car breathalyser before starting the ignition. If the device detects alcohol in excess of the threshold value (which can be set a different levels), the vehicle will not start. Alcolocks have been shown to be effective in preventing recidivism for both first time and repeat offenders and can play an important role in rehabilitation programmes *(36,37)*.

More work is needed collecting data on drink-driving

Measuring the contribution of drink–driving to road traffic crashes helps countries evaluate the impact of efforts to prevent it. Only 95 countries have any data on the proportion of road traffic deaths attributable to alcohol, ranging from less than 1% of deaths in Costa Rica and Oman, up to 58% in South Africa[1]. In some countries these data may be available from police crash reports. Police data are likely to be an underestimation of the problem, however, as police test only a small proportion of drivers involved in a crash for alcohol consumption. In other countries, all drivers who are involved in a fatal crash are routinely tested for alcohol. Although considered good practice, this happens in just 53 countries (31%).

1 This does not include countries with very small populations and small numbers of road traffic deaths, where up to 100% of deaths may be attributable to alcohol.

Only 53 countries test all drivers who die in a crash for alcohol use.

Increasing seat-belt use

Seat-belts limit the movement of vehicle occupants in the event of a crash, dispersing the force of the restraint to reduce the likelihood of serious or fatal injury. They work as part of the wider occupant restraint system that includes airbags, seats, head rests and the vehicle structure itself (see Section 3).

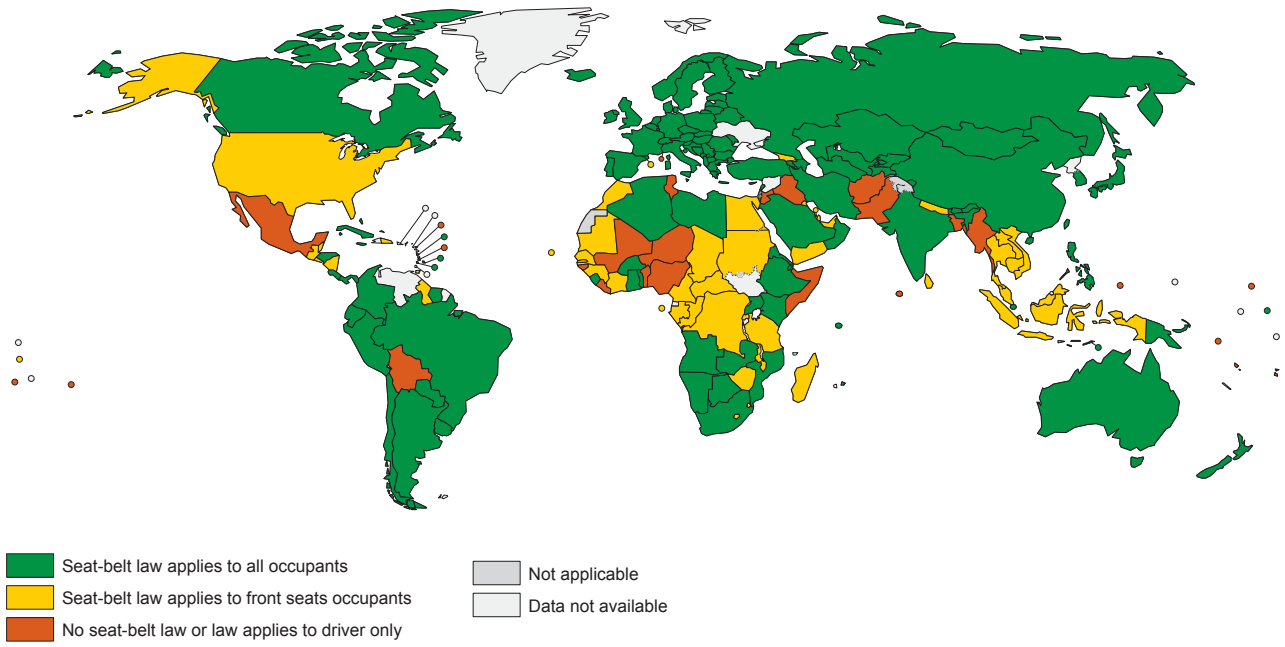
Wearing a seat-belt reduces the risk of a fatality among drivers and front-seat occupants by 45–50%, and the risk of minor and serious injuries by 20% and 45% respectively. Among rear-seat occupants seat-belts reduce fatal and serious injuries by 25% and minor injuries by up to 75% *(21)*. Wearing a seat-belt also significantly decreases the risk of being thrown from the vehicle in the event of a crash.

There are factors that can reduce seat-belt wearing rates – for example where there are more passengers than available seating positions in a car, or where there are no anchorage points, or where these have been tampered with – but seat-belt legislation, when combined with strong and sustained enforcement, is an effective mechanism for increasing seat-belt wearing rates *(38)*. Requiring standards for vehicles to ensure seat-belt anchorage points is also an important strategy to maximize the success of seat-belt wearing initiatives.

Just over half of all countries have enacted good seat-belt laws

The report shows that some progress has been made in countries modifying their seat-belt laws. Specifically, five countries, representing 36 million people, have brought their seat-

FIGURE 12
Seat-belt laws, by country/area



belt laws into line with best practice since 2011. While 161 countries have national seat-belt laws, only 105 countries, representing 4.8 billion people, meet best practice by including rear-seat occupants as well as front-seat occupants (see Figure 12). Other countries have seat-belt laws that, while they might apply to all passengers, have exclusions that weaken the law: for example, some countries apply a seat-belt law only on roads where vehicles may be driven at a speed higher than the normal limit, and others require seat-belt use only inside or outside cities. Such clauses dilute the impact of seat-belt law and create challenges for police tasked with implementing it.

In a number of high-income countries, seat-belt wearing rates are high among both front and rear-seat occupants. For example, France has a seat-belt wearing rate of 99% among front-seat occupants and 87% among rear-seat passengers. Enforcement is key to achieving such high-compliance with legislation, but only 52 countries rate their enforcement of laws as "good" (8 or above on a scale of 0 to 10).

Almost half of all countries collect seat-belt wearing data

To assess the impact of interventions to promote seat-belt wearing, countries need to collect regular, robust data on seat-belt wearing rates. Such data are important as an intermediate indicator of the broader goal of reducing injuries and fatalities, and can help sustain political and public support for these efforts. Only 84 countries have any data on seat-belt wearing rates, with this number disproportionately higher in high-income countries (77%) than in low- and middle-income countries (7% and 43% respectively).

105 countries, representing 4.8 billion people, have seat-belt laws that cover both front and rear-seat occupants.

Increasing child restraint use

Protecting children requires properly fitting restraints

Seat-belts are not designed for children and do not offer the protection they give adults, but restraining them with adult seat-belts is preferable to letting them travel unrestrained. However, the best solution is to use age-appropriate child restraints. Children in an appropriate restraint are significantly less likely to be killed or injured than unrestrained children, and are also less likely to be killed or injured than children using adult seat-belts *(21)*.

The effectiveness of child restraints in reducing injury or death varies by type of restraint. Rear-facing restraints for babies and infants (under 1 year) have been shown to reduce the risk of death or injury by 90% compared to being unrestrained *(39)*. Forward-facing child restraints reduce the risk of serious injury by almost 80% compared to children restrained only by seat-belts. Children in booster seats, generally aged 4 to 10 years, have a 77% reduced risk of being injured in a crash compared to unrestrained children *(39)*.

Additionally, children are safer seated in the rear of a vehicle than in the front *(21,39)*. Eighty-four countries have enacted laws preventing children sitting in the front of the vehicle – most such laws restrict children from sitting in the front if they are under a certain age (usually between 10 and 12 years) or under a specific height (usually between 135 and150 cm).

Legislation mandating the use of child restraints can be an effective way to increase the use of restraints and reduce injuries *(21)*. While 96 countries have a child restraint law of some type, only 85 countries base this law on age, weight or height - an important factor in achieving effectiveness. Most high-income countries have such a law while only a third of low- and middle-income countries base their child restraint law on one or more of these criteria.

Child restraint laws are notably lacking in some regions of the world: only one country in the South-East Asia Region – Timor Leste – and countries/areas in the Eastern Mediterranean Region (Lebanon, Saudi Arabia and the West Bank and Gaza Strip) have child restraints laws.

In this report, two criteria were considered necessary to meet best practice on child restraint legislation:

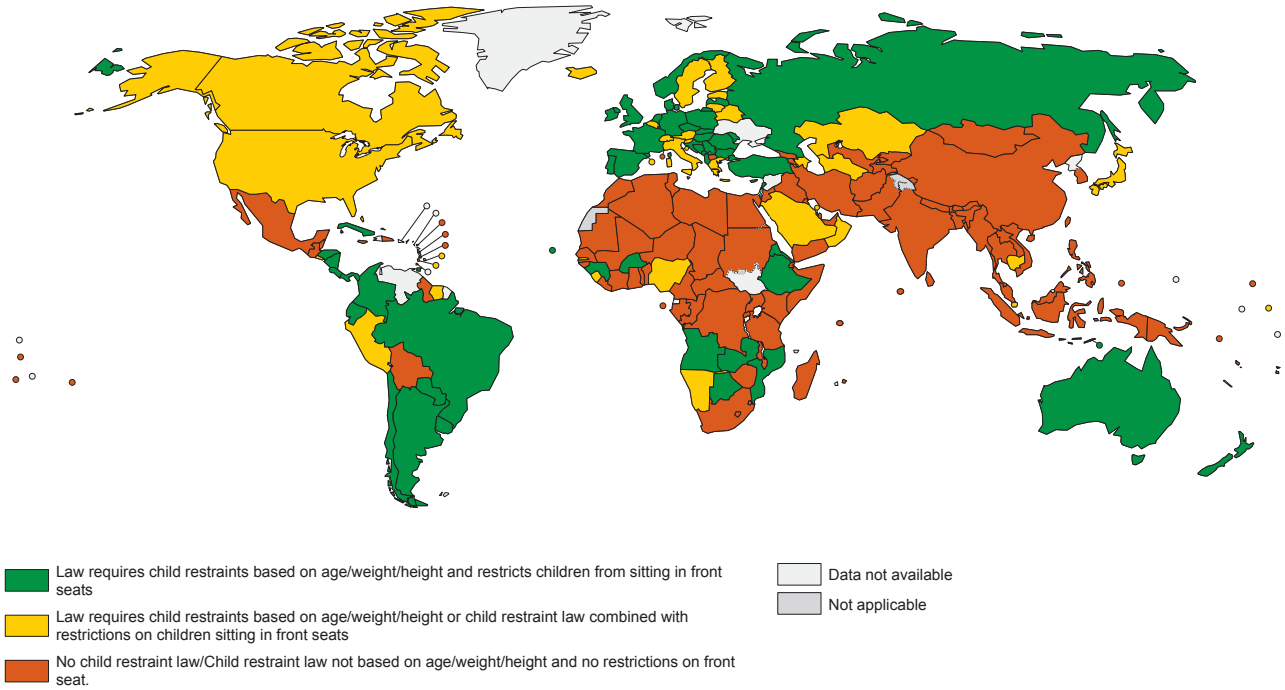
BOX 9

Meeting the child restraint challenge: ISOFIX

A 2011 EU study found that the average rate of misuse of child restraints was about 65%, confirming that many children are still incorrectly secured in cars *(40)*. The ISOFIX system was developed to reduce misuse of child restraints and make them more effective. However, further progress in 2013 was made with the adoption of a new UN Regulation on "i-size" child restraints, which should further simplify child restraint use while simultaneously increasing safety. Until such a system is universally used, however, some countries have "car seat check" systems at local levels that provide free advice on correct installation.

See http://www.unece.org/fileadmin/DAM/trans/doc/2014/wp29grsp/GRSP-56-27e.pdf

FIGURE 13
Countries meeting best practice criteria on child restraint laws



the existence of a law that applies an age, weight or height restriction on children sitting in the front seat, and a national child restraint law based on age, height or weight. When taken together, the report shows that only 53 countries meet both these criteria, representing just 17% of the world's population (see Figure 13). Nonetheless, progress is being made: seven of these countries, representing 101 million people, have brought their child restraint laws into line with best practice in the past three years.

Compliance with child restraint laws is low

Even though legislation has an important role in increasing child restraint use, achieving compliance with child restraint laws is challenging, even in high-income countries. For example, in the United Kingdom, 75% of children aged 1–4 years were using an appropriate child car restraint but this rate is much lower for children aged 5–9 years *(41)*. Studies in a number of high-income countries have shown that in a large proportion of vehicles, child restraints are not fitted into the car nor used correctly. Incorrect fitment and use seriously compromises the effectiveness of the restraint system. The cost of child restraints can also be prohibitive to many families and may be a challenge to the effectiveness of legislation. While enforcement of child restraint laws is frequently weak- this report found that only 22 countries rate their enforcement of child restraint laws as 'good' (8 or above on a scale of 0 to 10).

Increasing compliance requires additional efforts that address these challenges – facilitating access-distribution of restraints, supporting correct useage, and addressing issues of access and cost *(42,43)*. Community-based education and distribution schemes, maternity hospital loan schemes, voucher programmes to encourage subsidized purchase of restraints, and checking programmes that verify correct fitting are many of the strategies that have had promising

53 countries, representing 1.2 billion people, have a child restraint law that meets best practice.

results in many high-income countries *(43,44)*. Enforcement of child restraint laws remains critical to their success, but it is also important (as more low- and middle-income countries adopt child restraint laws in line with good practice) that learnings from high-income countries on boosting child restraint use are applied, helping laws achieve their maximum potential more quickly.

Assessing the impact of child restraint laws is further complicated by the low number of countries with data on child restraint use by age group. Only 25 countries have any data at all on child restraint rates.

BOX 10

Weak laws in the world's 10 most populous countries put 4.2 billion lives at risk

The world's 10 most populous countries account for almost 4.2 billion people and 56% of the world's road traffic deaths (703 000). None of these countries has laws on all five risk factors, in line with best practice.[a] If these countries were all to bring their road safety laws in line with best practice, and adequately enforce them, there would be huge potential to save lives and reduce injuries resulting from road traffic crashes. Furthermore, this would go a long way towards reaching the target reduction in road traffic deaths identified in the Sustainable Development Goals.

An analysis of legislation of these countries (see Figure 14) shows that:

- none of the 10 countries meets best practice criteria across all 5 risk factors;
- no country meets best practice legislation for speed;
- only two countries meet best practice criteria on drinking and driving, representing 1.6 billion people;
- three countries, representing 470 million people, have laws meeting best practice on helmets;
- five countries have seat-belt laws that meet best practice, representing 3.1 billion people;
- only two out of 10 countries have child restraint laws meeting best practice, representing 340 million people.

[a] Countries where legislation on risk factors is set at a subnational level were analysed according to whether or not a threshold level of subnational jurisdictions met specific criteria. For more information on this see Explanatory Note 1.

FIGURE 14

Ten most populous countries and best practice legislation

	Speed	Drink–driving	Helmets	Seat-belts	Child restraints
China		✔		✔	
India				✔	
USA					
Indonesia					
Brazil		✔	✔	✔	✔
Pakistan					
Nigeria					
Bangladesh					
Russian Federation			✔	✔	✔
Japan			✔	✔	

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Reducing drug–driving

Drug–driving is an emerging road safety issue

While a considerable amount is known about the magnitude of problems associated with drink–driving and the effectiveness of related countermeasures, much less is known about driving when impaired by other psychoactive substances. To date, there are no global estimates of deaths resulting from drug–driving, nor is the prevalence of drug–driving known, either at global or regional levels. However, growing recognition of the problem of drug–driving has led to increased focus on this area among road safety policy-makers and researchers *(45)*.

There are a wide variety of psychoactive substances that have the potential to adversely affect driver behaviour. These include:

- many illicit drugs (e.g. cannabis, cocaine)
- psychoactive[1] and analgesic prescription medicines (such as benzodiazepines, opioides)
- new psychoactive substances coming on the market.[2]

The effects of such substances on driver behaviour and crash risk vary considerably depending on the substance itself. A meta-analysis that compiled information from 66 studies showed an increase in risk of a crash for 11 different drugs tested *(46)*.

The difficulties of addressing drug–driving

Efforts to reduce drug–driving are, to a large degree, influenced by the wealth of experience gained in

1 A psychoactive drug is any chemical substance that changes brain function and results in alterations in perception, mood, or consciousness.

2 New psychoactive substances that are on the global drugs market are substances that are not under international control, but mimic the effects of controlled substances. These substances also have the potential to pose serious risks to public health and safety *(45)*.

BOX 11
Drug–driving legislation in the United Kingdom

In 2012, the UK government announced a new offence in relation to driving with specific controlled drugs in the body above the drugs accepted limit. The aim was to reduce expense, effort and time wasted from prosecutions that fail because of difficulties proving a particular drug impaired a driver.

Following a report from a panel of experts and a drug-driving consultation the government decided to take:

- a zero tolerance approach to eight drugs most associated with illegal use – for example, cocaine;
- a road safety risk based approach to eight drugs most associated with medical uses, such as methadone;
- a separate approach to amphetamine that balances its legitimate use for medical purposes against its abuse.

On 2 March 2015, eight general prescription and eight illicit drugs were added into new regulations that came into force in England and Wales. Regulations on amphetamines came into force on 14 April 2015.

See https://www.gov.uk/government/collections/drug-driving#table-of-drugs-and-limits

relation to drink–driving and usually involve a combination of laws, enforcement and primary prevention *(45,47)*. However, the situation is more complex in relation to drug–driving for the following reasons.

- The term "drugs" encompasses a wide variety of substances – some illegal but widely used; others prescribed, legally purchased and taken; others bought over the counter.
- Detecting and measuring levels of psychoactive substances is more complicated than detecting alcohol in breath, and requires samples of blood, urine or saliva. It also requires sophisticated levels of expertise among police to recognize impairment and carry out tests.
- Crash risk for drugs is more complicated to ascertain than for alcohol and depends on the drug concerned. Since different types of drugs stay in the bloodstream for different lengths of time, this can complicate the ability to link a positive drug presence with crash risk.
- Lack of scientific evidence on the links between drug levels, impairment and crash risk for many drugs makes it difficult to set threshold limits for each substance.

Countries are enacting drug–driving legislation based on evolving evidence

As a result of these complicating factors, objective measures akin to BAC limits are largely lacking in most countries' laws on drug–driving. While 159 countries (93% of those assessed) have national legislation prohibiting drug–driving, most of these laws do not define what substances are considered to be drugs. Some countries get around citing specific substances in their drug–driving laws by applying "zero tolerance", which simply reinforces laws relating to the illegal possession and consumption of drugs. A handful of countries, however, include a list of drugs in their road traffic laws. For example, Luxembourg prohibits

159 countries address drug–driving in their road safety legislation but in most cases these laws are too vague to be effective.

driving under the influence of cannabis (tetrahydrocannabinol, or THC), amphetamine, methamphetamine, morphine and cocaine. Other countries have moved towards specifying limits of drugs where threshold levels for crash risk have been established (see Box 11). This strategy is in accordance with recommendations of the meta-analysis already referred to which recommend: establishing threshold levels for certain drugs where there is a solid science base linking consumption levels with crash risk; a standardized approach to testing for specific drugs; and for consensus to be articulated on optimal enforcement procedures relating to specific drug–driving laws *(46)*.

Training police to recognize and test for drug–driving

Where a threshold level has been articulated in legislation, enforcement officers must be trained to collect samples of bodily fluid for testing. However, for drugs that as yet have no set threshold, enforcement officers must be trained to recognize signs and symptoms of drug use; assess impairment, and take samples to determine the type and level of substance present.

Random checkpoints are a widely used and effective way to reduce drink–driving, but the same body of evidence around checkpoints for drug–driving does not yet exist. Some countries allow random drug testing, while others allow it but only if another offence (e.g. speeding or dangerous driving) seems to have been underway at the time. What is clear is that investing in enforcement of drug-driving at the expense of drink-driving programmes is not effective since drink–driving remains a higher priority for most countries' road safety.

Reducing distracted driving

Distracted driving is a serious and growing threat to road safety

While there are different types of driver distraction[1], the rapid growth in possession and use of mobile phones – as well as other in-vehicle technologies – is an area of great concern to policy-makers involved in improving road safety.

Mobile phone use creates various types of distraction: visual, auditory, manual and cognitive *(48,49,50)*. Texting involves cognitive distraction, as well as longer periods of both manual and visual distraction.

Evidence shows that the distraction caused by talking on mobile phones can impair driving performance in a number of ways, e.g. longer reaction times (notably braking reaction time), impaired ability to keep in the correct lane, and shorter following distances. Texting also results in considerably reduced driving performance, with young drivers at particular risk *(51)*.

Four-fold increase in crash risk when talking on a mobile phone while driving

One study found that 69% of drivers in the United States of America (USA) had used their mobile phone while driving within the previous 30 days – a percentage higher than in Europe, where it ranged from 21% in the United Kingdom to 59% in Portugal *(52)*. The contribution of mobile phone use to crashes, however, is unknown in many countries, as data on mobile phone use is not routinely collected when a crash occurs: only 47 countries collect data as part of regular police crash reports, while another 19 carry out regular observational studies to obtain such data. An overview of available data suggests that drivers talking on a mobile phone are approximately four times more likely to be involved in a crash than those who are not. Hands-free phones appear to have no significant advantage over hand-held phones – most likely because the most dangerous type of distraction (cognitive) applies equally to both.

Although most of the research carried out in this area relates to driver of four-wheeled vehicles, the role of mobile phone use in motorcycle crashes is also becoming an increasing concern. As motorcycle fleets increase in many parts of the world, monitoring the prevalence of mobile phone use among drivers of two-wheelers and estimating the contribution of this behaviour to road traffic injujries will become increasingly important *(53)*.

Evidence on effective ways to reduce mobile phone use while driving is still evolving

To date, there is little information on the effectiveness of interventions to reduce mobile phone use while driving *(48,54)*. As a result, a number of countries are following an approach that has been known to be successful in addressing other key risk factors for road traffic injuries. Legislation prohibiting the use of hand-held mobile phones while driving exists

Legislation prohibiting the use of hand-held phones while driving exists in 139 countries, while a further 31 countries prohibit both hand-held and hands-free phones.

1 These include "internal" distractions, including behaviour in the vehicle that may be distracting (e.g. smoking, eating), as well as external distractions, such as the visual distraction associated with looking at billboards and other roadside advertising.

in 138 countries, and a further 31 countries prohibit both hand-held and hands-free phones. However, due perhaps to difficulties enforcing this legislation, there remains little evidence of the effectiveness of such measures: in the Netherlands, mobile phone use has been banned since 2002 but there is mixed evidence about the impact of this measure *(55)*.

Other measures also being considered and implemented at a subnational level to reduce mobile phone use include:

- phone apps that divert calls to an answerphone while driving above 10 km/h;[1]
- in-car features that warn the driver of sudden lane departures;
- employer action – many companies now address distracted driving among employees by limiting or prohibiting the use of mobile phones while driving.

Such measures need better evaluation but given the current challenges with enforcing legislation on mobile phone use in cars, they may serve as effective additional strategies to reducing the prevalence of distracted driving and the injuries that result.

1 An example is the 'Auto Reply App' introduced by the Dutch Traffic Safety Association. This app prevents the phone from ringing at speeds higher than 10 km/h. At the same time a message is sent to the person who is calling which says that the driver is presently not available as he or she is behind the wheel *(55)*.

SECTION 3

SAFER VEHICLES AND ROADS

Policymakers must give more attention to making vehicles and roads safer

Electronic stability control (ESC) is effective at reducing crashes and saving lives but only 46 countries apply a mandatory ESC regulation.

Most countries fail to apply minimum UN safety standards to new cars

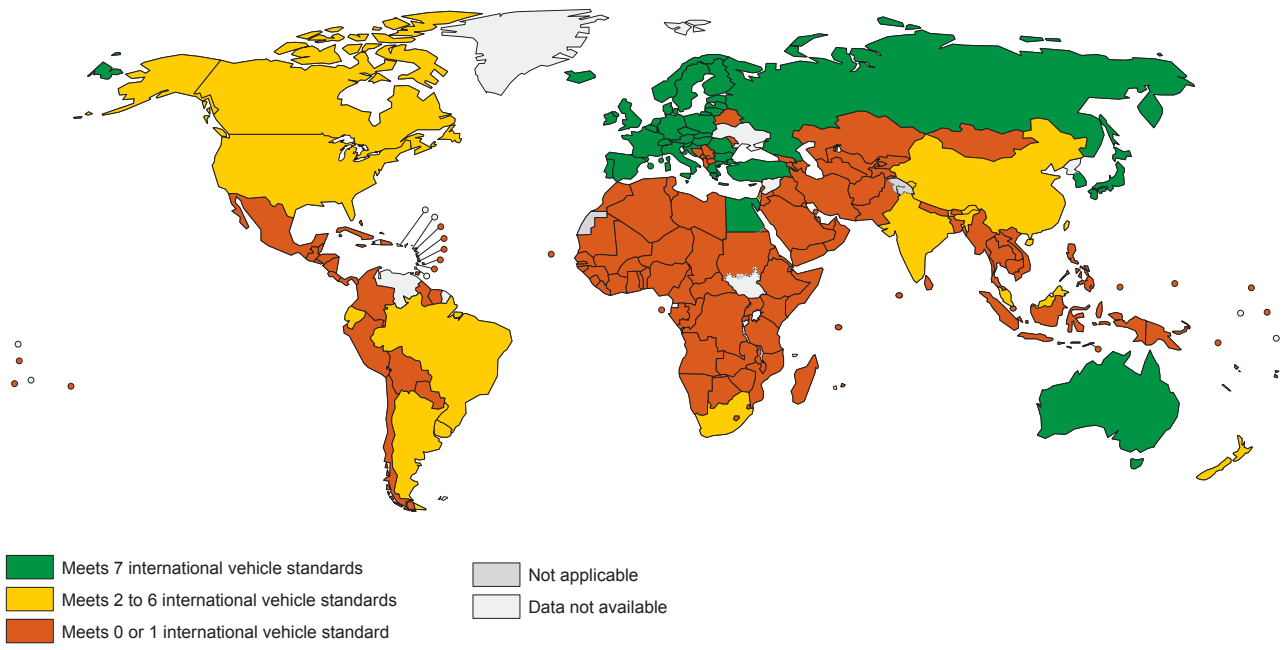
The massive investment in road infrastructure over the past decade has been accompanied by rapid global motorization *(56)*. Indeed, this report shows that the past three years alone have seen a 16% increase in the number of registered motorized vehicles. This growth is highest in the world's emerging economies: in 2014 there were a record 67 million new passenger cars on the world's roads, with nearly 50% of these produced in middle-income countries *(57)*.

Safe vehicles are an important part of the Safe Systems approach (see page 21), as they play a critical role both in averting crashes and reducing the likelihood of serious injury in the event of a crash.

Over the past few decades a combination of regulatory requirements and consumer demand has led to increasingly safe cars in many high-income countries. Many of the features that began as relatively expensive safety "add-ons" in high-end vehicles have since become much cheaper and – in some countries – are now mandatory requirements for all vehicles *(40)*.[1] However, rapid motorization in low- and middle-income countries – where the risk of a road traffic crash is highest – and the growing manufacture and use of vehicles taking place in these emerging economies means there is an urgent need for these minimum vehicle standards to be implemented by every country.

1 Note that this report focuses on safety regulations of new cars, although the need for these regulations to be extended to older cars in existing vehicle fleets is also very important. Some countries apply such standards to new cars as a first step and then phase-in their application to vehicles already in circulation.

FIGURE 15
Countries applying priority UN vehicle safety standards



Vehicle safety regulations function differently around the world. In some countries or regions they are extremely strict, while in others they are weak or non-existent. In the absence of appropriate standards automobile companies are able to sell old designs no longer legal in well-regulated countries. Alternatively, automobile companies may "de-specify" life-saving technologies in newer models sold in countries where regulations are weak or non-existent. For example, a global car manufacturer required to ensure that the vehicles it sells in high-income countries all have electronic stability control (ESC) can sell the same model to markets without this life saving technology if the country does not apply the ESC regulation.

Nonetheless, at the international level there are efforts to harmonize this system of regulations, ultimately facilitating the roll-out of best practice and making practices such as de-specification more difficult. The UN World Forum for Harmonization of Vehicle Regulations[1] is the primary global body responsible for the development of passenger car safety standards and its regulations provide a legal framework covering a range of vehicle standards for UN Member States to apply voluntarily. Through the World Forum, motor vehicles can now be internationally approved without further tests, provided they meet the relevant UN regulations that include both "crash-worthiness" (providing protection when an incident occurs) and "crash avoidance" (preventing a collision from happening at all) *(58)*. This report considers seven priority regulations of the UN World Forum that apply to passenger vehicles. Figure 15 highlights countries applying the three regulations considered to be the most important, as well as those applying all seven priority regulations.[2]

Standards protecting occupants in front and side impact crashes are poorly implemented

The World Forum's most important crash-worthiness regulations help to protect occupants withstand front and side impact crashes.[3] During simulated tests, energy absorbed by the crash-test dummy must be below a certain threshold for the car to pass the tests. However, these requirements are poorly implemented globally: 49 countries (27%) apply the UN frontal impact test regulation and 47 (26%) apply the side impact test regulation. These are predominantly high-income countries.

Electronic stability control is highly effective and should be mandatory in all vehicles

The most important UN regulation for crash avoidance is electronic stability control. ESC aims to prevent skidding and loss of control in cases of oversteering or understeering, and is effective at preventing different types of crashes (single car crashes, head-on and rollover crashes, and crashes involving multiple vehicles), reducing both serious and fatal injuries *(59,60)*. The success of ESC has led to it rapidly becoming mandatory in many high-income countries.

Nonetheless, at a global level only 46 countries adhere to the UN regulation[4]

Pedestrians account for 39% of road traffic deaths in the African Region, yet only one African country has signed up to the UN safety standard that protects pedestrians in the event of a crash.

1 Hosted by the United Nations Economic Commission for Europe (UNECE).

2 The first is the most important minimum standard for crashworthiness, the second is the most important for crash avoidance, and the third is important for non-car occupants.

3 UN Regulations 94 and 95. In the USA the corresponding tests are FMVSS 208 and 214.

4 UN Regulation 13H. In the USA the equivalent requirement is FM126.

on ESC, of which the majority are high-income countries. The technology is also effective in commercial vehicles such as trucks, coaches and mini-buses. This suggests that there is enormous life-saving potential for this technology across the world's entire vehicle fleet that has yet to be tapped globally.

Vehicles can be built to better protect pedestrians

This report shows that pedestrians comprise 22% of all road traffic deaths – approximately 275 000 deaths a year globally. The most serious pedestrian injuries are usually caused by the direct impact of the vehicle rather than by being thrown into the road. The severity of injury is influenced by factors such as speed and type of vehicle, and by the design of the front of the vehicle.[1]

Until recently, vehicle design incorporated few features to protect pedestrians, but there is an increasing effort to include design elements that reduce the likelihood of pedestrian

1 Severity is also influenced by biological factors.

BOX 12
New Car Assessment Programmes drive consumer demand for safer vehicles

New Car Assessment Programmes (NCAPs) are highly successful in promoting supply and demand for safer vehicles. Typically, NCAPs carry out crash tests on dummies in new cars to rate the vehicle's performance – five stars represent the top score. In some areas NCAPs use tests that meet UN regulations, but they can also test the extent to which cars perform above these minimum standards. For example, they can test frontal impact performance at speeds higher than those used in the UN regulation test.

There are currently nine NCAPs or similar bodies around the world. Although all NCAPs use star ratings to rank vehicle safety, five stars do not necessarily represent the same level of car safety in all regions. For example, in some NCAPs, a five-star rating means the model has ESC, while in regions where ESC is not yet applied, a five-star NCAP rating does not include ESC.

NCAPs can play a powerful role in encouraging consumers to choose vehicles based on safety. For example, the Australasian NCAP (ANCAP) has crash-tested more than 490 vehicles and its results, published regularly, have been instrumental in pushing up the proportion of cars meeting ANCAP's five-star standard. A decade ago only 20% of cars tested by ANCAP achieved five stars, whereas in 2013 this figure had risen to 80%. Studies showing that the risk of being killed in a one-star vehicle are double those of a five-star have made ANCAP-tested vehicles a powerful consumer tool contributing to this progress.

In newer NCAP programmes, such as Latin America, results of the first NCAP programme in 2010 indicated that safety in top selling cars lagged 20 years behind North America and Europe. However, by 2014, five models were awarded five-stars and were well above regulatory requirements.

The Global NCAP organization supports new testing programmes in rapidly motorizing countries. In 2013, a testing project was initiated in India on five key models that together account for around 20% of all new cars sold in the country. The models were tested at both the UN frontal impact testing speed (56 km/h), and at the higher NCAP speed, 64 km/h. Four of the five models failed the UN regulation test and all scored zero at 64 km/h as a result of either poor structure or lack of air bags. Photographs of the tested cars – collapsed and showing high risks of life-threatening injuries to occupants – triggered important developments. Manufacturers have offered to adhere to particular standards to improve the safety of some of the tested vehicles, while discussions with the Government of India have led to pledges to apply UN-equivalent crash-test standards for front and side impact in two phases. A local NCAP (called the Bharat New Car Assessment Programme) is also being developed and will be operational when testing facilities are ready.

collision and/or reduce the severity of pedestrian injury in the event of a crash. Softer bumpers, combined with better bonnet area clearance and removal of unnecessarily rigid structures are required to reduce the severity of a pedestrian impact with a car. The UN regulation for pedestrian protection encourages the design of these more "forgiving" car fronts. However, only 44 countries apply this regulation and again, these are overwhelmingly high-income European countries. Indeed, only one African country (South Africa) applies this standard, and yet 39% of road traffic deaths in the African Region are among pedestrians.

Vehicle standards and fixtures are crucial to improving seat-belt and child restraint use

Seat-belts and child restraints are extremely effective at saving the lives of car occupants in the event of a crash. Ensuring that vehicle manufacturers fit seat-belts and the fixtures necessary for child restraints is therefore critical to reducing road traffic fatalities.

The seat-belt regulation that forms part of the UN's vehicle standard regulations ensures that seat-belts are fitted in vehicles when they are manufactured and assembled; the anchorage regulation ensures that the seat-belt anchor points can withstand the impact incurred during a crash, to minimize the risk of belt slippage and ensure that passengers can be safely removed from their seats if there is a crash. Fifty-two countries apply regulations on seat-belts and seat-belt anchorages. The child restraint regulation means that instead of holding the child seat in place with the adult seat-belt, the vehicle is equipped with ISOFIX child restraint anchorage points to secure the restraint that are attached directly to the frame of the vehicle. Forty-eight countries apply the regulation that supports the use of ISOFIX seats.[1]

While much progress has been made in recent decades to make vehicles safer, there is enormous scope for many more lives to be saved if countries apply minimum safety standards to their manufacture and production.

The World Forum regulations are an important step in ensuring that this happens, and for rolling out good practice in vehicle safety. However, to date, only 40 countries meet all seven priority safety regulations surveyed in this report (and recommended by the Global New Car Assessment Programme),[2] and these are overwhelmingly high-income countries. There are also worrying disparities in where these regulations are applied: the Americas, Eastern Mediterranean, African and South East Asia regions are notably absent from applying these regulations (see Figure 15).

Given the increase in vehicle production in the emerging economies, it is important that these new vehicle-producing countries take steps to ensure basic standards for those to whom they sell cars. Similarly, ensuring that all low- and middle-income countries adhere to minimum vehicle safety regulations would make it difficult for automobile manufacturers to sell old models and de-specify safety technologies. Governments have a responsibility to take the steps needed to ensure their citizens have access to safe vehicles.

Vehicles sold in 80% of all countries fail to meet priority safety standards.

1 See Box 9, page 36.
2 See http://www.globalncap.org/

Making roads safer

High-performing countries explore how to make transport more sustainable

Road infrastructure has traditionally maximized mobility and economic efficiency at the expense of safety, particularly for non-motorized road users who are the most vulnerable. Indeed, as motorization increases worldwide, walking and cycling have become less common and more dangerous in many countries. The traffic mix in many countries means that pedestrians and cyclists share the road with high-speed vehicles, forcing them to negotiate dangerous situations and fast-moving traffic. Planning decisions have been made without sufficient attention to the needs of these groups – for example, cycle paths and footpaths are frequently not part of an integrated network. At the same time, traffic congestion resulting from rapid motorization means the transport and mobility demands of local communities are frequently not met.

Changes are now required to optimize the movement of people and freight with road safety in mind. This optimization needs to take into account the mix and safety of all road users. In many industrialized countries these changes are already taking place, generally at a local level where communities have been involved promoting safe public transport and non-motorized means of transport *(61)*.

Measures to promote walking and cycling are also in line with other global moves to fight obesity and reduce noncommunicable diseases (such as heart disease, diabetes) and improve the quality of urban life. These changes are more pertinent than ever for low- and middle-income countries, which are now moving rapidly towards much higher levels of motorization, increased levels of air pollution and more sedentary lifestyles.

This report found that 92 countries have policies to promote walking and cycling (of which 49% are high-income countries), but if these strategies are not accompanied by other measures – such as effective speed management and the provision of pedestrian and cycling safety measures – they could actually lead to increases in road traffic injuries. Data reported in Section 2 suggest that not enough is being done to reduce speeds. Indeed, only 30 of these 92 countries also have urban speed laws in line with best practice (see Section 2, page 22). Similarly, comparative data from 60 countries show that 82% of roads where pedestrians are present, and where speeds are 40 km/h or above, do not have footpaths (see Box 14). As indicated in Section 2, at speeds below 30 km/h, pedestrians and cyclists can mix with motor vehicles in relative safety. Harmonising lower urban speed limits across urban areas can also provide an environment that is conducive to increasing these non-motorized forms of transport. For example, Fribourg in southern Germany has lowered the speed limit to 30 km/h on 90% of its streets and provided extensive car-free residential areas. The effect of this strategy is that 24% of trips every day are on foot, 28% by bicycle, 20% by public transport and 28% by car *(62)*.

A key strategy for achieving a safe traffic system for pedestrians and cyclists is to separate these different kinds of road use, eliminating conflicts between high-speed and vulnerable road users. Safety benefits of measures such as building separate cycle lanes

are positive. Danish studies, for example, showed a 35% reduction in cyclist casualties after cycle tracks were constructed alongside urban roads*(2)*. Separating road users is also relevant for countries with high proportions of motorcyclists, notably those in the South-East Asian Region and the Western Pacific Region. Yet currently only half (91) of all countries in the survey have policies to separate vulnerable road users from high-speed traffic.

Moving towards more sustainable modes of transport has positive effects if the associated road safety impacts have been well managed. Aside from reducing road traffic injuries, there are positive health benefits that are associated with increased physical activity, reduced pollution, noise levels and greenhouse gas emissions, reduced congestion and more pleasant cities.

Safe road systems consider the needs of all road users

Improving road infrastructure is a key mechanism for making roads safer. In a number of high-income countries,

91 countries have policies to separate vulnerable road users from high-speed traffic.

BOX 13

Amend works to keep Africa's school children safe

Child pedestrians are among the most vulnerable road users in sub-Saharan Africa. This is because, compared to their school-going peers in other regions, they are more likely to walk to school, and do so over long distances on roads that put them in dangerous proximity to traffic *(63)*. Relatively inexpensive, strategically placed infrastructure measures can make pedestrians safer on roads.

Amend, a nongovernmental organization in sub-Saharan Africa, has developed the School Area Road Safety Assessments and Improvement (SARSAI) programme. The SARSAI programme focuses on reducing injuries around primary schools in urban African cities, where children are known to be at exceptionally high risk of a road traffic injury. Typically, these are schools where more than 2% of students are injured in road traffic crashes in any given year *(63,64)*.

SARSAI systematically assesses areas around schools and identifies and implements measures to improve road safety, including:

- small-scale infrastructure improvements, such as
  - road humps (to reduce vehicle speeds at crucial points)
  - bollards (to separate walkways from vehicles)
  - improved sidewalk areas (so children do not need to walk on the roads)
  - the relocation of school gates (so that children do not exit directly onto busy roads)
  - zebra crossings (to provide demarcated places for children to cross roads);
- signage to alert drivers to the presence of schools;
- road safety education for children and communities about the new infrastructure and its purpose.

At five primary schools where Amend implemented SARSAI in Dar es Salaam, Tanzania there was one death and eight injuries in road traffic among the student population in the 12 months preceding the implementation of SARSAI and just one injury in the 12 months following implementation. Amend is currently conducting a multi-year, population-based control impact evaluation of SARSAI in partnership with the US Centers for Disease Control, gathering data at 18 school areas in the country.

Once infrastructural improvements around a school have been made as part of the programme, ongoing upkeep is transferred to local government authorities in charge of the roads: the evaluation data collected over the implementation period will be important in advocating for the sustainability of the project.

decades of analysing the road network and determining where road crashes occur has helped identify how poor infrastructure contribute to road traffic injuries. Furthermore, an extensive evidence base has been built up about infrastructure countermeasures that can save lives. As a result, many high-performing countries have made significant investments in safer infrastructure. These include designing safer new road projects but also upgrading existing roads with proven interventions. Action across both these areas has contributed to declines in road traffic deaths in these countries.

Rapid urbanization, economic growth and the need for improved mobility have led to increased motorization in many low- and middle-income countries, and road infrastructure has not kept pace. This means that poor roads are the norm in many of the countries where the risk of road traffic death is highest, and are often built without sufficient planning to take into consideration the safety needs of vulnerable road users and the communities through which they pass.

138 countries currently assess parts of existing road safety networks.

Safety through design

Ensuring safety measures are implemented when road infrastructure projects are designed can result in important safety gains for all road users. This is particularly true where road design and maintenance are underpinned by a Safe System approach, that makes allowances for human error. The use of infrastructure treatments to help manage speed and reduce the likelihood of a crash (for example through widening of the road, or raised pedestrian crossings), and treatments to mitigate the severity of the crash infrastructural (for example, using roadside barriers and roundabouts) all contribute to less death and injury on the road.

Decisions made at the design stage of a project can have a significant impact on the level of death and injury of the road. Specifying safety standards and acting on findings of a road safety design audit can all identify if further design modifications can increase safety. Currently 147 countries require some type of road safety audit on new roads, although these vary greatly in what they cover, and thus in quality. Existing road infrastructure should also be regularly assessed for safety, with a focus on roads with the highest crash risk: 138 countries currently assess parts of existing road safety networks.

Best practice road safety audits assess safety for all road users, including pedestrians, cyclists and motorcyclists. A key part of the solution for improving road infrastructure is assessing the road network – identifying which are the most dangerous roads, who uses these roads and which road users are most likely to be injured can all help to determine which affordable engineering countermeasures are most essential for upgrading the road and making it safer (see Box 14).

To reduce road deaths, simultaneous action is needed at national and local level on vehicle safety, road user behaviour and road design. Lessons on how infrastructure can impact road safety – learned over decades in developed countries – must be translated urgently into best practice in low- and middle-income countries.

BOX 14
Five-star roads: iRAP road assessments

International Road Assessment Programme (iRAP) safety assessments use road inspection data to provide star ratings for roads: five stars indicate the safest roads and one star the least safe. Star ratings are provided for vehicle occupants, motorcyclists, pedestrians and cyclists, while countries' roads are assessed for the percentage that meet certain star ratings for each type of road user. Star ratings alone have now been applied on over 500 000 km of road across 62 countries. The results show:

- less than 20% of roads are three-star or better for pedestrians in most regions of the world;
- 50% of roads assessed in the Region of the Americas, European Region and Western Pacific Region are three-star or better for vehicle occupants;
- for motorcyclists in South-East Asia, less than 20% of roads are three-star or better.

Star ratings are increasingly used to set targets for improvements within national road safety policies. For example Highways England has a 90% target for travel on three-star (or better) roads by 2020, while the Netherlands aims to eliminate all one- or two-star roads by 2020. And in terms of design, the World Bank has set minimum three-star targets for all road users as part of new road designs in India – a road upgrade programme worth an estimated at US$ 4 billion.

While most countries carry out road safety audits on new and some existing road infrastructure, the rating by road users within iRAP assessments allows comparisons between and within countries that help reveal that in many countries there is poor provision for the most vulnerable road users in terms of infrastructure safety on a large part of the road network. This should be used to mobilize support for implementation of necessary countermeasures.

Conclusions and recommendations

This report shows that 1.25 million people are killed each year on the world's roads, and that this figure has plateaued since 2007. In the face of rapidly increasing motorization, this stabilization of an otherwise projected increase in deaths is an indication of the progress that has been made. However, efforts to reduce road traffic deaths are clearly insufficient if the international road safety targets set for the Sustainable Development Goals – a halving of deaths by 2020 – are to be met.

A multifaceted approach is required for the most effective and long-lasting changes to be made to national road safety. Such changes have been achieved in a number of high-performing countries that have taken on the Safe System approach, and have seen reductions in road traffic deaths and injuries despite increasing motorization. The challenge today is for the downward trends in road traffic deaths seen in these countries to be replicated in other (mainly low- and middle-income) countries, but in a shorter timeframe. Political will is crucial to driving such changes, but this report shows that action is particularly necessary on a number of specific issues:

- Changing road user behaviour is a key component of the Safe Systems approach. Setting and enforcing good laws relating to key behavioural risk factors can be effective at realizing such change. Although some progress has been made over the past three years with 17 countries (representing 5.7% of the world's population) improving legislation on key risk factors, many countries lag far behind in terms of making sure their laws are in line with best practice.

- Lack of enforcement frequently undermines the potential of road safety laws to reduce injuries and deaths. More work is needed to explore the best ways to optimize enforcement of existing road safety laws. Social marketing campaigns need to be conducted to support and maximize the effects of enforcement.

- Insufficient attention has been paid to the needs of pedestrians, cyclists and motorcyclists, who together make up 49% of all global road traffic deaths. Making the world's roads safer will not be possible unless the needs of these road users are considered in all approaches to road safety – including the way roads are built and the way vehicles are manufactured. Making walking and cycling safer will also have other positive co-benefits if these non-motorized forms of transport become more popular, including more physical exercise, reduced emissions, and the health benefits associated with such changes.

- Making cars safer is a critical component of saving lives on the roads. Vehicle technology has advanced enormously, yet while cars in high-income countries are increasingly safe, this report shows that almost 75% of countries around the world – notably low- and middle-income countries – fail to meet even the most basic international standards on vehicle safety. And these standards are not only important to protecting car occupants involved in a

The Sustainable Development Goals include a target of

50%

reduction in road traffic deaths and injuries by 2020

crash but are also essential to protecting pedestrians, cyclists and motorcyclists. The lack of such standards in middle-income countries that are increasingly becoming major car manufacturers also risks jeopardizing global efforts to make roads safer. Governments must urgently sign up to the minimum international vehicle standards as requirements for manufacturers and assemblers, and limit the importing and sale of sub-standard vehicles in their countries.

The report also highlights a number of other areas that countries need to address in order to improve road safety. These include improving the quality of their data on road traffic injuries, having a lead agency with the authority and resources to develop a national road safety strategy whose implementation they oversee, as well as improving the quality of care available to those who suffer a road traffic injury.

Looking ahead: the SDG target to halve road deaths by 2020

These data represent the road safety situation 3 years into the Decade of Action for Road Safety. Despite a strong evidence base around what works, it shows insufficient attention has been paid to road safety and that a heavy price is being paid in terms of lives lost, long-term injury and pressure on health-care services. The international attention promised to the issue of road safety by the new Sustainable Development Goal target to halve deaths and injuries from road traffic crashes by 2020 presents a golden opportunity for much needed action, and one that must be seized by all countries. Through this, the pace of progress can be accelerated and an actual decline in global road traffic deaths realized.

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EXPLANATORY NOTES

EXPLANATORY NOTE 1

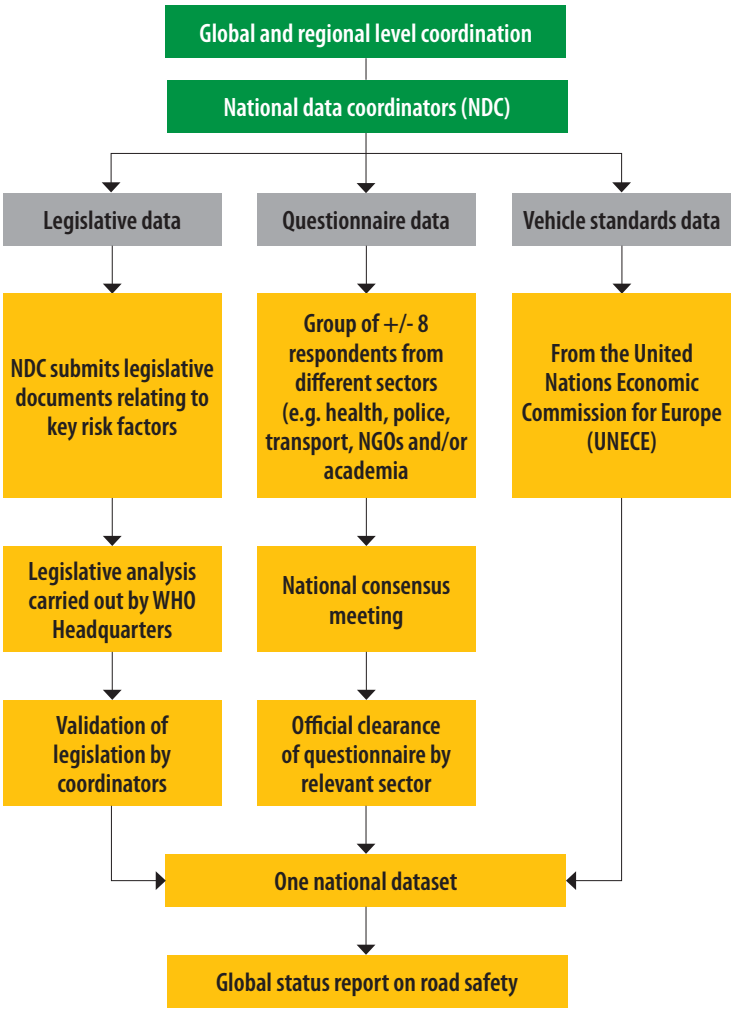
METHODOLOGY, DATA COLLECTION AND VALIDATION

Methodology

The methodology involved collecting data from a number of different sectors and stakeholders in each country according to the following process.

National Data Coordinators (NDCs), who were nominated by their governments, were trained in the project methodology. As representatives of their ministries, they were required to identify up to eight other road safety experts within their country from different sectors (e.g. health, police, transport, nongovernmental organizations and/or academia) and to facilitate a consensus meeting of these respondents. While each expert responded to the questionnaire based on their expertise, the consensus meeting facilitated by NDCs allowed for discussion of all responses, and the group used this discussion to agree on one final set of information that best represented their country's situation at the time (up to 2014, using the most recent data available). This was then submitted to the World Health Organization (WHO), see Figure E1.

FIGURE E1
Methodology



A major new initiative in this report was the comprehensive collection of legislative documents from all participating countries. The WHO team performed an extensive search of online legislative databases and country-level government websites for legislative documents related to key risk factors.[1] In addition, National Data Coordinators were asked to submit laws relating to the key risk factors. All legislative documents were analysed by lawyers at WHO headquarters who extracted the relevant information. The legal analysis was then shared with National Data Coordinators and a validation process resolved any data conflicts through discussion and submission of new legal documents.

The methodology used to collect information on vehicle standards also differed for this report. Whereas in previous reports this information was collected using the questionnaire, for this project these data were based on information from the UN World Forum for Harmonization of Vehicle Regulations[2] and interpreted with technical support from Global New Car Assessment Programme (Global NCAP).[3]

The report includes data from 180 countries/areas out of a total of 195, covering 6.97 billion people (97% of the world's population). This includes 52 high-income countries, 98 middle-income countries, and 30 low-income countries (see Table E1). Data on legislation and policies represent the country situation in 2014 while data on fatalities and vehicle registration are for 2013, or the most recent year for which these data were available.

TABLE E1
Participation in the Global status report on road safety 2015

Region	Number of participating countries	Number of countries in region	% population participating
African Region	43	47	97.5
Region of the Americas	31	35	95.8
Eastern Mediterranean Region	21	22	96.5
European Region	52	53	95.0
South-East Asian Region	10	11	98.7
Western Pacific Region	23	27	99.6
WORLD	180	195	97.3

Data collection and validation

Questionnaire data

The questionnaire used for this report was based on the questionnaire used in the previous report. However, some questions were modified to improve the quality of responses and some were added or deleted. The questionnaire can be downloaded with an accompanying instruction booklet on www.who.int/violence_injury_prevention/road_safety_status/2015/en/.

The questionnaire, protocol and accompanying guidelines and training materials were all available in the six WHO languages (Arabic, Chinese, English, French, Russian and Spanish). Where needed, NDCs coordinated the translation of these documents into local languages and then translated back into English for the data entry stage. All data were entered into an on-line database from where data could be extracted for analysis.

Data collection began in May 2014 and was completed by December 2014. Validation involved checking data for logical inconsistencies, and these were checked with National Data Coordinators. Following the validation process, final data sets were sent to respective governments for review and sign-off.

1 Speed, drink-driving, drug-driving, the use of mobile phones while driving, failure to use motorcycle helmets, seat-belts and child restraints.

2 The UN World Forum for Harmonization of Vehicle Regulations (World Forum the global body responsible for the development of passenger car safety standards). http://www.unece.org/trans/main/wp29/introduction.html

3 Global NCAP is a British organization that conducts testing programmes that will assess the safety of motor vehicles. http://www.globalncap.org/

Fatality data

Estimates on number of road traffic deaths relied in part on data from questionnaires as well as from other sources (see Explanatory Note 3). However, countries/areas were also asked to provide a breakdown of deaths by road user type. These proportions (where available) are reflected in the country profiles (see Explanatory Note 2) and were derived from:

- Country reported data in the current questionnaire;
- If not available from questionnaires, data that countries reported for the previous reports were used;
- If neither of the above were available, countries were assigned regional weighted averages based on countries within the region that had provided data.

These values were then aggregated into regional and global estimates of deaths by road user type.

Legislative data and maps

This report collected information on a number of variables relating to legislation on the five key risk factors (speed, drink–driving, failure to use helmets, seat-belts and child restraints) as well as on two emerging risk factors, drug–driving and the use of mobile phones while driving.

Criteria analysed for each risk factor are detailed in Table E2 while the interpretation methods for each risk factor are detailed in Explanatory Note 2 on country profile.

The information collected was presented in various ways including:
- Country profiles, representing a summary of information for each country;
- Statistical annex, representing the full data set for each country;
- Legislative maps, showing an overview of the situation worldwide for each risk factor.

In order to code the countries for the legislative maps, three categories were used:
- Countries[1] whose national laws meet best practice: shown in green – criteria considered as representing best practices in light of available evidence[2] are highlighted, for each risk factor, in green in Table E2;
- Countries[1] whose national laws are encouraging but where additional efforts are needed for best practice to be met: shown in yellow;
- Countries[1] whose national laws require strong steps to be taken in order to improve their legislation: shown in red.

Vehicle standard data

Data on vehicle standards were collected using information from the UN World Forum for Harmonization of Vehicle Regulations[3], the primary global body responsible for the development of passenger car safety. Technical support on analysing and interpreting this data was provided by Global NCAP[4]. Note that while these data are based on international regulations, in some countries where national regulations are considered to be equivalent to the UN standards (US, Canada, Republic of Korea, China, India, Brazil) these data are used instead. The data collected were based on the following seven variables:

- Frontal impact: UN regulation 94. Note that US regulation 208 is considered equivalent.
- Side impact: UN regulation 95. Note that US regulation 214 is considered equivalent.
- Electronic Stability Control: UN regulation 13H. Note that US regulation FMVSS 126 is considered equivalent.
- Pedestrian protection: UN Regulation 127
- Seat-belts: UN regulation 16. Note that US regulation FMVSS 210 is considered equivalent.

1 Or, in countries where laws are set at subnational level, where 80% of subnational entities meet selected criteria.

2 Peden M et al., editors. World report on road traffic injury prevention. Geneva, World Health Organization, 2004.

3 Hosted by the United Nations Economic Commission for Europe (UNECE), the UN World Forum for Harmonization of Vehicle Regulations (World Forum the global body responsible for the development of passenger car safety standards). http://www.unece.org/trans/main/wp29/introduction.html.

4 Global New Car Assessment Programme (Global NCAP) is a British organization that conducts testing programmes that will assess the safety of motor vehicles. http://www.globalncap.org/

- Seat-belt anchorages: UN regulation 14. Note that US regulation FMVSS 210 is considered equivalent.
- Child restraints: UN regulations 44 and 129. Note that US regulation FMVSS213 is considered equivalent.

More information on each of these regulations is included in Section 3. Data on the three variables considered to be particularly important among these seven (frontal impact, electronic stability control and pedestrian protection) are included in the country profiles (and are the variables represented in Figure 15). The remaining variables are shown in the Table A10 of the statistical annex.

TABLE E2

Legislative criteria assessed relating to 7 risk factors

Risk factors | Criteria representing best practice | Additional criteria presented in the country profiles

Risk factor	Legislative criteria assessed						
Speed	National[1] speed law in place	Speed limits on urban roads ≤ 50 km/h	Local authorities have the power to modify national speed limits	Speed limit on rural roads	Speed limits on motorways		
Drink-driving	National[1] drink-driving law in place	Drink-driving law is based on BAC or equivalent BrAC	BAC limit for general population ≤ 0.05 g/dl	BAC limit for young/novice drivers ≤ 0.02 g/dl			
Motorcycle helmets	National[1] motorcycle helmet law in place	Law applies to motorcycle drivers and adult passengers	Law applies to all road types	Law applies to all engine types	Law requires helmet to be properly fastened	Law requires helmet to meet a national or international standard	Law requires children to wear helmet[2]
Seat-belts	National[1] seat-belt law in place	Law applies to drivers and front seat passengers	Law applies to rear seat passengers				
Child restraints	National[1] child restraint law in place	Law is based on age-weight-height or a combination of these factors	Law restricts children under a certain age-height from sitting in front seat				
Drug driving	National[1] drug driving law in place						
Mobile phones	National[1] law on mobile phone while driving is in place	Law applies to hand-held phones	Law applies to hands-free phones				

[1] Or, in countries where laws are set at subnational level, where 80% of subnational entities meet selected criteria.
[2] For children who are legally allowed to ride as passengers.

EXPLANATORY NOTE 2

COUNTRY PROFILE EXPLANATIONS

The country profiles shown on pages 77 to 256 present a selection of core information about road safety, as reported by each of the 180 participating countries/areas. The country profiles are presented in alphabetical order. Additional national data can also be found in the Tables of the Statistical Annexes (Tables A2–A10).

Data reported for population were extracted from the United Nations Population Division database *(1)*, while gross national income (GNI) per capita for the year 2013 came from World Bank estimates *(2)*. Where no data were available for 2013, published data for the latest year were used. The World Bank Atlas method was used to categorize GNI into bands thus:

- Low-income = US $ 1 045 or less
- Middle-income = US $ 1 046 to US $ 12 745
- High income = US $ 12 746 or more

Flags were obtained from the World Flag Database[1]. Flags as of 31 December 2014 were used (to correspond with the year of data collection).

The sections below reflect the way information is structured in each of the Country Profiles. They include details on how data on certain variables are presented and should be interpreted. Variables were coded as "—" if the information was unavailable or non-applicable, or if respondents had ticked a "Don't know" response. Where data were obtained from multiple sources these are listed in alphabetical order.
Dates provided as source documents refer to the year in which these data were published, (rather than the year that the data relate to) unless indicated otherwise.

Data collected by questionnaire were submitted through a consensus meeting (unless otherwise indicated). Each country profile indicates the Ministry that approved this questionnaire data (unless otherwise indicated). Data on legislation were based on WHO's assessment and extensive validation of this information with National Data Coordinators, although it was not officially cleared by the government Ministry.

Institutional framework

A lead agency is considered to be the institution (either stand alone, or within a Ministry) that coordinates road safety at a national level. Information on the existence of a national road safety strategy is indicated as "Yes" or "No"; countries where national strategy development is underway but has not yet been approved or endorsed by government are indicated as "None". Where countries have multiple national strategies on road safety this is always represented as "Yes".

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

Safer roads and mobility

- Information on road safety audits of new road infrastructure projects is reported as "Yes" or "No".
- Information on road safety audits on existing road infrastructure projects is reported as "Yes", "Parts of road network", or "No". For those countries where the response given in the question was "parts of the road network" this is represented as "Yes" in the country profile.

1 http://www.flags.net

Safer vehicles

Total registered vehicles for 2013: Information about the total number of vehicles in the country includes only registered vehicles, and various categories of such vehicles. This is a cumulative number of vehicles in circulation in 2013 (or the most recent year for which data were available) not the number of vehicles brought into circulation in a particular year. In some cases where new data were not available, the figure from the 2013 Global status report has been used and footnoted to indicate this source. In a few countries the number of vehicles in subcategories did not add up to the total number provided. In some countries, respondents noted that a substantial proportion of the vehicle fleet may not be registered.

Vehicle standards applied: Information on vehicle standards presented in this report is derived from UNECE[1].

- Frontal impact standard (UN Regulation 94 or equivalent national standard), the most important minimum standard for crashworthiness;
- Electronic stability control and anti-skid system (Regulation 13H or GTR 8), relevant to crash avoidance;
- Pedestrian protection (Regulation 127 or GTR 9), important for protection of non car occupants involved in a crash.

Post-crash care

- The emergency-room based injury surveillance system variable only indicates whether there was a system in place and not whether it was national or sentinel in nature.
- Emergency access telephone numbers are given only if one national number was provided. If countries reported multiple national numbers then "multiple numbers" is noted in the corresponding field but the actual numbers are not provided.
- The proportion of those transported by ambulance was based on expert opinion.
- The proportion of those disabled as a result of a road traffic crash is only included if a documented source of information was available, however, this was not necessarily national (as indicated in the corresponding footnote).

Data

- Reported numbers of road traffic deaths are included in the Country Profiles, with a footnote to indicate the source of data and the definition of a road traffic death that was used.
- The estimated number of road traffic deaths is included based on the methodology described in Explanatory Note 3. Where this number was based on a negative binomial regression model, a 95% Confidence Interval is also shown.
- The estimated rate per 100 000 population is based on the estimated number of road traffic deaths referred to above.
- Data on the breakdown by sex may be from a different source to the official road traffic data and are converted to proportions. The proportion of deaths where the sex was unknown has not been reported in the profiles. Proportions may not add up to 100% due to rounding or because only partial information was received (indicated in a footnote).
- Reported fatality data from different countries are not necessarily comparable, as different definitions and timeframes have been used (these are noted in the footnotes or in brackets behind the data). However, the WHO estimates (both absolute numbers and rate per 100 000) allow for comparisons between countries. For more information on the fatality data see Explanatory Note 3.
- The standard colour coding of the pie charts used to represent road user deaths in the categories requested in the questionnaire is shown below. Additional categories are represented by non-standard colours as indicated in the specific Country Profiles.

1 http://www.unece.org/trans/main/wp29/introduction.html

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

- Some countries classified road traffic fatalities according to the vehicle or road user "at fault" rather than according to who died. In such cases these categories are presented in the pie charts using additional colour coding.
- Graphs on reported road traffic fatality trends are shown either as road traffic death rates per 100 000 population (solid line) or as an absolute number of road traffic deaths (dotted line), depending on which data were supplied by the country. While many countries track decades' worth of trend data, only a 10-year period is depicted here.
- For countries providing less than 5 years' road traffic fatality trend data, this information is presented in a tabular format instead of a graph.
- For countries with small populations where the number of deaths are under 50, absolute number of deaths rather than rates are shown. Note that in cases where data were only available for regions within a country, this information is indicated in a footnote.

Safer road users

Legislation provided in this section is extracted from the questionnaire and the legislative analysis undertaken by WHO Headquarters in collaboration with NDCs.

Enforcement: respondents were asked, as individuals, to rate the effectiveness of enforcement of various elements of national road safety legislation based on their professional opinion or perception. These responses – on a scale of 0 to 10, where 0 is "not effective" and 10 is "highly effective" – are presented here. A median of these scores is presented here. Median enforcement figures are rounded up. It should be noted that these scores are subjective and should be seen only as an indication of how enforcement is perceived in the country. Many respondents expressed difficulty in assessing law enforcement at a national level since it often varies from region to region within a country and the intensity of the enforcement may vary at different times. Some countries did not wish to provide enforcement scores.

Speed: Speed limits reported here (and in the statistical tables) are for private passenger cars only and have been converted to kilometres per hour. Countries that reported a range for speed limits relating to particular road types are indicated as such. In cases where the legislation provided a speed limit that could be altered under certain circumstances, the default speed limit is reported and the higher limit referenced in a footnote. Road classifications (in particular the definition of an urban road, a rural road and a highway) varied greatly from country to country. Respondents were asked to report on the speed limits of different kinds of road according to the definitions used in the country concerned. In situations where the legislative analysis showed no reference to a national speed limit on certain types of roads this is indicated as "No". In the case of motorways, a footnote may be included where National Data Coordinators indicated that motorways did not exist in their country.

Drink-driving: Blood alcohol concentration (BAC) limits (or breath alcohol limits converted to BAC limits) refer to the maximum amount of alcohol legally acceptable in the blood of a driver on the road – i.e. the blood alcohol level above which a driver may be punished by law. This figure is provided for the general population, and for young/novice drivers in grams per decilitre (g/dl). This survey gathered information on drink–driving laws regardless of the legal status of alcohol in the country. Where alcohol consumption was legally prohibited in a country, as reported in the final country questionnaire, this is indicated by a footnote. BAC limits are reported as "—" for countries that have a drink–driving law but do not define drink–driving by BAC, and by a corresponding footnote.

- The use of random breath testing is indicated based on countries' reports of whether or not such testing is carried out in practice. Those countries where legislation specifically prohibits primary enforcement of drink-driving laws, and thus random breath testing, are indicated as such.
- Deaths attributable to drink-driving were included only when the estimate was based on a published source. In many cases these are not national estimates (as indicated in the source). These estimates are rounded up.

Motorcycle helmets: For information on motorcycle helmet rates (derived from the final country questionnaires), these data were included only when a published source was indicated. Note that "drivers" is taken to mean those driving the motorcycles, while "riders" is understood to include both drivers and passengers. The most disaggregated data are presented here, i.e. separate figures are provided for drivers and passengers where this information was provided. Note that the information provided for drivers and passengers does not necessarily represent the same year, nor come from the same source, as indicated in the corresponding footnotes. The data on passenger rates refer to adult passengers unless otherwise indicated. In many cases these are not national estimates (as indicated in the source). Information on legislation was interpreted strictly: for example, countries where helmet laws apply only to certain types of roads, to certain engine types or certain populations (e.g., minors) were interpreted as not having a national helmet law.

Seat-belts: For information on seat-belt wearing rates (derived from the final country questionnaires), these data were included only when a published source was indicated. The most disaggregated information is presented here, i.e. separate figures are provided for front seat and rear seat occupants where this information was made available. Where respondents provided explanatory information on these data, for example, a source or information on geographical coverage, this information is summarized in the footnotes. Note that the information provided for front seat and rear seat occupants does not necessarily represent the same year, nor come from the same source, as indicated in the corresponding footnotes. Information on legislation was interpreted strictly: for example, countries where seat-belt laws apply only to certain types of roads were interpreted as not having a national seat-belt law.

Child restraints: Information on rates of child restraint use (derived from the final country questionnaires) are presented when a source was provided for the estimate and are included in the most disaggregated form available. Most countries that provided this data, however, had data on children in restraints that was not broken down by age group. Note that where multiple studies are available this information does not necessarily represent the same year, nor come from the same source, as indicated in the corresponding footnotes. The presence of a national child restraint law and its specificities (e.g. based on age, weight, height) was assessed as well as the existence of restriction on children under a certain age sitting in the front seat of passenger cars.

References

1. Population Division of the Department of Economic and Social Affairs of the United Nations Secretariat (June 2013). World population Prospects: The 2012 Revision, Highlights. New York: United Nations.
2. World Development Indicators database, World Bank, March 2015. http://data.worldbank.org/indicator/NY.GNP.PCAP.CD/countries.

EXPLANATORY NOTE 3

ESTIMATION OF TOTAL ROAD TRAFFIC DEATHS: WHO DATA AND METHODOLOGY

Background

During the process of preparing the third *Global status report on road safety* WHO generated estimates of road traffic deaths for 2013 for all Member States. Road traffic deaths were estimated by building on the methods used in the second global report by improving and updating the database of vital registration, the data collection instrument (survey) and the database of the covariates for regressions. These estimates were used to generate regional and global estimates, while estimates for individual countries are included in the report only for the 180 countries that participated in the survey.

Death registration information is submitted to WHO regularly by Ministries of Health from around the world, and most is coded using the International Classification of Diseases 9th or 10th revisions *(1, 2, 3)*. Using this classification all deaths that follow from a road traffic death are counted as such, regardless of the time period in which they occur (unlike many official road traffic surveillance data sources, where road traffic death data are based on a 30-day definition following a road traffic crash). WHO applies certain criteria to ascertain the quality of this death registration data and where the death registration data were considered to be of high quality these data were used for this report[1].

For those countries without such good vital registration data, and for which other sources of information on causes of death were unavailable[2], the estimates were based on covariates (some collected in the survey of Member States, others from available published sources). The regression models were fitted to data for the period 2000–2013, a time series for each covariate was used for this period for each Member States. The improved regression model estimated road traffic deaths (all ages, both sexes) as a function of a set of covariates that include measures of economic development, road transport factors and legislation, road use and safety governance/enforcement and health system access was developed.

Due the availability of new data, and updated time series for for many covariates used in the regression, estimates for the full time series have been revised. Hence, the WHO 2015 estimates are not directly comparable to previous WHO estimates published in the first and second global status reports on road safety *(4, 5)*. The 2015 estimation represents the best estimates of WHO for fatalities that occurred during 2013 and earlier years, based on the evidence available up to March 2015. These estimates are not necessarily the official estimates of Member States for that year and are not necessarily endorsed by Member States. However, during the preparation of the report a consultation letter was sent to each Member State that participated in this third *Global status report on road safety* explaining the methodology used during this estimation process and the latest data used for this purpose. In order to allow global and regional comparisons to previous years (2001, 2004, 2007 and 2010), the global and regional estimates for these years were recalculated based on the new data and methods used for 2013.

As in the second report, there are four groups of countries and its estimation methodology is described in detail below.

1. Countries with death registration data

This group includes 85 countries with death registration data meeting the following completeness criteria: completeness for the year estimated at 80% or more, or average completeness for the decade including the country-year was 80% or more. Total road traffic deaths were calculated from the death registration data and population data reported to WHO as follows. Injury deaths classified as "undetermined intent" were redistributed pro-rata across all unintentional and intentional injury categories within age-sex groups. These data were then used to compute age-sex-specific death rates for road traffic deaths. Where completeness was assessed at less than 100%, death rates were adjusted for incompleteness

1 For details on criteria used to assess quality of vital registration data see reference 3 and Explanatory Note in references 4 and 5.

2 However, in some countries other sources of information on deaths were used: where total deaths reported from the national surveillance system were greater than the deaths estimated from the regression or from the death registration data, these were used.

by multiplying by (100/completeness %). These death rates were applied to the UN estimates of population by 5-year age group and sex *(6)* to estimate total road traffic deaths for each country-year.

These countries fall into three categories:

1. Countries with death registration data for year 2013 where the estimated road traffic deaths for 2013 exceeded number reported from the surveillance system. The death-registration based estimate is used. This category contains 17 countries.

2. Countries where the latest death registration data submitted to WHO is earlier than 2012, but not earlier than 2005. Deaths in year 2013 were estimated based on a projection of the most recent death registration data using the trends in reported surveillance data: this category contains 54 countries.

3. Countries where the reported road traffic deaths for 2013 (i.e. from a source other than death registration) exceeded the estimate based on death registration data. For 14 countries, the reported road traffic deaths were used for year 2013.

2. Countries with other sources of information on causes of death

For India, Islamic Republic of Iran, Thailand and Viet Nam, data on total deaths by cause were available for a single year or very few earlier years. These data sources are documented in Annex B of the *Global Burden of Disease: 2004 update* report *(3)* as well as some more recent studies submitted to WHO. For these countries, the regression method described below was used to project forward from the most recent year for which an estimate of total road traffic deaths were available.

3. Countries with populations less than 150 000

For 13 small countries with populations less than 150 000 and which did not have eligible death registration data, regression estimates were not used. The reported deaths were used directly without adjustment.

4. Countries without eligible death registration data

For countries without death registration data at least 80% complete and with populations greater than 150 000, a regression model was used to estimate total road traffic deaths. As for the previous reports, we used a negative binomial regression model, appropriate for modelling non-negative integer count data (number of road traffic deaths) *(7, 8)*. A likelihood ratio test was used to assess that the negative binomial model provided a better fit to the data than a Poisson model (where the variance of the data is constrained to equal the mean).

$$\ln N = C + \beta_1 X_1 + \beta_2 X_2 + \ldots + \beta_n X_n + \ln Pop + \varepsilon \quad (1)$$

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

The parameters $\beta_1, \beta_2, \beta_3 \cdots \beta_n$ (equation 1) were estimated by fitting the negative binomial regression model to estimated total road traffic deaths for all country-years in the range 2000–2013 meeting the completeness criteria (see section 1 above, and reference 5) by using the number of road of traffic deaths from countries from group 1 described above. We

chose three models (Models A, B and C) that had good in-sample- and out-of-sample fit, and for which all the covariates were statistically significant.The final estimates were derived as the average of the predictions from these three models. The table below describes the covariates used for the three models:

TABLE E3
Covariates used in the model

Independent variables	Description	Source of information	Included in models
ln(GDP)	WHO estimates of Gross Domestic Product (GDP) per capita (international dollars or purchasing power parity dollars, 2011 base)	WHO database	Models A, B, C
ln(vehicles per capita)	Total vehicles per 1000 persons	GSRRS surveys and WHO database	Models A, B, C
Road density	Total roads (km) per 1000 hectares	International Futures database *(11)*	Models A, B, C
National speed limits on rural roads	The maximum national speed limits on rural roads (km/h) from WHO questionnaire	GSRRS survey	Models A, B, C
National speed limits on urban roads	The maximum national speed limits on urban roads (km/h) from WHO questionnaire	GSRRS survey	Models A, B, C
Health system access	Health system access variable (principal component score based on a set of coverage indicators for each country)	Institute for Health Metrics and Evaluation dataset *(12)*	Models A, B, C
Alcohol apparent consumption	Liters of alcohol (recorded plus unrecorded) per adult aged 15+	WHO database	Models A, B, C
Population working	Proportion of population aged 15–64 years	World Population Prospects 2012 revision (UNDESA)	Models A, B, C
Percentage motorbikes	Per cent of total vehicles that are motorbikes	GSRRS survey	Model B
Corruption index	Control of corruption index (units range from about -2.5 to +2.5 with higher values corresponding to better control of corruption	World Bank (13), International Futures database *(11)*	Model B
National policies for walking / cycling	Existence of national policies that encourage walking and / or cycling	GSRRS survey	Model C
Population	Total population (used as offset in negative binomial regression)	World Population Prospects 2012 revision (UNDESA) *(6)*	Models A, B, C

TABLE E4
Overview of methods used to obtain comparable country estimates

Estimation method	Country
GROUP 1 Countries/areas with good death registration data	Argentina, Australia, Austria, Azerbaijan, Bahamas, Bahrain, Barbados, Belarus, Belgium, Belize, Brazil, Bulgaria, Canada, Chile, China *(14, 15)*, Colombia, Costa Rica, Croatia, Cuba, Cyprus, Czech Republic, Denmark, Dominican Republic, Ecuador, Egypt, El Salvador, Estonia, Fiji, Finland, France, Georgia, Germany, Greece, Guatemala, Guyana, Hungary, Iceland, Ireland, Israel, Italy, Jamaica, Japan, Kazakhstan, Kuwait, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Maldives, Malta, Mauritius, Mexico, Montenegro, Netherlands, New Zealand, Norway, Oman, Panama, Paraguay, Philippines, Poland, Portugal, Qatar, Republic of Korea, Republic of Moldova, Romania, Russian Federation, Saint Lucia, Serbia, Singapore, Slovakia, Slovenia, South Africa, Spain, Suriname, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Trinidad and Tobago, Turkey, United Kingdom, United States of America, Uruguay, Uzbekistan, West Bank and Gaza Strip
GROUP 2 Countries with other sources of cause of death infromation	India *(16)*, Iran (Islamic Republic of), Thailand, Viet Nam
GROUP 3 Countries with populations less than 150 000	Andorra, Antigua and Barbuda, Cook Islands,Dominica, Kiribati, Marshall Islands, Micronesia (Federated States of), Monaco, Palau, Saint Vincent and the Grenadines, San Marino, Seychelles, Tonga
GROUP 4 Countries without eligible death registration data	Afghanistan, Albania, Algeria, Angola, Armenia, Bangladesh, Benin, Bhutan, Bolivia (Plurinational State of), Bosnia and Herzegovina, Botswana, Burkina Faso, Cabo Verde, Cambodia, Cameroon, Central African Republic, Chad, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Honduras, Indonesia, Iraq, Jordan, Kenya, Lao People's Democratic Republic, Lebanon, Lesotho, Liberia, Libya, Madagascar, Malawi, Malaysia, Mali, Mauritania, Mongolia, Morocco, Mozambique, Myanmar, Namibia, Nepal, Nicaragua, Niger, Nigeria, Pakistan, Papua New Guinea, Peru, Rwanda, Samoa, Sao Tome and Principe, Saudi Arabia, Senegal, Sierra Leone, Solomon Islands, Somalia, Sri Lanka, Sudan, Swaziland, Tajikistan, Timor-Leste, Togo, Tunisia, Turkmenistan, Uganda, United Arab Emirates, United Republic of Tanzania, Vanuatu, Yemen, Zambia, Zimbabwe

For specific methods used for each country, see web appendix, at http://violence_injury_prevention/road_safety_status/2015/methodology/en/index.html

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COUNTRY PROFILES

AFGHANISTAN

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

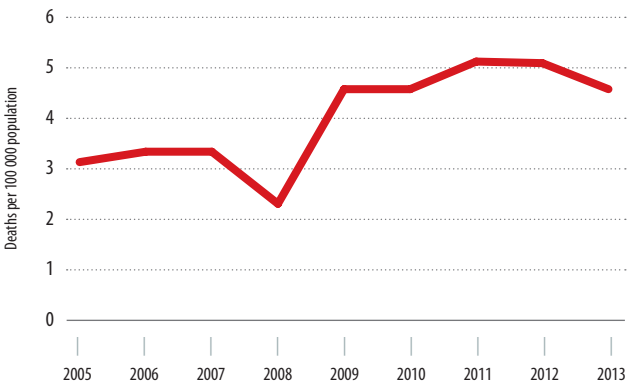
SAFER ROAD USERS

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

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Report (data from 2013).

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

ALBANIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

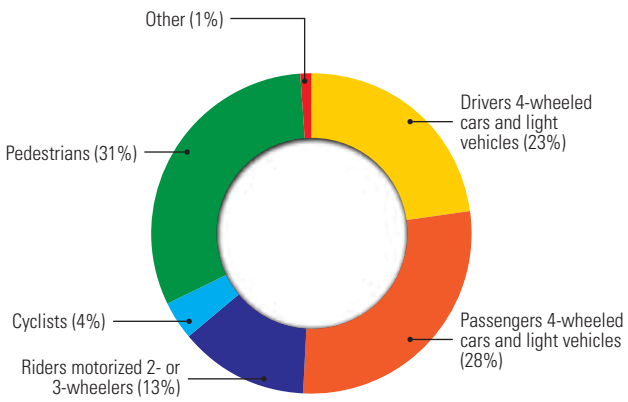
[b] Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information). Defined as died within 30 days of crash.
[c] 2012, Road Safety report.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	6%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	18% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	24% Drivers[d], 16% Front seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

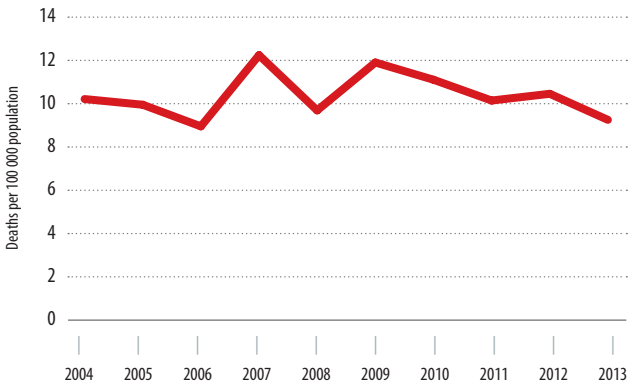
[d] 2013, Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information).

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source : Ministry of Transport and Infrastructure.

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

ALGERIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

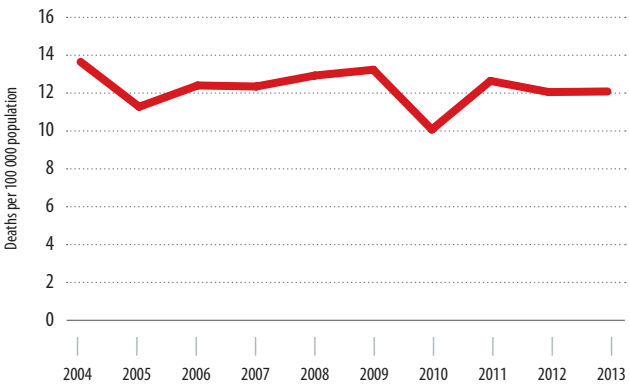
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.01 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Seat-belt wearing rate	90% Drivers[c], 90% Front seats[c]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

ANDORRA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

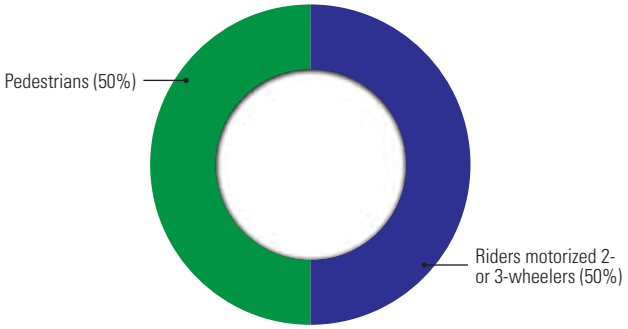
[b] Police Department. Defined as died at scene of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers[c], 98% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	70% Front seats[c], 10% Rear seats[c]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 3 2 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

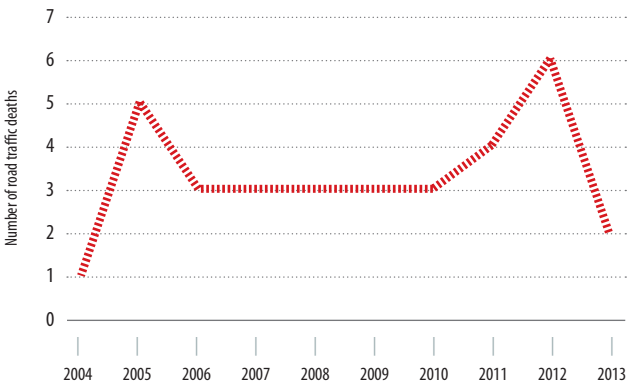
[c] 2013, Police Department.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Department.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Department.

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

ANGOLA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

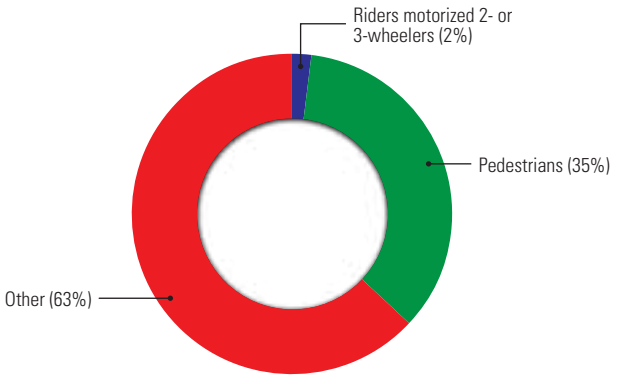
[b] National Road Traffic Directorate (DNVT)/ General Command of Traffic Polic (CGPN). Defined as died at scene of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.06 g/dl
BAC limit – young or novice drivers	≤ 0.06 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	60% Drivers[c], 40% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	90% Front seats[c], 15% Rear seats[c]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

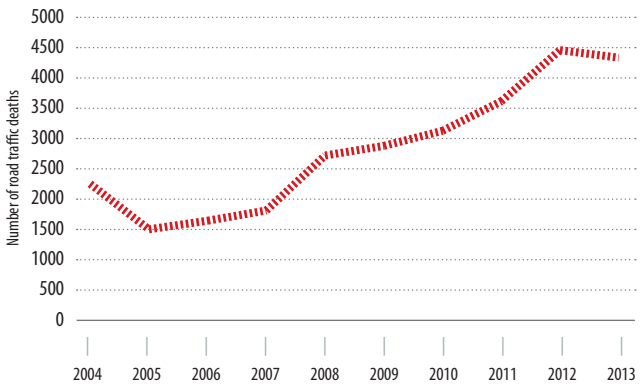
[c] 2013, DNVT/CGPN.

DEATHS BY ROAD USER CATEGORY



Source: DNVT/CGPN (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: DNVT/CGPN.

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

ANTIGUA AND BARBUDA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

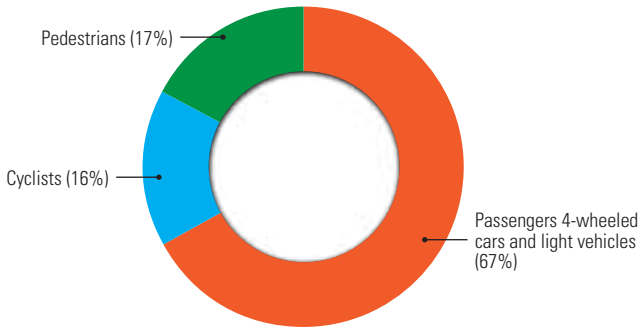
[b] Royal Police Force of Antigua and Barbuda. Defined as 1 year and 1 day.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~32 km/h[c]
Max rural speed limit	~64 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

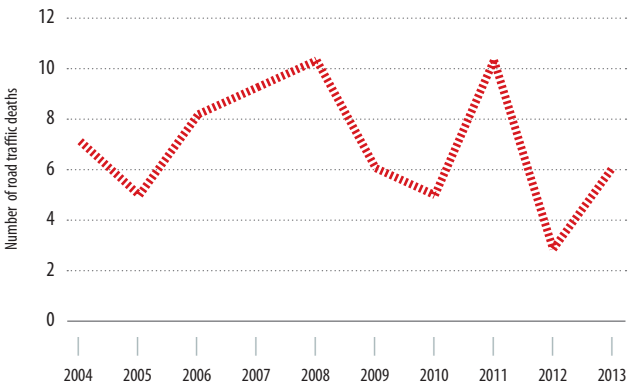
[c] Applies in the City of Saint John's and in designated speed limit areas.
[d] Not based on BAC.

DEATHS BY ROAD USER CATEGORY



Source: Police (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police, Hospital, & Death Registry.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and the Environment.

ARGENTINA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

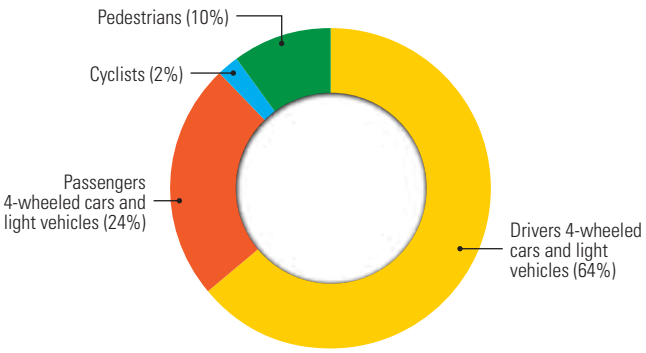
[b] National Direction of Road Safety Observatory, ANSV . Defined as died within 30 days of crash.
[c] Cost of Road Traffic Crashes in Argentina - ANSV- PAHO/ARG.

SAFER ROAD USERS

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

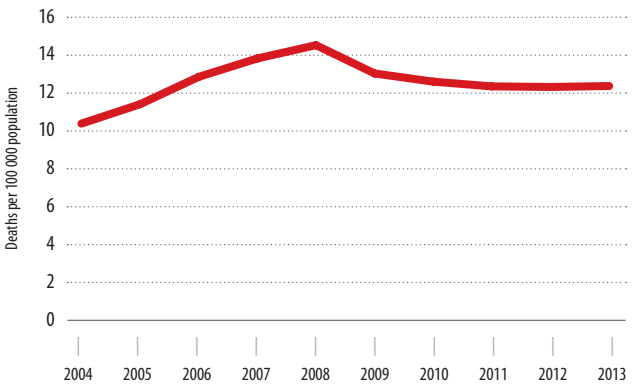
[d] ≤0.02 g/dl for motorcycle drivers.
[e] ANSV.
[f] 2013, Third observational study in Argentina about behavior and road culture. National Direction of Road Safety Observatory.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Direction of Road Safety Observatory, ANSV.

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

ARMENIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

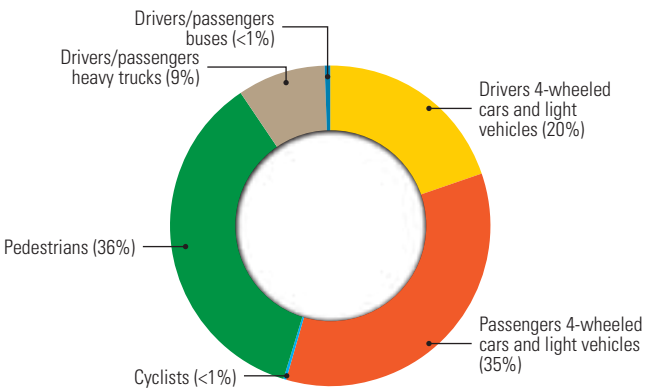
[b] Road Police of the Republic of Armenia. Defined as died within 30 days of crash.
[c] 2006, Road Safety Management Capacity and Investment needs, European and Central Asian Sustainable Social Development (ECSSD), World Bank.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

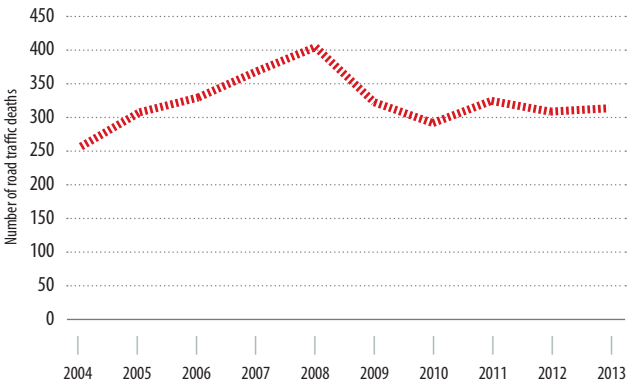
[d] The limit in residential areas is reduced to 60 km/h.
[e] 2013, Road Police of Republic of Armenia.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road Police of Republic of Armenia.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Police of Republic of Armenia.

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

AUSTRALIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	000
Permanently disabled due to road traffic crash	15%[b]

[b] Cost of road crashes in Australia, 2006.

DATA

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

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

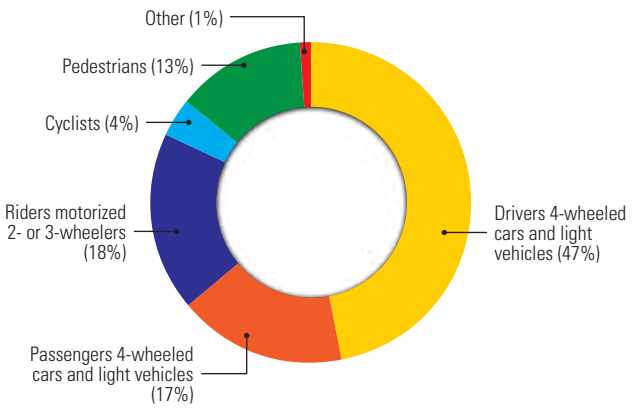
SAFER ROAD USERS*

Speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100–130 km/h
Max motorway speed limit	100–130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Drink–driving law	Yes
BAC limit – general population	0.049 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	30%[d]
Motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	99% Drivers[e]
Seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	97% Front seats[f] 96% Rear seats[f]
Child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	—
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
Drug-driving law	Yes

[d] 2002-2006, Fatal Road Crash Database, Department of Infrastructure and Regional Development.
[e] Haworth, N. et al. (1997) Case-Control Study of Motorcycle Crashes, CR174, Federal Office of Road Safety, Canberra.
[f] Petroulias, T, 2014. Community Attitudes to Road Safety: 2013 survey report, Department of Infrastructure and Regional Development, Canberra.

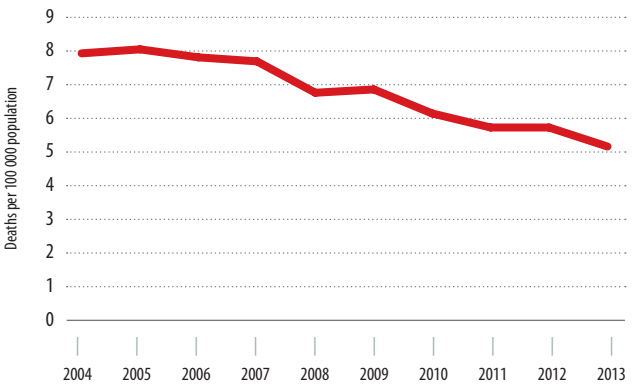
* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Australian Road Deaths Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Department of Infrastructure and Regional Development.

AUSTRIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	3.5%[b]

[b] 2011, Austrian Road Safety Board.

DATA

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

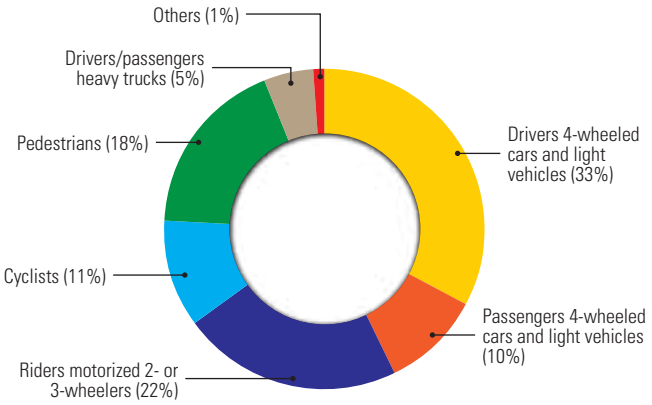
[c] Statistics Austria. Defined as died within 30 days of crash.
[d] 2012, Austrian Ministry for Transport, Innovation and Technology and Statistics Austria.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	7%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	> 95% All riders[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	86% Front seats[g], 65% Rear seats[g]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	45%[h]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

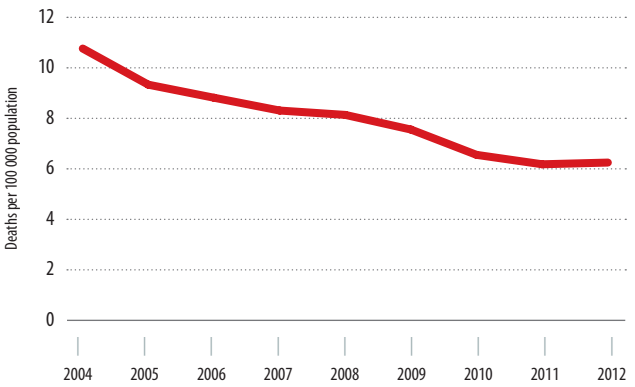
[e] 2013, Statistics Austria.
[f] 2007, Austrian Road Safety Board.
[g] 2008–10, Austrian Road Safety Board.
[h] 2011, Austrian Road Safety Board.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Austria.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Austria.

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

AZERBAIJAN

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	2.5%[b]

[b] 2010, Information Department of the Ministry of Health.

DATA

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

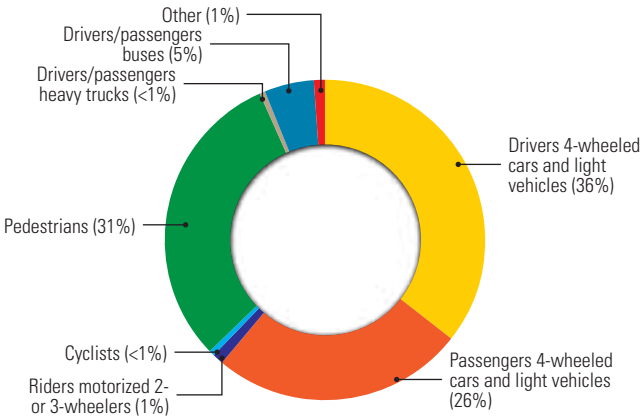
[c] State Statistical Committee. Defined as died within 7 days of crash.

SAFER ROAD USERS

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

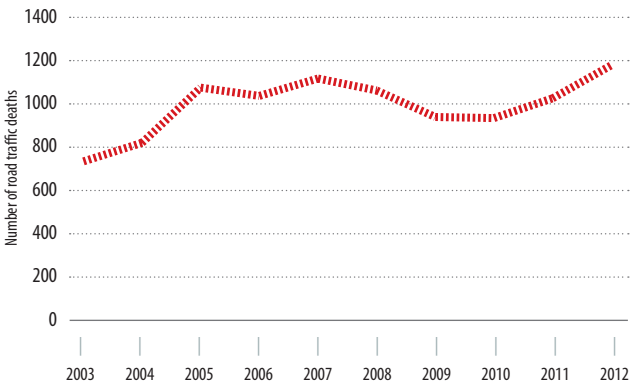
[d] Not based on BAC.
[e] 2010, State Road Police.

DEATHS BY ROAD USER CATEGORY



Source: 2012, State Statistical Committee.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Statistical Committee.

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

BAHAMAS

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

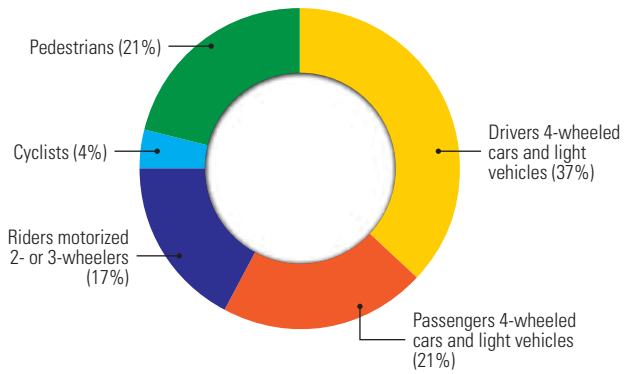
[b] Royal Bahamas Police Force Traffic Division . Defined as died within a year of crash.

SAFER ROAD USERS

Speed limit law*	Yes
Max urban speed limit	24–72 km/h
Max rural speed limit	48–72 km/h
Max motorway speed limit	—
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

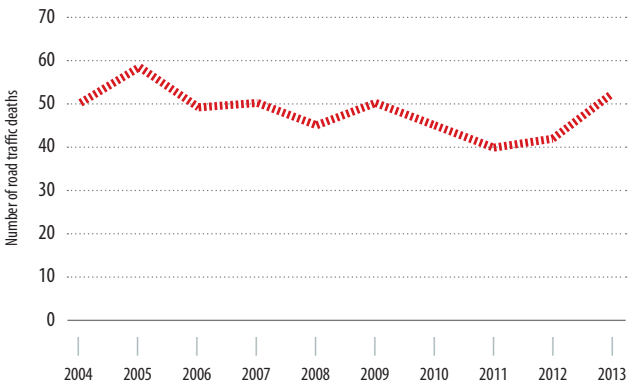
* These data take into consideration subnational laws.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Bahamas Police Force.

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

BAHRAIN

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

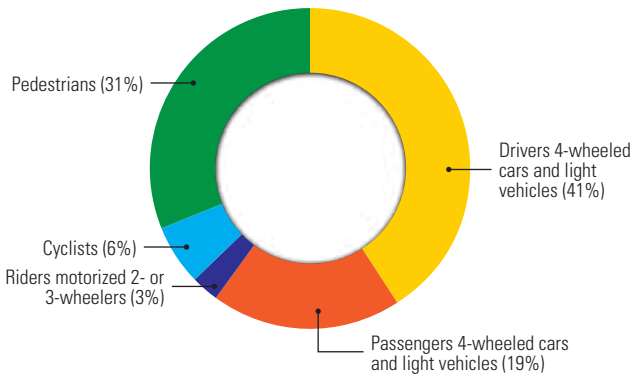
[b] Traffic statistics 2013, GDT, MOI, Kingdom of Bahrain (2014). Defined as unlimited time period following crash.

SAFER ROAD USERS

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

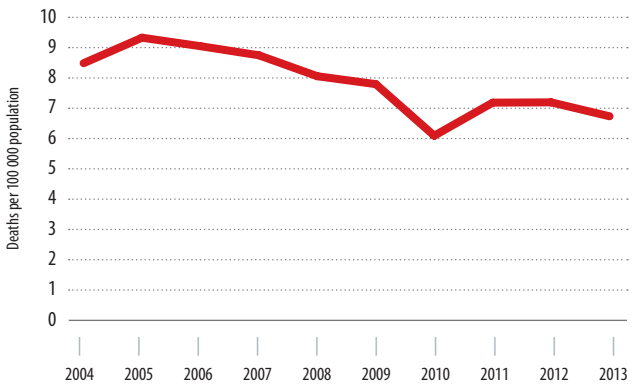
[c] Law is not based on BAC.
[d] General Traffic Directorate, Ministry of Interior (data from 2013).
[e] 2014, Use of "Smart Phones" While Driving: Challenges and Conceptual Remedy Design", Graduation Study project conducted by Bahrain University Engineering College.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

BANGLADESH

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

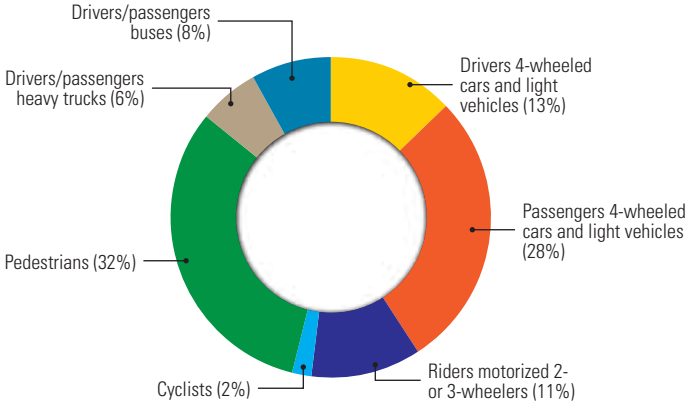
[b] Police First Information Report (FIR). Defined as died at scene of crash.
[c] Transport Research Laboratory, UK (data from 2003).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	~112 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[d,e]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

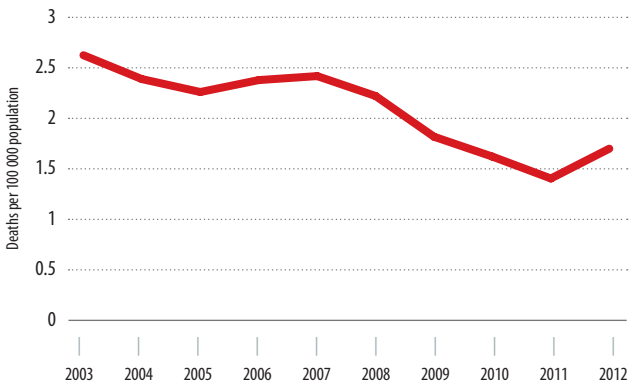
[d] Not based on BAC.
[e] Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Institute of Traumatology and Orthopaedic Rehabilitation (NITOR).

BARBADOS

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

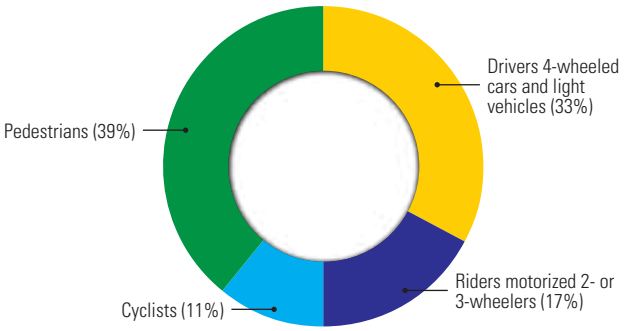
[b] Royal Barbados Police Force. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

[c] Not based on BAC.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

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

Source: Royal Barbados Police Force.

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

BELARUS

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

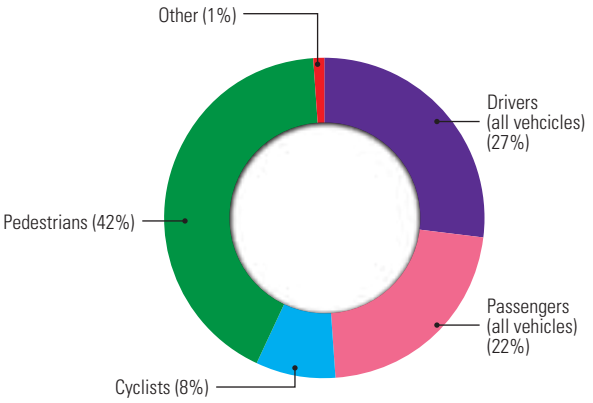
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[c]
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	14%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[c] Refers to built- up areas.
[d] 2013, State Traffic Police of the Ministry of Internal Affairs.

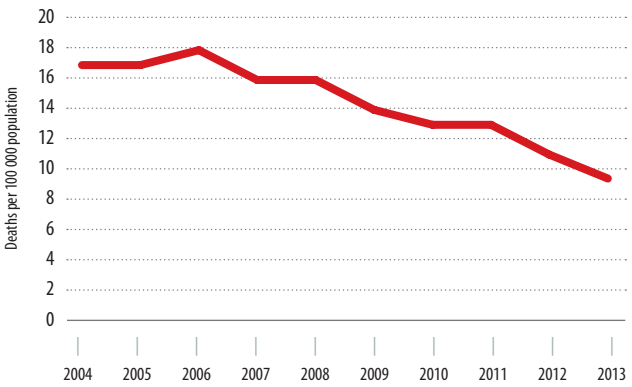
Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

BELGIUM

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

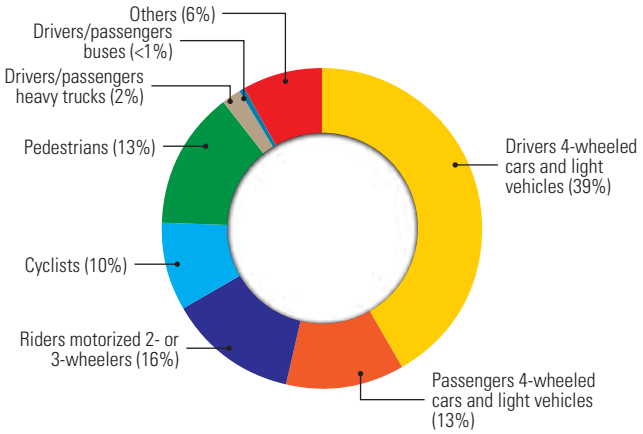
[b] Directorate General Statistics and Economic Information. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[c]
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	25%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	99% Drivers[e], 99% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	86% Front seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	52%[f]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

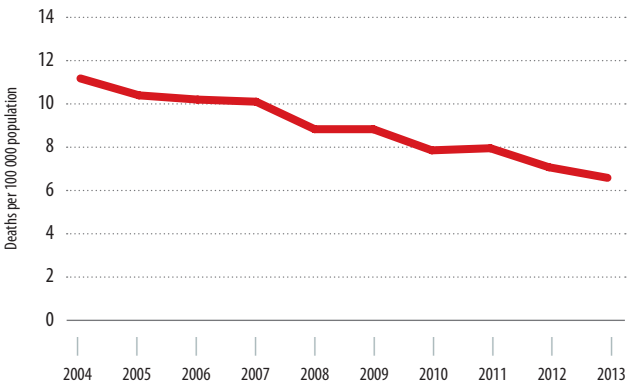
[c] Can be increased up to an unspecified limit.
[d] 2012, Directorate General Statistics and Economic Information.
[e] 2012, Belgian Institute for Road Safety - Road Safety Knowledge Centre.
[f] 2011, Belgian Institute for Road Safety - Road Safety Knowledge Centre.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Directorate General Statistics and Economic Information.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General Statistics and Economic Information.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Federal Public Service (FPS) Health, Food Chain Safety and Environment.

BELIZE

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

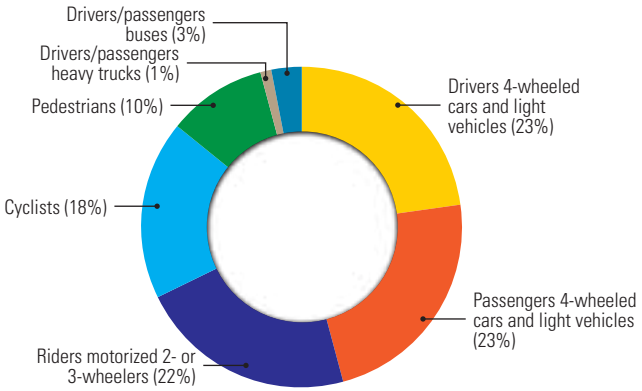
[b] Belize Health Information System (BHIS), Ministry of Health . Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	No
Max motorway speed limit	~88 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	82% All occupants[c]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

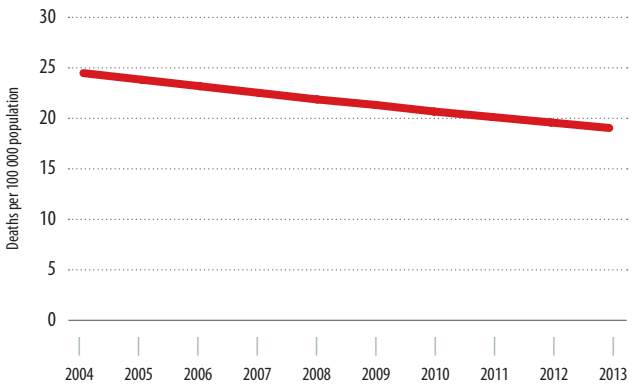
[c] 2014, Traffic Department.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

BENIN

Population: 10 323 474 • Income group: Low • Gross national income per capita: US$ 790

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

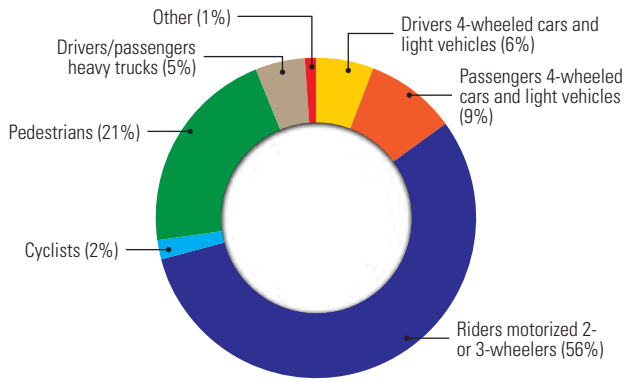
[b] CNSR Database. Defined as died within 7 days of crash.

SAFER ROAD USERS

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

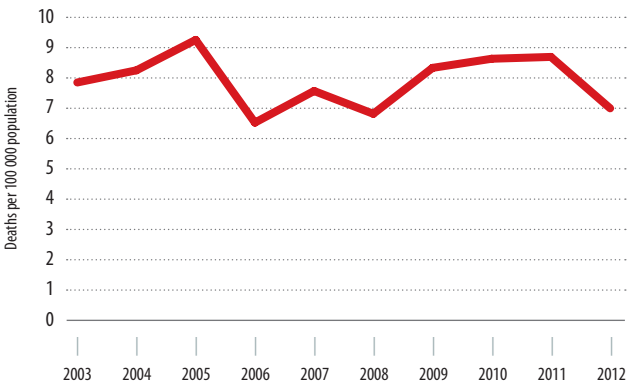
[d] 2013, Study by Handicap International and Alinagnon.

DEATHS BY ROAD USER CATEGORY



Source: CNSR database (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

BHUTAN

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

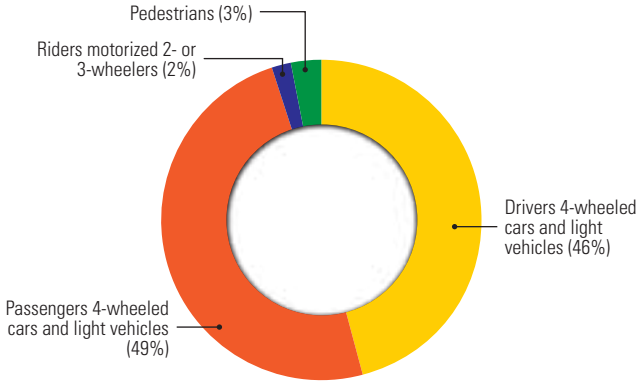
[b] Royal Bhutan Police (Traffic Division). Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	30 km/h
Max rural speed limit	50 km/h
Max motorway speed limit	50 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

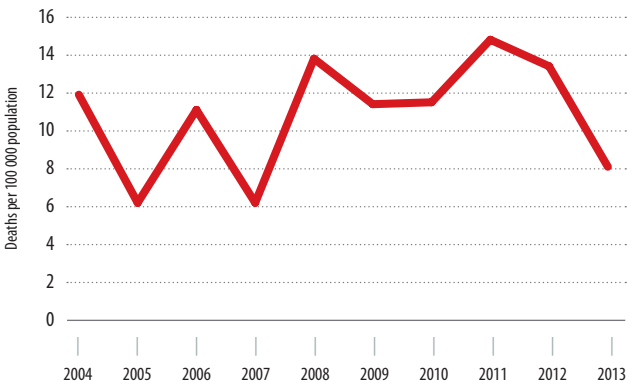
Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Information and Communication.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Bhutan Police (Traffic Division).

BOLIVIA (PLURINATIONAL STATE OF)

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

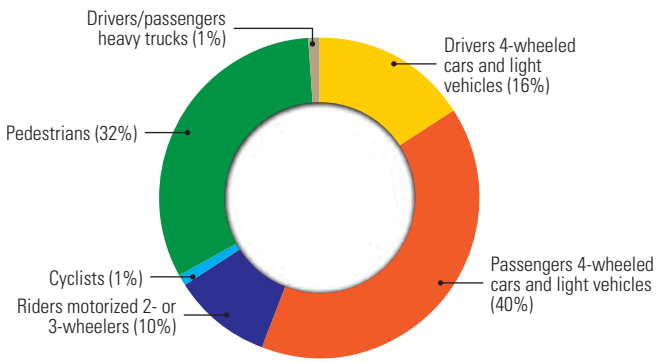
Reported road traffic fatalities (2013)	1 848[b]
WHO estimated road traffic fatalities	2 476 (95% CI 2 190–2 763)
WHO estimated rate per 100 000 population	23.2
Estimated GDP lost due to road traffic crashes	0.3%[c]

[b] Bolivian Police . Defined as died at scene of crash.
[c] National Institute of Statistics, Press release 23 April 2014 (Data does not include damage material).

SAFER ROAD USERS

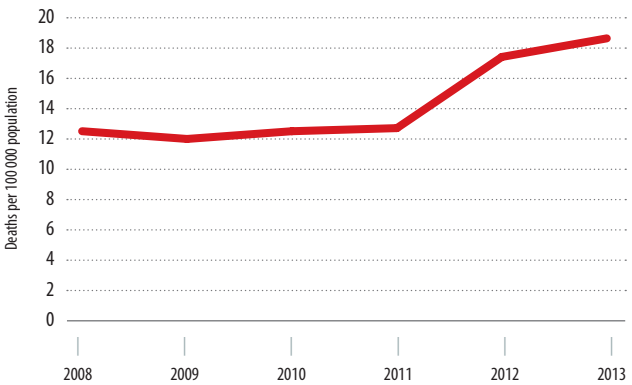
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers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

DEATHS BY ROAD USER CATEGORY



Source: Bolivian Police (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

BOSNIA AND HERZEGOVINA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

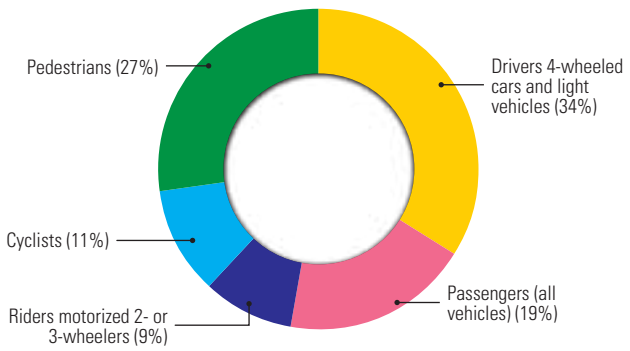
[b] Federal Ministry of Internal Affairs Federation of Bosnia and Herzegovina (FB&H), Ministry of Interior of the Republic of Srpska (RS) and Annual report for 2013 of Brcko District (BD) - Traffic Police Unit. Defined as died within 30 days of crash.
[c] 2011, Institute for Economics of the RS.
[d] 2011, Federal Ministry of Internal Affairs FB&H.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[e]
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% for RS[f]; 6% for FB&H[g]; 3% for BD[h]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	Front seats: 52% for RS[i]; 18% for FB&H[j]; Rear seats: 5% for RS[i]; 15% for FB&H[j]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	24% for RS[i]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

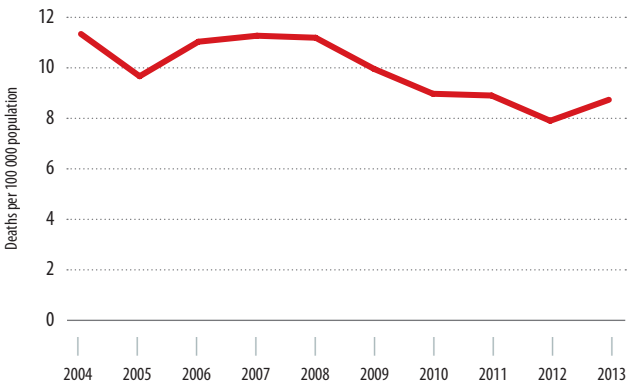
[e] Can be increased up to an unspecified speed.
[f] 2013, Ministry of Interior of the RS.
[g] 2011, Federal Ministry of Internal Affairs FB&H.
[h] Records of road traffic accident injuries in BD.
[i] 2013, Automoto Association of the RS (subnational data).
[j] 2011, SweRoad (subnational data).

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

BOTSWANA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

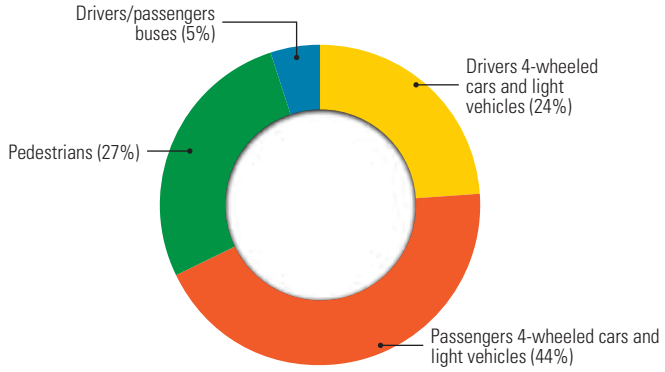
[b] Police Records. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	10%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

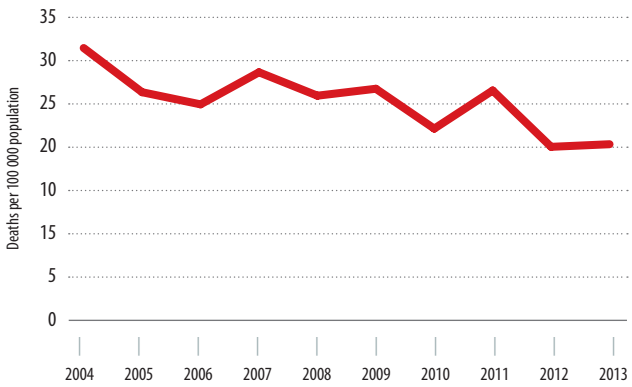
[c] Police Records (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department of Road Transport and Safety.

BRAZIL

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

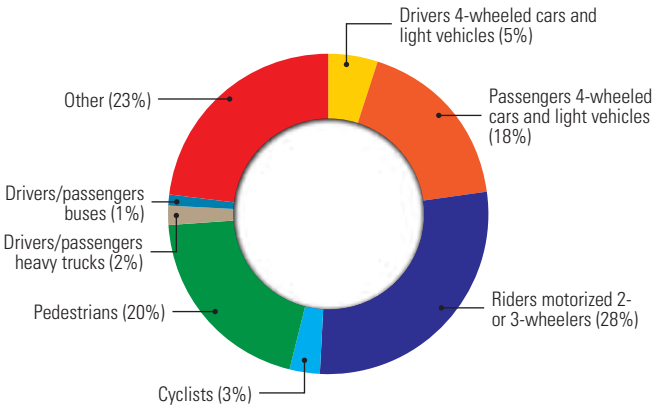
[b] Mortality Information System (SIM). Defined as unlimited time period following crash.
[c] 2005, Applied Economic Research Institute (IPEA).

SAFER ROAD USERS

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

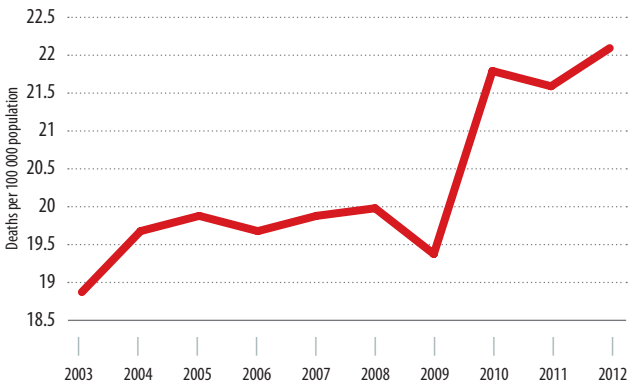
[d] Speed can be increased to an unspecified limit in certain circumstances.
[e] 2012, National Research on Student Health (PeNSE).
[f] 2008, Household Survey National Research (PNAD).
[g] 2012, Safe Kids Brazil.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Mortality Information System (SIM).

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

BULGARIA

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

INSTITUTIONAL FRAMEWORK

Lead agency	State-public Consultative Commission on the Problems of Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

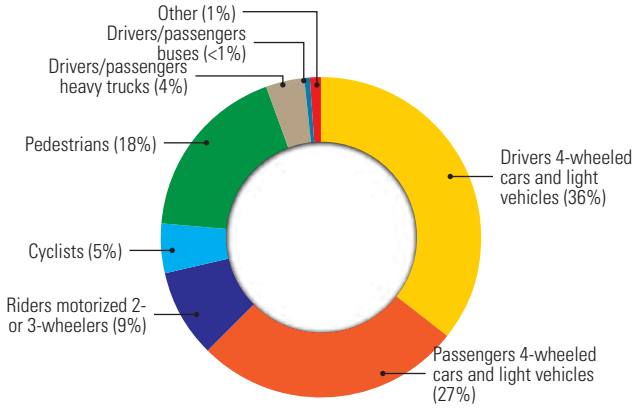
[b] Chief Directorate "National Police" - Ministry of Interior. Defined as died within 30 days of crash.
[c] National Strategy for the Improvement of Road Safety in The Republic of Bulgaria 2011–2020.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	3%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	80% Drivers[e], 30% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	80% All occupants[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

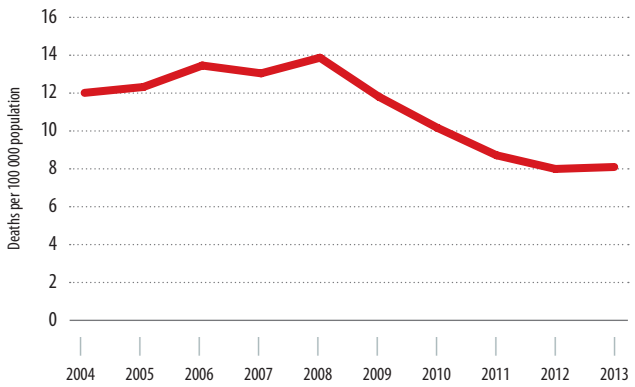
[d] 2013, Chief Directorate "National Police" - Ministry of Interior.
[e] 2010, Monitoring of Traffic Police.
[f] 2010–2013, Ministry of Health.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

BURKINA FASO

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

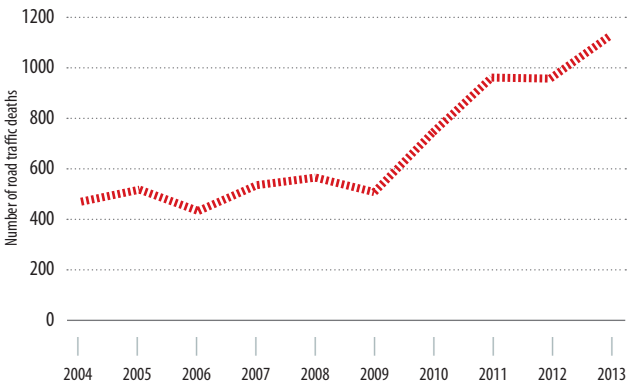
SAFER ROAD USERS

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

[c] Not based on BAC.
[d] 2008, Report on the Contextual Study of Hemet use for Developing a National Strategy on the use of Helmets in Burkina Faso.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police and National Gendarmerie.

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

CABO VERDE

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

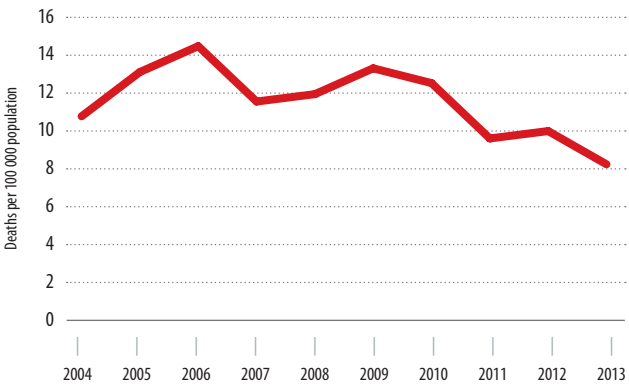
[b] Police Records. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

Legislative analysis conducted by WHO. Vehicle safety data from UNECE29. Other data collected by questionnaire and cleared by Ministry of Internal Administration.

CAMBODIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	16.2%[b]

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

DATA

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

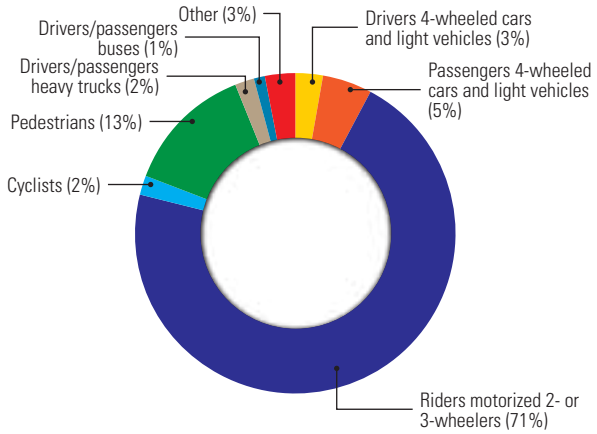
[c] Road Crash & Victim Information System (RCVIS). Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	15%[b]
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	64% Drivers[d], 6% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

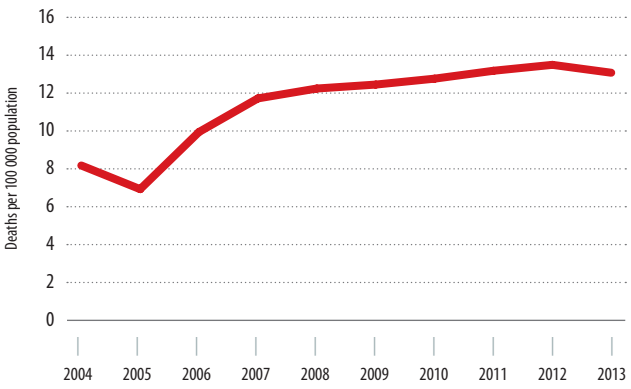
[d] Jan 2011 - Jan 2013, A.M Bachani et al.Trends in prevalence, knowledge, attitudes, and practices of helmet use in Cambodia: results from a two year study.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

CAMEROON

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

[b] Police Records. Defined as unlimited time period following crash.
[c] 2008, Ministry of Transport, National Strategy Report, p. 10.

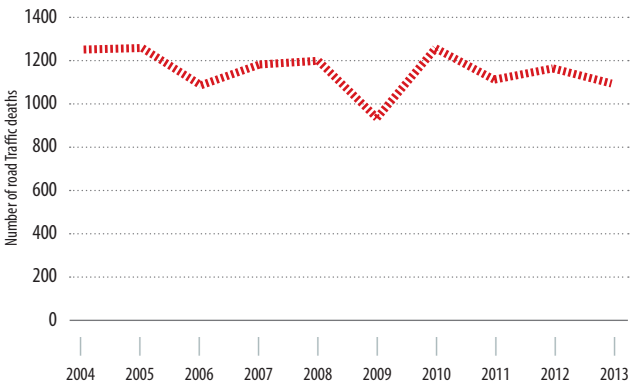
SAFER ROAD USERS

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

[d] There are no motorways in Cameroon.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP 29. Other data collected by questionnaire and cleared by Ministry of Transport.

CANADA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

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

DATA

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

[c] National Collision Database. Defined as died within 30 days of crash.
[d] 2011, Transport Canada calculations using National Collision Database collision data

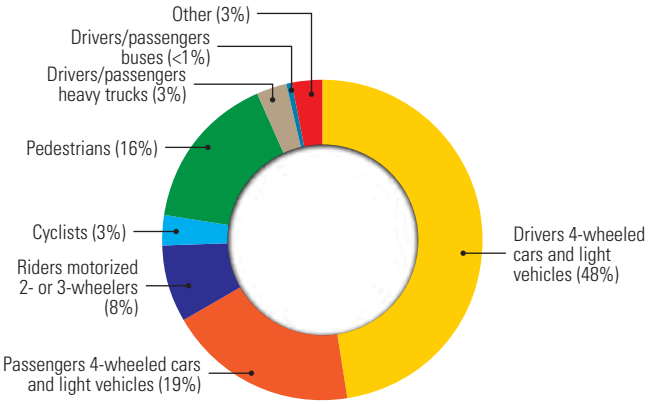
SAFER ROAD USERS*

Speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	50–110 km/h
Max motorway speed limit	80–110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Drink–driving law	Yes[e]
BAC limit – general population	0.04–0.08 g/dl
BAC limit – young or novice drivers	0.00– 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	34%[f]
Motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	95% All riders[g]
Seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96% Front seats[h], 89% Rear seats[h]
Child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/weight
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	77%[i]
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[e] National BAC limit is set at 0.08 g/dl. However, in practice all subnational entities have provided their own BAC limits that are reflected in the range above.
[f] Alcohol Crash Problem in Canada (data from 2010).
[g] National Collision Database (data from 2011).
[h] Transport Canada Urban/Rural Surveys of Seat Belt Use Canada (data from 2009–2010).
[i] Child Restraint Survey (Data from 2010).

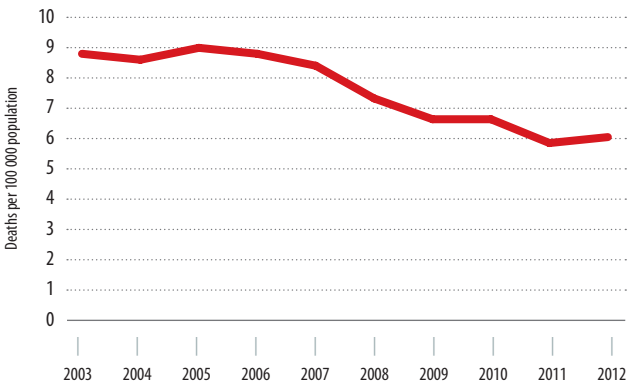
* These data take into consideration national and subnational laws. For more information please see Explanatory Note 1.

DEATHS BY ROAD USER CATEGORY



Source: National Collision Database (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

CENTRAL AFRICAN REPUBLIC

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

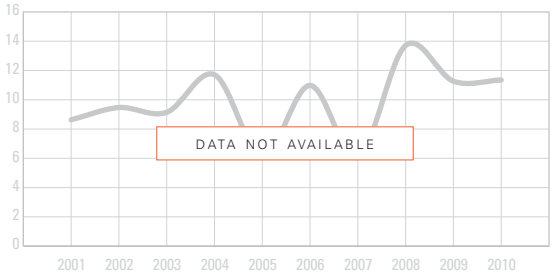
[b] Service of Transport Statistics. Defined as died at scene of crash. Data apply only to Bangui.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

CHAD

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	5.0% of total accidents[b]

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

DATA

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

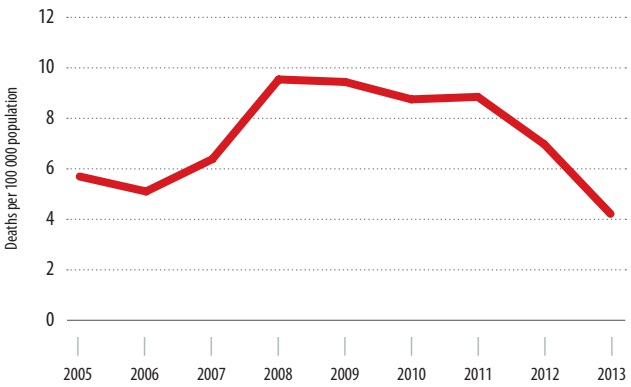
[c] Police records. Defined as died within 7 days of crash.

SAFER ROAD USERS

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

CHILE

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

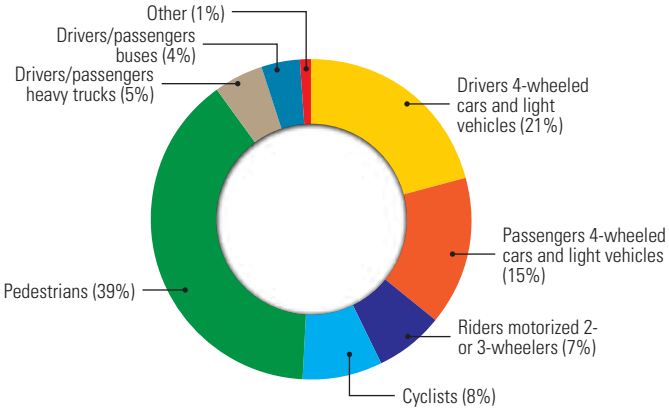
[b] Integrated Statistical System of Chilean Police (SIEC2). Defined as died within 24 hours of crash.
[c] CITRA (1996). Research Design of the National Road Safety Program, for the Ministry of Transportation and Telecommunication and Ministry of Public Works. MIDEPLAN (2001). Estimates of Social Cost for Premature Death in Chile through Human Capital Approach.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[d]
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	14%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	99% Drivers[f], 99% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	77% Front seats[f], 14% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

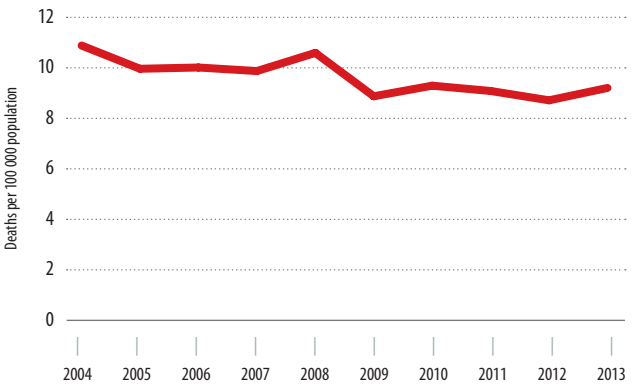
[d] Speed can be increased to an unspecified limit in certain circumstances.
[e] 2013, Chilean Police.
[f] 2013, National Traffic Safety Commission (CONASET).

DEATHS BY ROAD USER CATEGORY



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

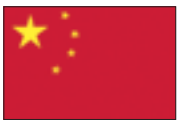
TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

CHINA



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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

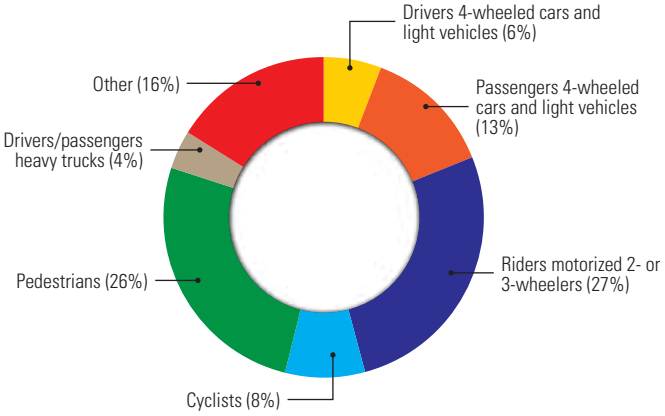
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	—[c]
Max rural speed limit	—[c]
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	4%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	20% All riders[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	37% Drivers[e]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	<1%[f]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[c] Speeds may not exceed the sign-posted speed limit.
[d] 2013, Ministry of Public Security, Annual statistics report on road traffic accident.
[e] DENG Xiao, LI Yi-chong, WANG Li-min et al. Study on behavioral risk factors of road traffic injury in Chinese adults, 2010. Chinese Journal of Disease Control & Prevention, 2013.
[f] Annual report on development of auto society in China (2012–2013).

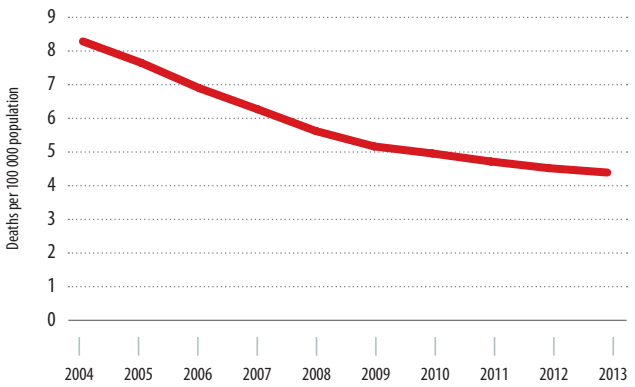
[*] These data take into consideration subnational laws. For more information please see Explanatory Note 1.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Health and Family Planning Commission.

COLOMBIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

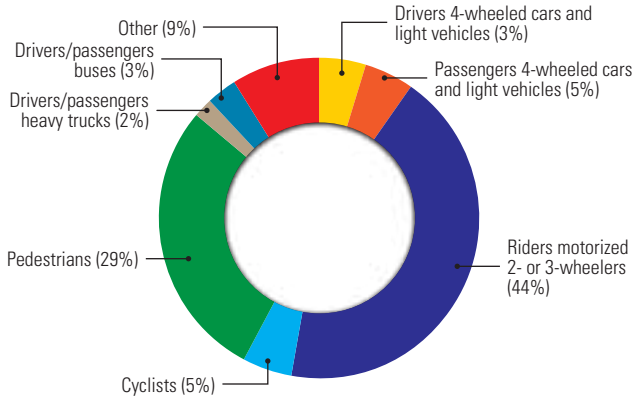
[b] National Institute of Legal Medicine and Forensic Sciences. Defined as unlimited time period following crash
[c] 2012, Costs of Road Injuries in Latin America.

SAFER ROAD USERS

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

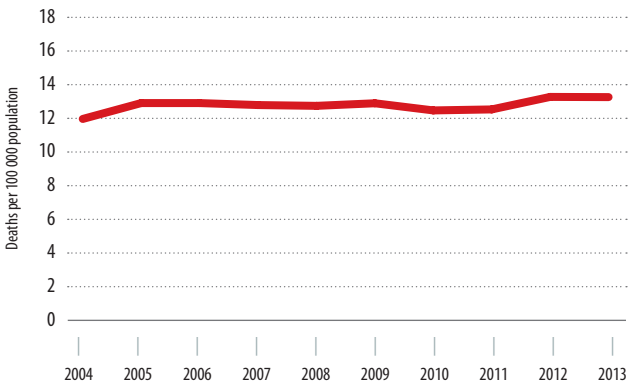
[d] 2013, Road Statistical Information System (SIEVI), National Police.
[e] 2014, Cooperation Fund for Road Prevention (CFPV).
[f] Law applies only to children under two years of age.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Legal Medicine and Forensic Sciences.

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

CONGO

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

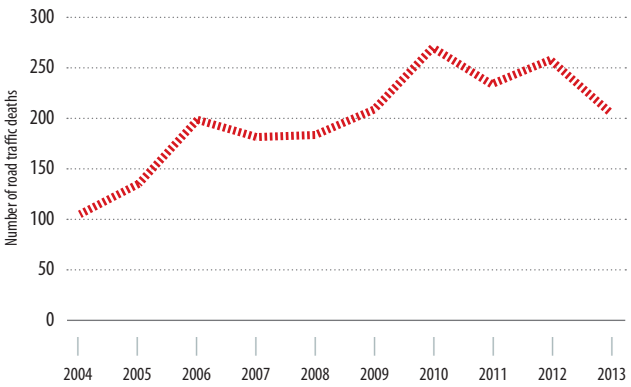
[b] Directorate General for Land Transport (DGTT). Defined as died within 30 days of crash.

SAFER ROAD USERS

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Combined sources (DGTT and CNSEE).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP 29. Other data collected by questionnaire.

COOK ISLANDS

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

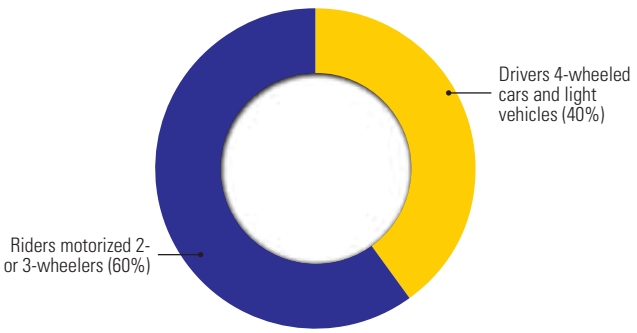
[b] Police Intelligence Report. Defined as unlimited time period following crash.

SAFER ROAD USERS

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

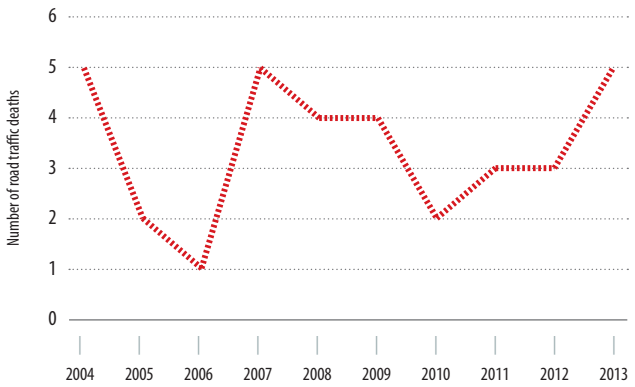
[c] Road type not specified.
[d] 2012, Ministry of Health.
[e] Only applies to those travelling > 40 km/h.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Intelligence Report.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health/Police Department.

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

COSTA RICA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

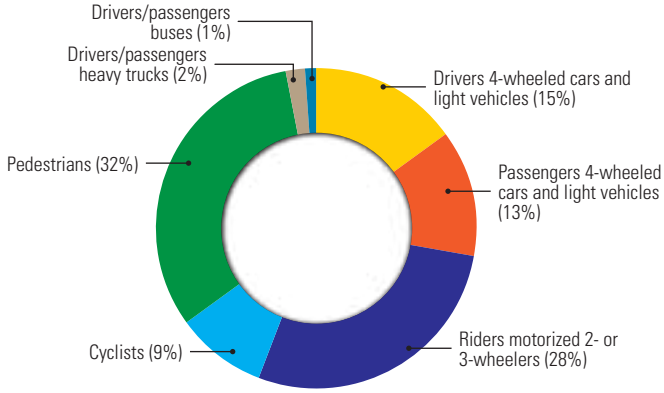
[b] Judicial Branch, Statistics Unit . Defined as died within a year of crash.

SAFER ROAD USERS

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

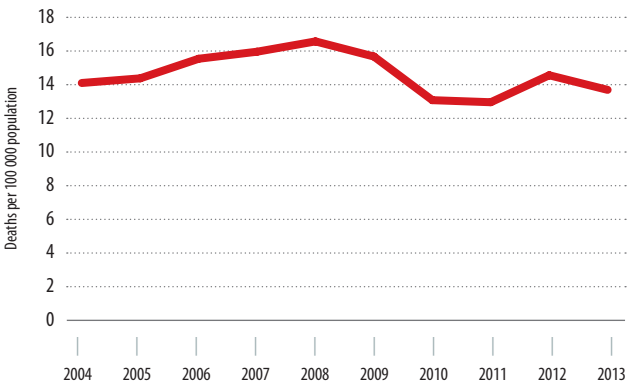
[c] 2012, Judicial Morgue.
[d] 2009, Helmet Study, COSEVI.
[e] 2012, Study of Osa, COSEVI.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

CÔTE D'IVOIRE

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

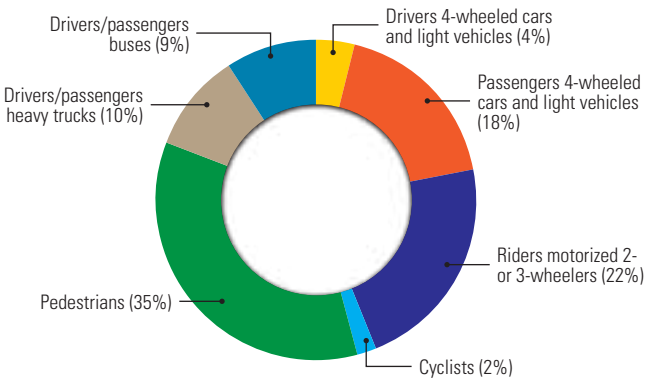
Reported road traffic fatalities (2013)	844[b] (75% M, 11% F)
WHO estimated road traffic fatalities	4 924 (95%CI 4 043–5 805)
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	0.5%[c]

[b] Office of Road Safety (OSER). Defined as died within 30 days of crash.
[c] 2012, OSER/National Institute of Statistics/UEMOA.

SAFER ROAD USERS

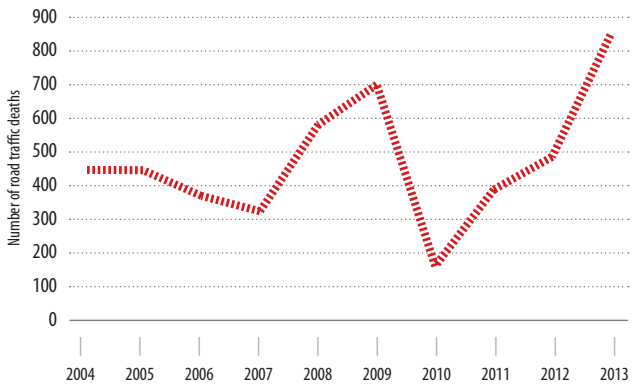
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers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

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Office of Road Safety.

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

CROATIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	0.5%[b]

[b] 2014, National Disabilities Registry.

DATA

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

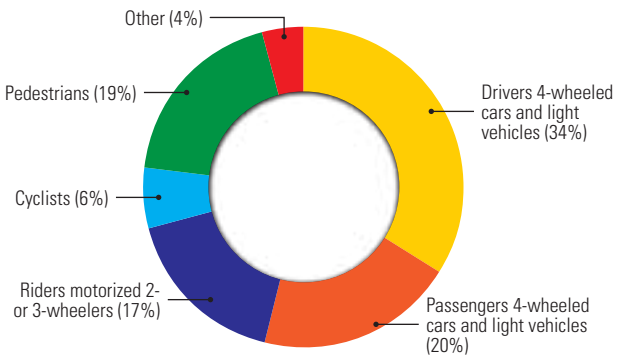
[c] Ministry of Interior. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	19%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	50% Drivers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	65% Front seats[g], 30% Rear seats[g]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

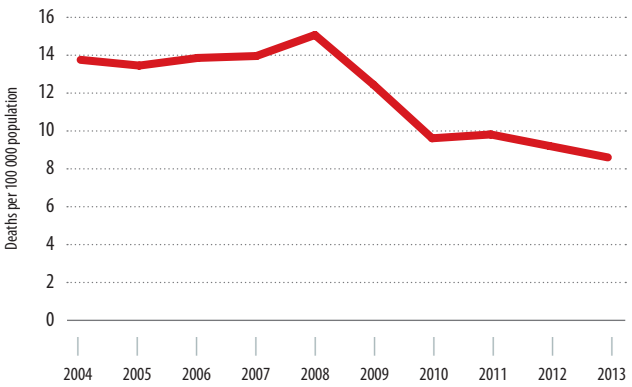
[d] Can be increased up to 80 km/h.
[e] 2013, Ministry of Interior.
[f] 2009, National Road Safety Program 2006–2010 - Impact of various factors on the safety of road traffic.
[g] 2014, Faculty of Transport and Traffic Sciences, University of Zagreb.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Interior.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

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

CUBA

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

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Commission
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5 deaths per 100 000 population (2010–2025)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

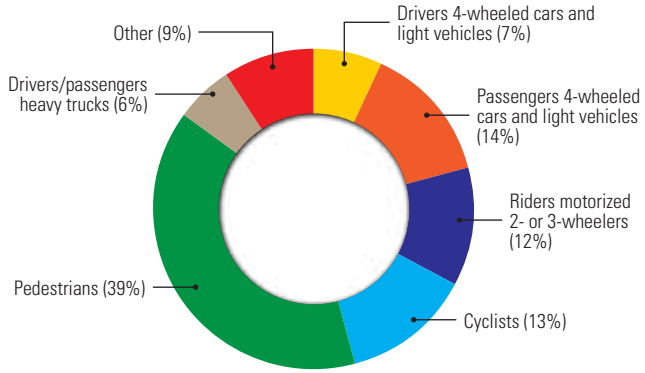
[b] Death Statistical Information System, Ministry of Public Health. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	≤ 0.01 g/dl[d]
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	4%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	90% Drivers[f], 90% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	85% Front seats[f], 10% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

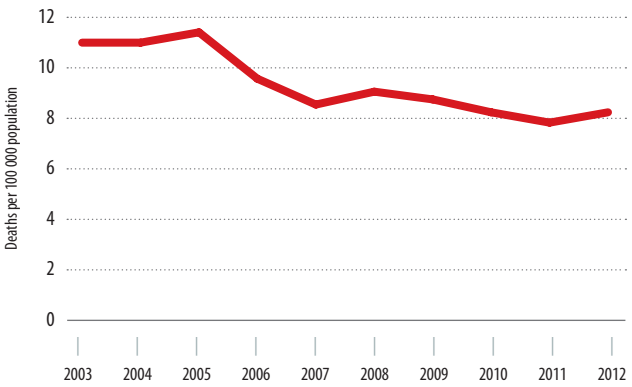
[c] Not based on BAC.
[d] The law specifies as Breath Alcohol Concentration of 0.05 mg/L which equals to a BAC of 0.01 g/dl.
[e] 2013, Accident Registration.
[f] 2013, National Police.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Road and Traffic Commission.

CYPRUS

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

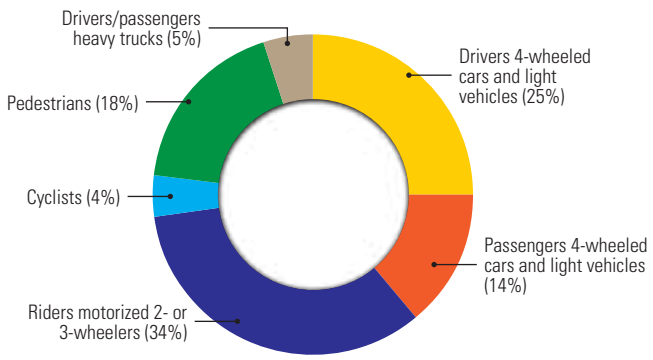
[b] Cyprus Police. Defined as died within 30 days of crash.
[c] 2008, HEATCO.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	65 km/h
Max rural speed limit	No
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	75% Drivers[e], 68% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	86% Front seats[e], 13% Rear seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

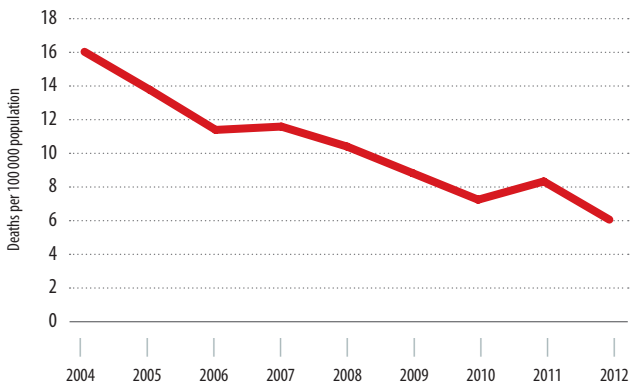
[d] 2008, Cyprus Police.
[e] 2010, Cyprus Police.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Cyprus Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Cyprus Police and Statistical Service.

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

CZECH REPUBLIC

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

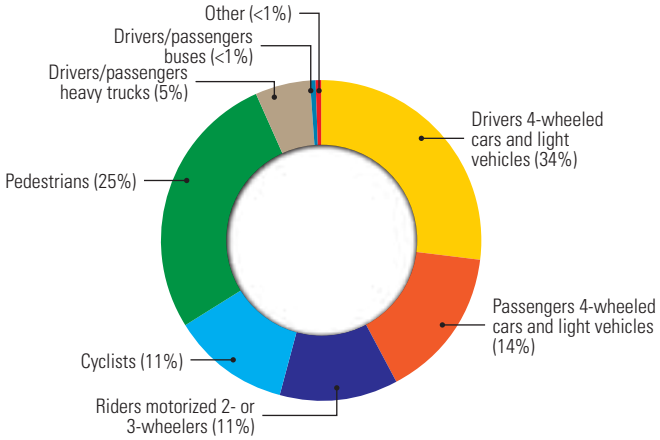
[b] Police Directorate. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	9%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	95% Drivers[e], 85% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	95% Front seats[f], 80% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

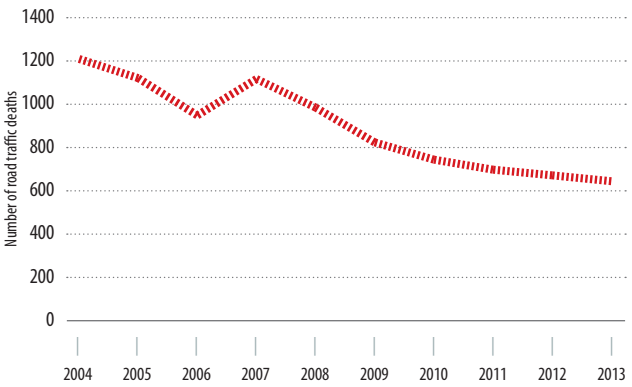
[c] Can be increased up to 80 km/h.
[d] 2013, Police of the Czech Republic.
[e] 2013, Centre for Traffic Research.
[f] 2012, Centre for Traffic Research.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Directorate.

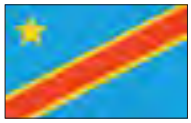
TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

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

DEMOCRATIC REPUBLIC OF THE CONGO



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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

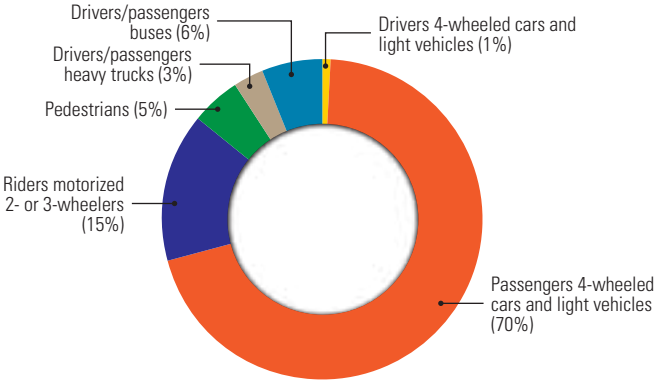
Reported road traffic fatalities (2013)	463[b] (83% M, 17% F)
WHO estimated road traffic fatalities	22 419 (95%CI 17 966–26 872)
WHO estimated rate per 100 000 population	33.2
Estimated GDP lost due to road traffic crashes	—

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

SAFER ROAD USERS

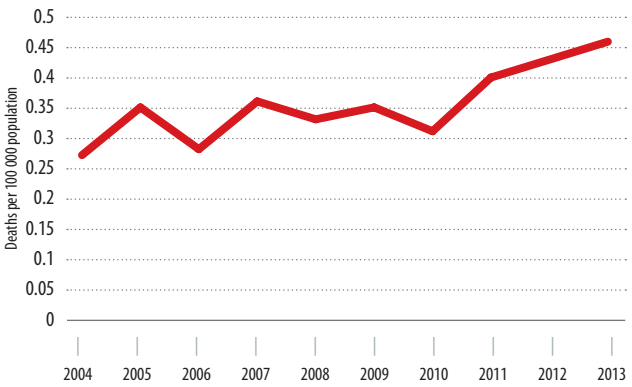
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.10 g/dl
BAC limit – young or novice drivers	< 0.10 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

DENMARK

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

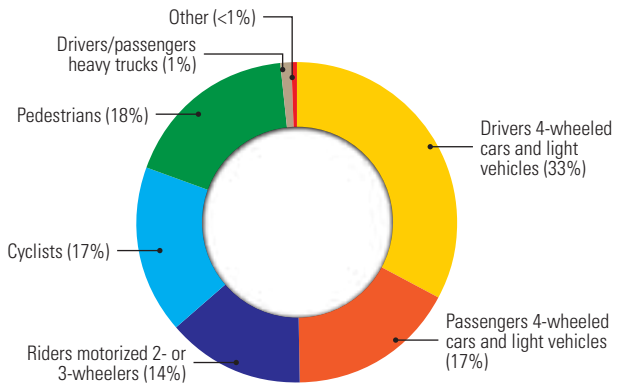
[b] National Statistics (Police data). Defined as died within 30 days of crash.

SAFER ROAD USERS

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

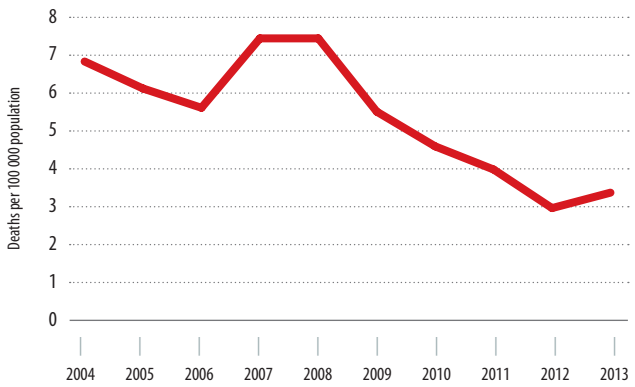
[c] Can be increased up to 80 km/h.
[d] 2010, 99% motorcycles, 96% mopeds. Danish Road Safety Council.
[e] 2012, Drivers: 69% taxis, 83% vans, 94% cars. Rådet for Sikker Trafik.

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics (Police data).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics (Police data).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Danish Road Directorate.

DJIBOUTI

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

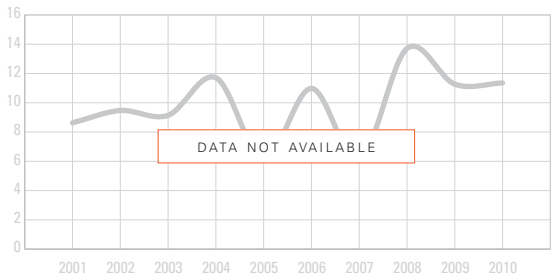
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[b]
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Education.

DOMINICA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

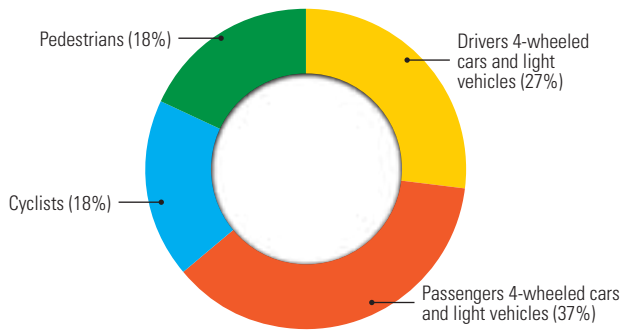
Reported road traffic fatalities (2013)	11[b] (73% M, 27% F)
WHO estimated road traffic fatalities	11
WHO estimated rate per 100 000 population	15.3
Estimated GDP lost due to road traffic crashes	—

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

SAFER ROAD USERS

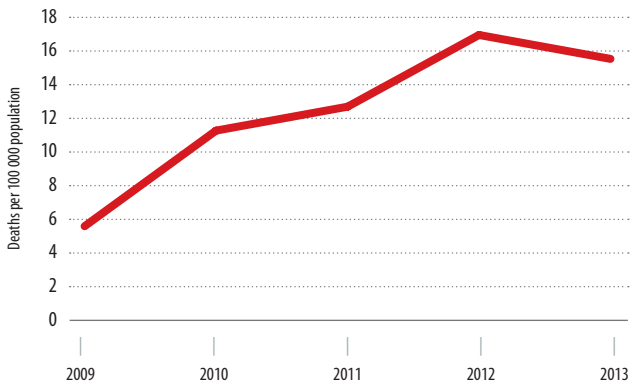
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried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

DEATHS BY ROAD USER CATEGORY



Source: Police Records (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

DOMINICAN REPUBLIC

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

[b] 2013, Dominican Association of Rehabilitation (ADR).

DATA

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

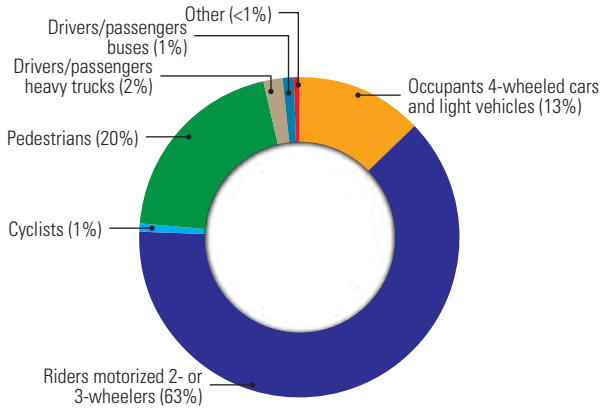
[c] Ministry of Public Health and Welfare (MSP). Defined as died at scene of crash.
[d] 2013, National Council of Social Security (CNSS).

SAFER ROAD USERS

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

[e] Speed limit can be increased up to 100 km/h.
[f] Not based on BAC.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

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

Source: Metropolitan Transportation Authority (AMET).

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

ECUADOR

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

INSTITUTIONAL FRAMEWORK

Lead agency	National Control and Regulatory Agency of Land Transport, Transit and Road Safety
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	4.3%[b]

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

DATA

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

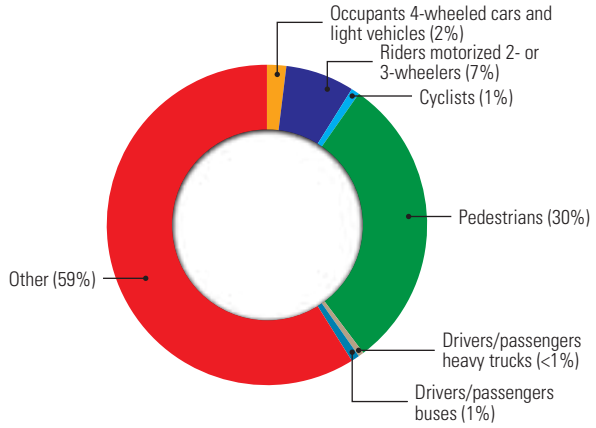
[c] Annual Vital Statistics - National Institute of Statistics and Census. Defined as unlimited time period following crash
[d] 2012, National Control and Regulatory Agency of Land Transport, Transit and Road Safety.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	90 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	84% Drivers[e], 21% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	39% Front seats[e], 3% Rear seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	1%[e]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

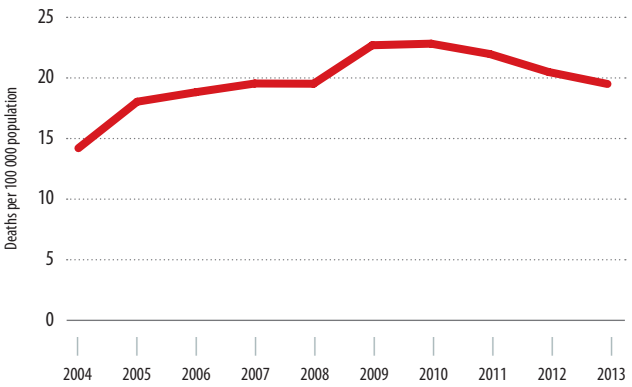
[e] 2013, National Control and Regulatory Agency of Land Transport, Transit and Road Safety.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Transit Agency.

EGYPT

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

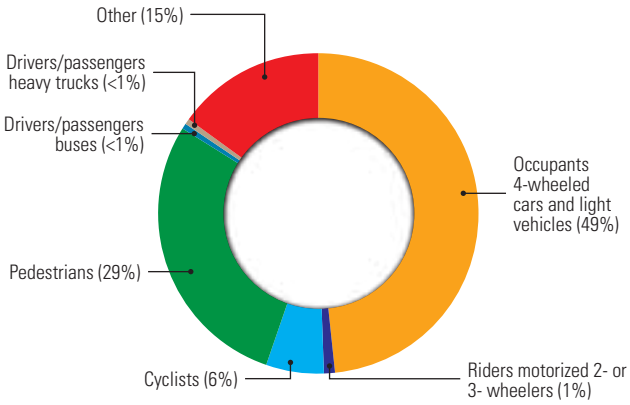
[b] Central Agency for Public Mobilization and Statistics. Defined as died at scene of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	14%–19% Drivers[d], 3%–4% Front seats[d]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

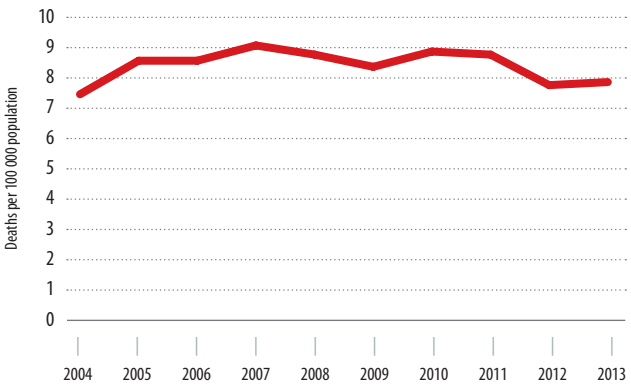
[c] Not based on BAC.
[d] 2011–2012, Risk factors for Road Traffic Injuries in Egypt: Findings from Two Cities (range reflects different principal roads).

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Central Agency for Public Mobilization and Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by General Authority for Roads, Bridges and Land Transport (GARBLT).

EL SALVADOR

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

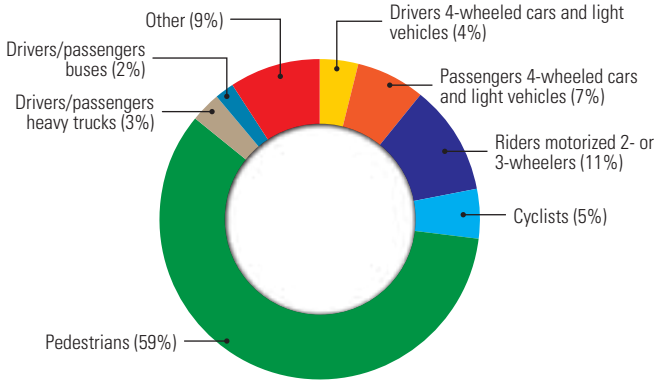
[b] Institute of Legal Medicine. Defined unlimited time period following crash.

SAFER ROAD USERS

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

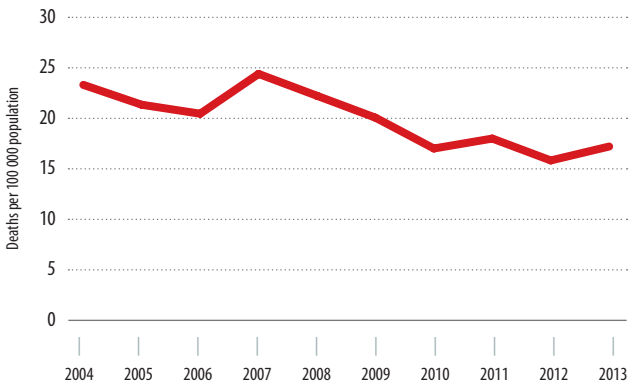
[c] 2013, National Civil Police.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Institute of Legal Medicine.

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

ERITREA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

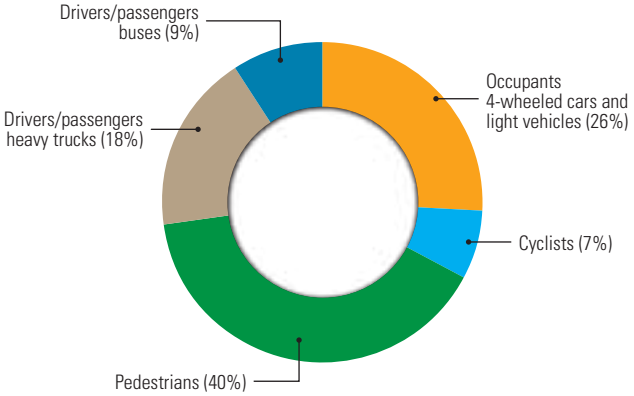
[b] Eritrean Traffic Police. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	95% All riders[c], 90% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	60% Front seats[c], 10% Rear seats[c]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

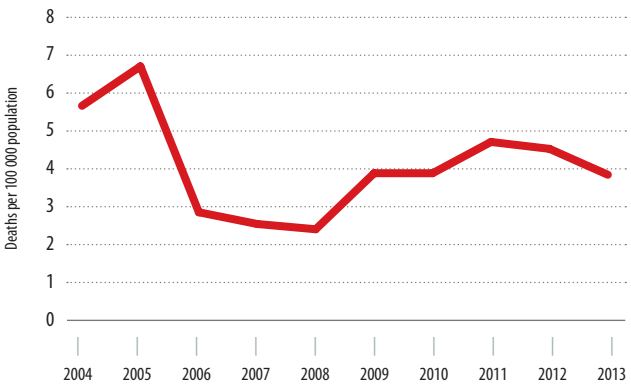
[c] Eritrean Police Traffic Report (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Eritrean Traffic Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative analysis conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

ESTONIA

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

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Safety Department in Estonian Road Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	76% in 2011 updated to 19% (2003–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

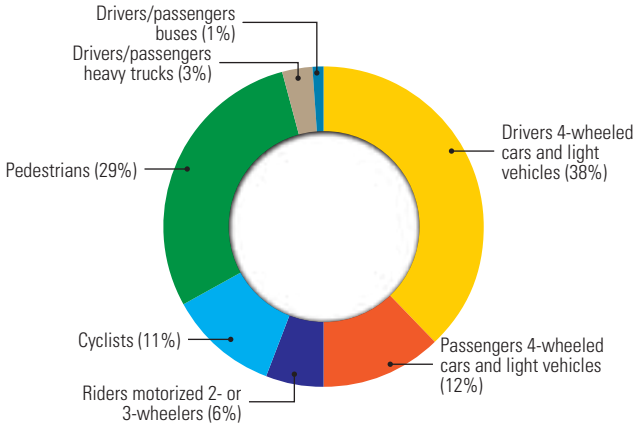
[b] Traffic Accident Database. Defined as died within 30 days of crash.
[c] 2011, Tallinn University of Technology.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	No[e]
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	25%[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	95% Front seats[g], 88% Rear seats[g]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	97%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

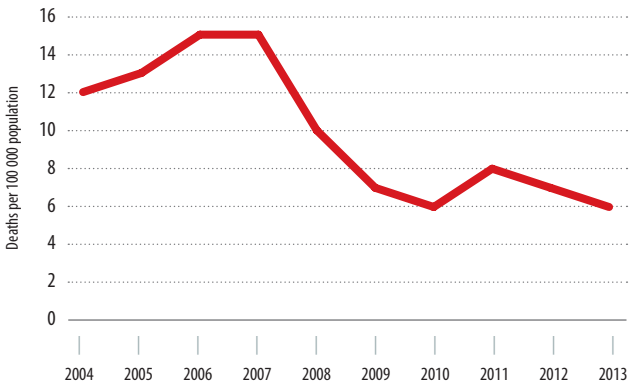
[d] Can be increased up to 90 km/h. Refers to built- up areas.
[e] No motorways in the country.
[f] 2013, Police.
[g] 2013, Traffic Behavior Monitoring.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Accident Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Accident Database and Statistics Estonia.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Estonian Road Administration.

ETHIOPIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

[b] Ethiopian Federal Police Commission. Defined as died within 30 days of crash.
[c] 2008, UNECA "Road Safety in Ethiopia Case Study".

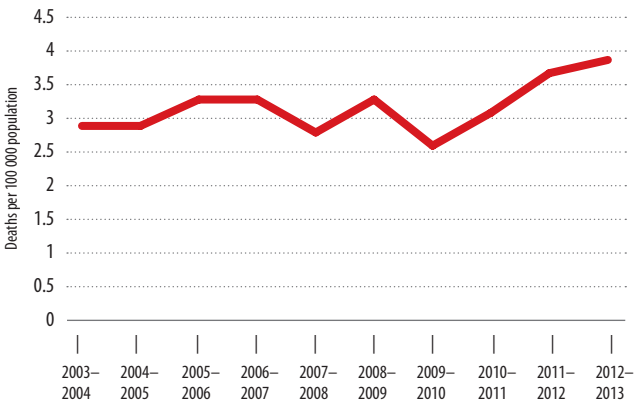
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	4%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	<1% All occupants[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[d] Ethiopian Federal Police Commission (data from 2012/2013).
[e] Ethiopian Federal Police Commission (data from 2013/2014).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ethiopian Federal Police Commission.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Road Safety Council Office.

FIJI

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

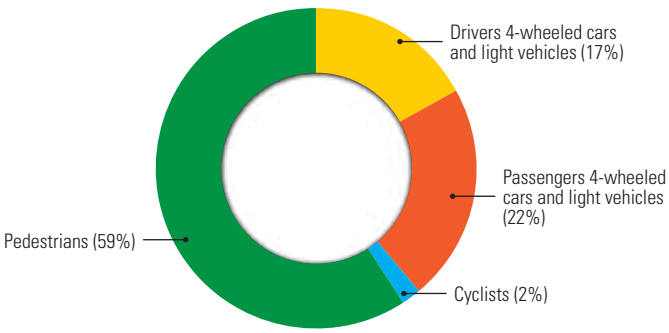
[b] Fiji Police Accident Traffic Research Unit (PATRU). Defined as died within 30 days of crash.

SAFER ROAD USERS

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

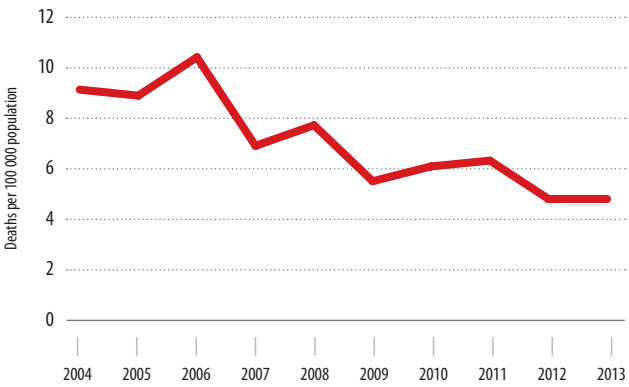
[c] 2013, Fiji Police Accident Traffic Research Unit (PATRU).

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Land Transport Authority.

FINLAND

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

[b] 2012, Finnish Motor Insurers Centre.

DATA

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

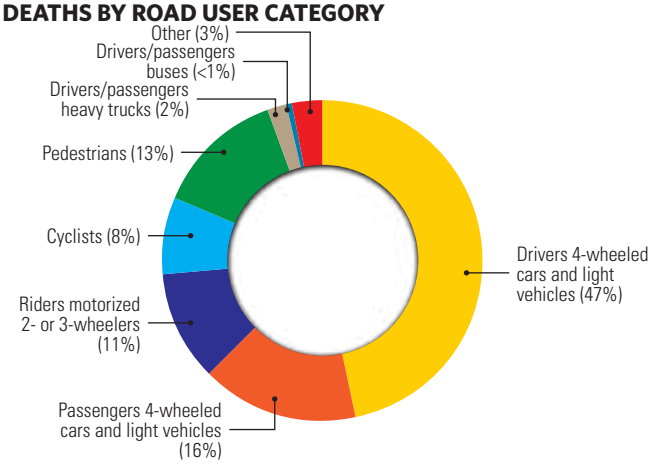
[c] Statistics Finland and Central Organization for Traffic Safety in Finland. Defined as died within 30 days of crash.
[d] 2012, Finnish Information Centre of Automobile Sector and Statistics Finland.

SAFER ROAD USERS

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

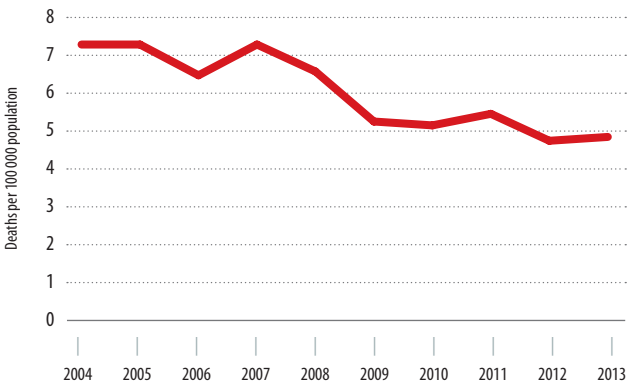
[e] Can be increased up to 60 km/h.
[f] 2013, Statistics Finland.
[g] 2013, Central Organization for Traffic Safety in Finland.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Social Affairs and Health.

FRANCE

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

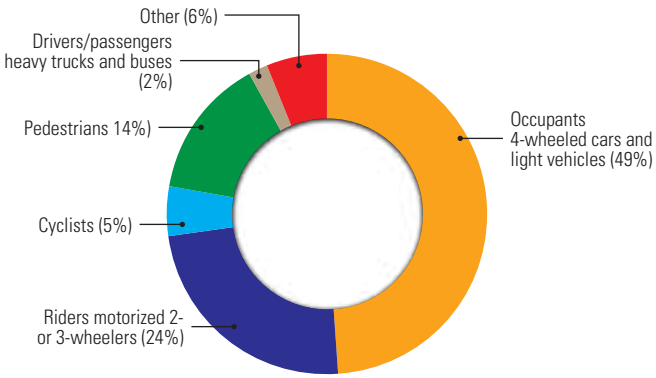
[b] ONISR. Defined as died within 30 days of crash.
[c] ONISR.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	29%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers[d], 92% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	99% Front seats[d], 87% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

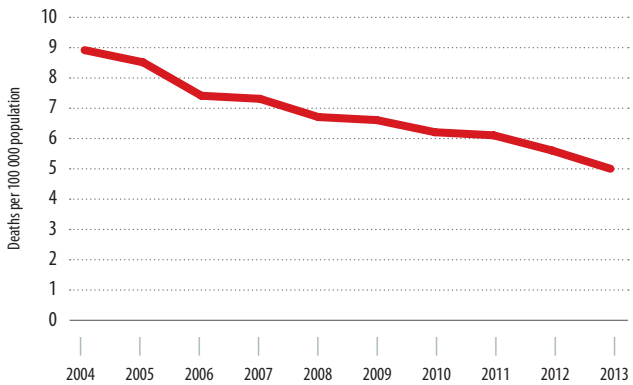
[d] 2013, ONISR.

DEATHS BY ROAD USER CATEGORY



Source: 2013, ONISR.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: ONISR.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Minister for the Interior, Overseas France, Overseas Local Authorities and Immigration.

GABON

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

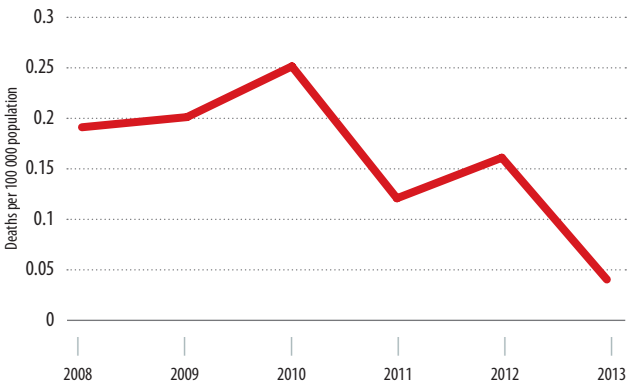
[b] General Directorate of Road Safety (DGSR). Data from 7 out of 10 provinces. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of Road Safety (DGSR).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

GAMBIA

Population: 1 849 285 • Income group: Low • Gross national income per capita: US$ 500

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

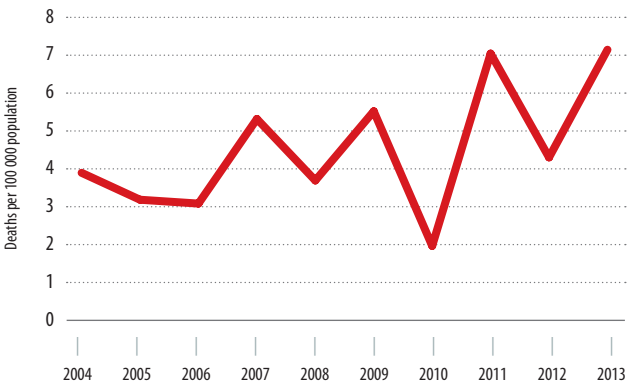
SAFER ROAD USERS

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

[c] Not based on BAC.
[d] The Gambia Police Accident Statistics Unit (data from 2013).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: The Gambia Police Accidents Statistics Unit.

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

GEORGIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

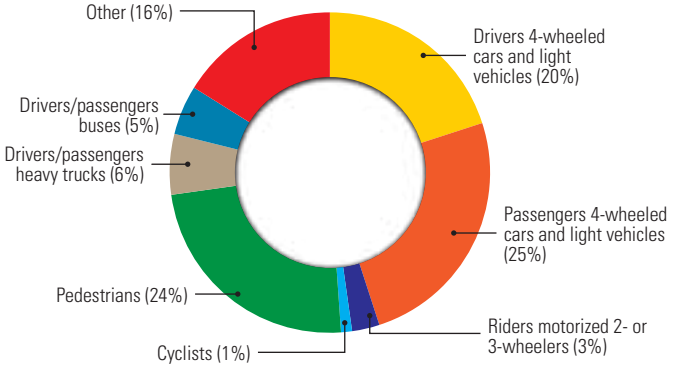
[b] National Statistics Office of Georgia - GEOSTAT. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	5%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	80% Drivers[c], 80% Front seats[c]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

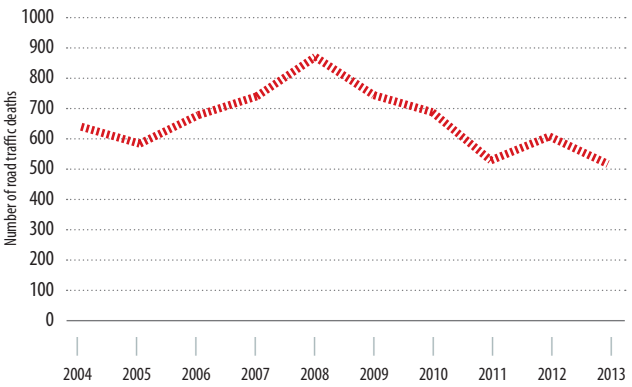
[c] 2013, Ministry of Internal Affairs of Georgia.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office of Georgia-GEOSTAT.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Center for Disease Control and Public Health.

GERMANY

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

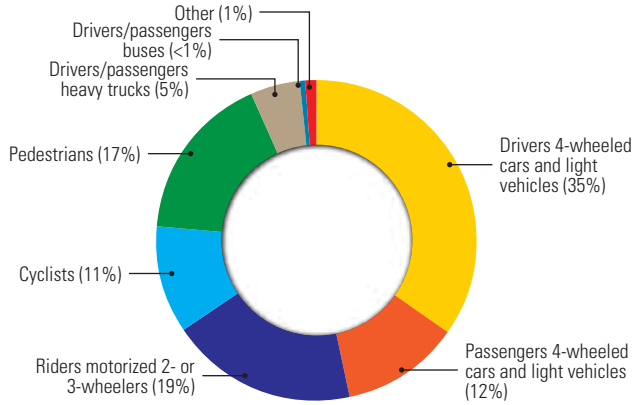
[b] Federal Statistical Office . Defined as died within 30 days of crash.
[c] 2012, Federal Highway Research Institute (BASt), Federal Statistical Office.

SAFER ROAD USERS

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

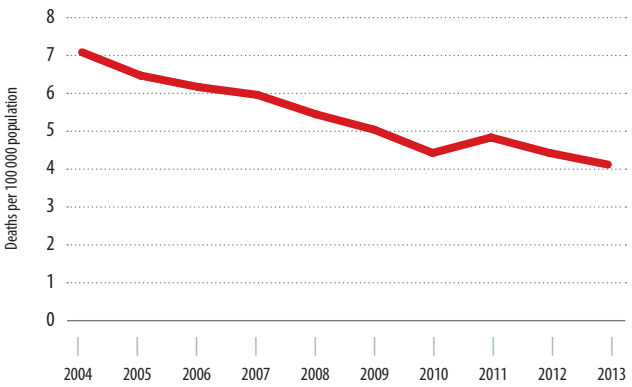
[d] 2013, Federal Statistical Office.
[e] 2013, Federal Highway Research Institute (BASt).
[f] 2013, rural roads: 85%, built-up areas: 82%, Federal Highway Research Institute (BASt).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Federal Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

GHANA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

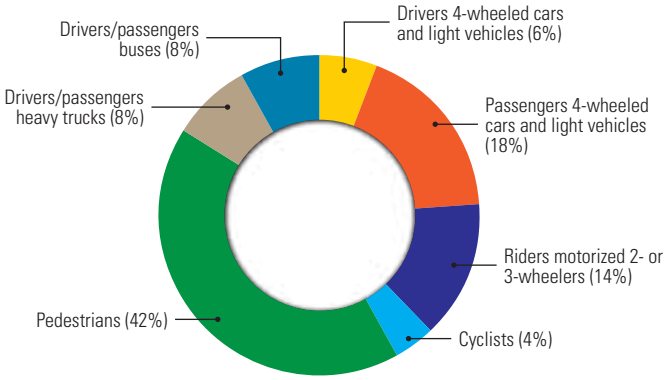
[b] National Accident Statistics 2012 produced by CSIR-BRRI for NRSC. Defined as died within 30 days of crash.
[c] 2004, Journal of Building & Road Research Vol. 11, Dec 2008.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	34% Drivers[d], 2% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	18% Drivers[e], 5% Front seats[e]
National child restraint law	No[f]
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

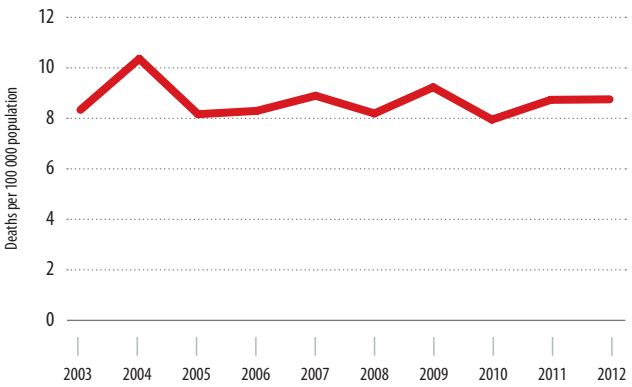
[d] 2010, Traffic Injury Prevention, Vol. 11; 522–525.
[e] 2010, Journal of Prevention & Intervention in the Community Vol 38:4; 280–289.
[f] Children in front seats under 5 have to be held in an appropriate restraint.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Accident Statistics 2012.

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

GREECE

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	10.0%[b]

[b] Hellenic Society of Trauma and Emergency Surgery.

DATA

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

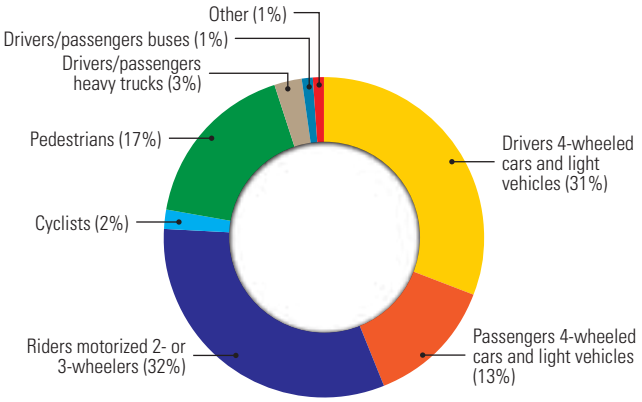
[c] Traffic police. Defined as died within 30 days of crash.
[d] 2011, Hellenic Institute of Transportation Engineers, National Technical University of Athens.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[e]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.049 g/dl
BAC limit – young or novice drivers	≤ 0.049 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	75% Drivers[f], 46% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	74% Front seats[f], 23% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% children using child restraints	67%[f]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

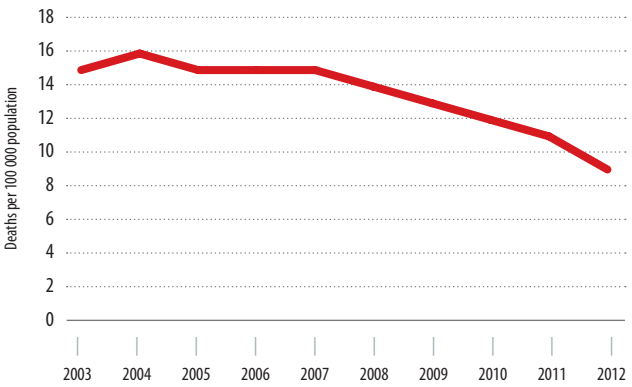
[e] Except if otherwise specifically marked.
[f] 2009, National Technical University of Athens.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hellenic Statistical Authority (EL.STAT).

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

GUATEMALA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	110
Permanently disabled due to road traffic crash	60%[b]

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

DATA

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

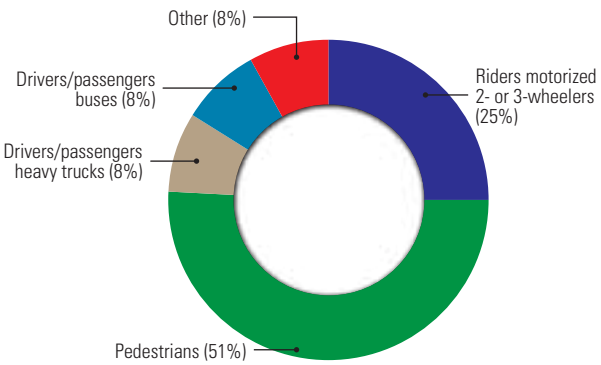
[c] Police Records. Defined as died within 24 hours of crash.

SAFER ROAD USERS

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

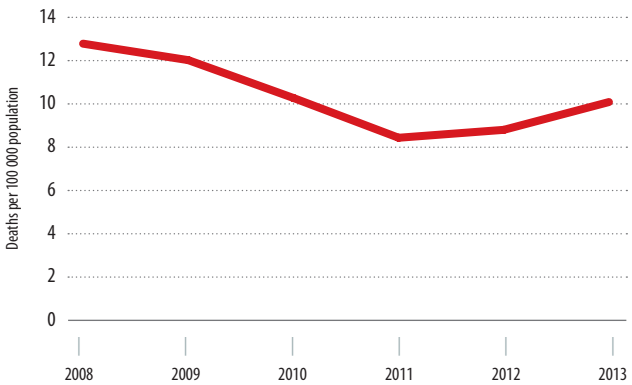
[d] Speed limit for highways in urban areas is 80 km/h.
[e] Not based on BAC.
[f] 2013, Reported from insurances, hospitals, and relief agencies published by national news.
[g] 2011, Observational Study.

DEATHS BY ROAD USER CATEGORY



Source: Police records (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Statistics (INE).

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

GUINEA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2011	33 943
Cars and 4-wheeled light vehicles	26 609
Motorized 2- and 3-wheelers	6 927
Heavy trucks	369
Buses	38
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

SAFER ROAD USERS

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

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

Source: Traffic Police Directorate.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

GUINEA-BISSAU

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	5.0%[b]

[b] National Health Service (data from 2013).

DATA

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

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

SAFER ROAD USERS

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

[d] Not based on BAC.
[e] DGVTT/National Transport Group (data for 2013).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

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

Source: National Transport Group.

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

GUYANA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

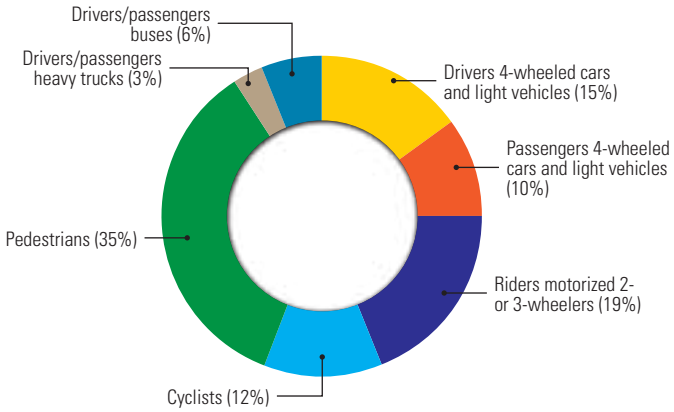
[b] Guyana Police Force. Defined as unlimited time period following crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~64 km/h
Max rural speed limit	~64 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	16%[c]
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

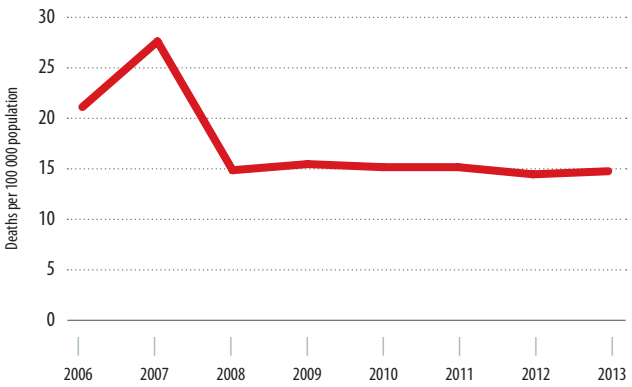
[c] 2013, Guyana Police Force

DEATHS BY ROAD USER CATEGORY



Source: Guyana Police Force (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Guyana Police Force.

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

HONDURAS

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

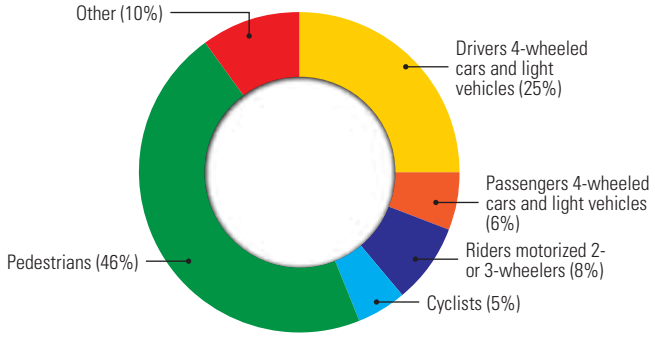
[b] National Transit Directorate/ Forensic Medicine Directorate/Institute for Democracy, Peace and Security (DNT/DMF/IUDPAS). Defined as unlimited time period following crash. .

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.07 g/dl[c]
BAC limit – young or novice drivers	≤ 0.07 g/dl[c]
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	4%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

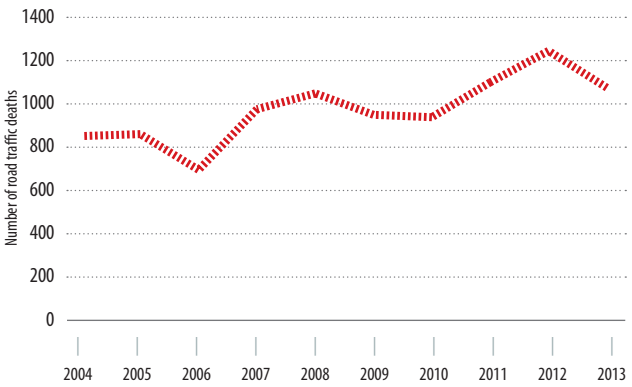
[c] The law provides a BAC limit of 0.7 mg/L but the limit is enforced as 0.07 g/dl.
[d] 2010, National Transit Directorate.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by State Secretariat of Security.

HUNGARY

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

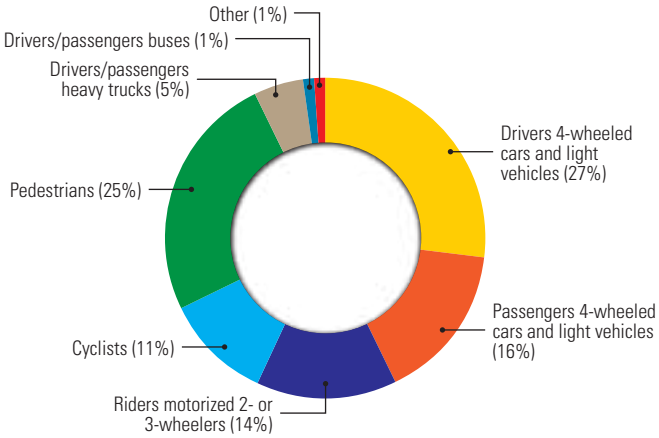
[b] Hungarian Central Statistical Office. Defined as died within 30 days of crash.
[c] 2013, Institute for Transport Sciences Non-profit Ltd.

SAFER ROAD USERS

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

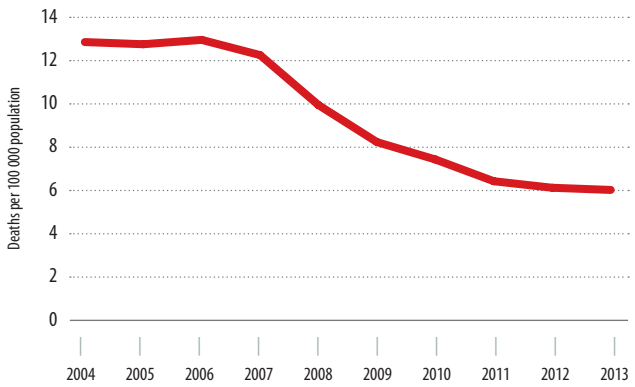
[d] 2013, Hungarian Central Statistical Office.
[e] 2013, Institute for Transport Sciences Non-profit Ltd.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Hungarian Central Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hungarian Central Statistical Office.

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

ICELAND

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

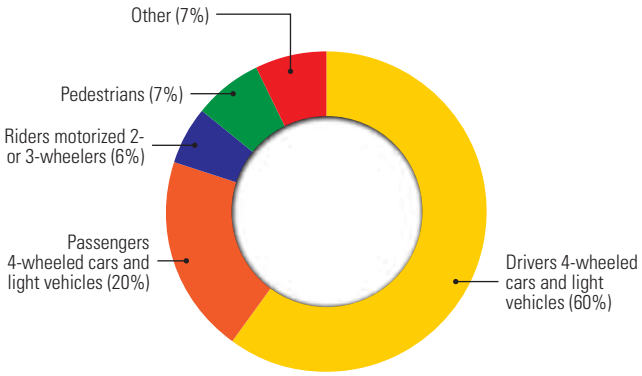
[b] The yearly traffic accident report of the Icelandic Transport Authority. Defined as died within 30 days of crash.
[c] 2013, Statistics Iceland and a report on costs of traffic accidents from May 2014.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	20%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	87% Drivers[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

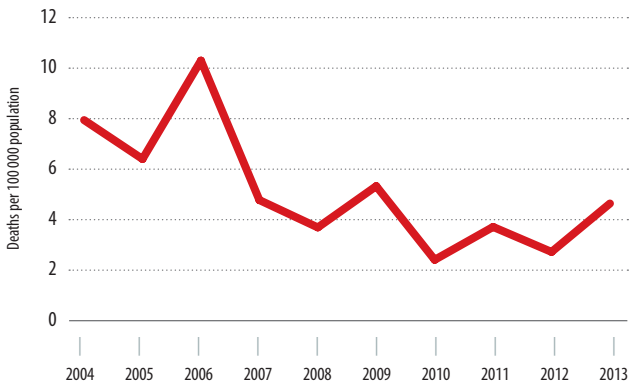
[d] 2004–2013, Icelandic Transport Authority.
[e] 2013, Icelandic Transport Authority.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

INDIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

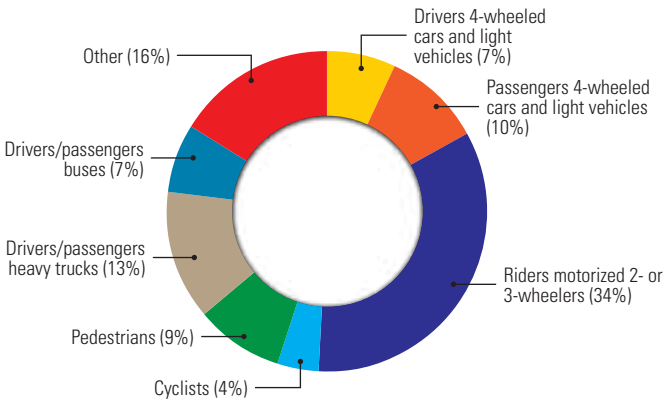
[b] Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways. Defined as died within 30 days of crash.
[c] 2009, 10th 5 Year Plan, Volume 2.

SAFER ROAD USERS

National speed limit law	Yes[d]
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	5%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes[f]
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	20–80% All riders[g], 60% Drivers[g]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	26% Drivers (in Bangalore)[h], 26% Front seats[h]
National child restraint law	No[i]
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

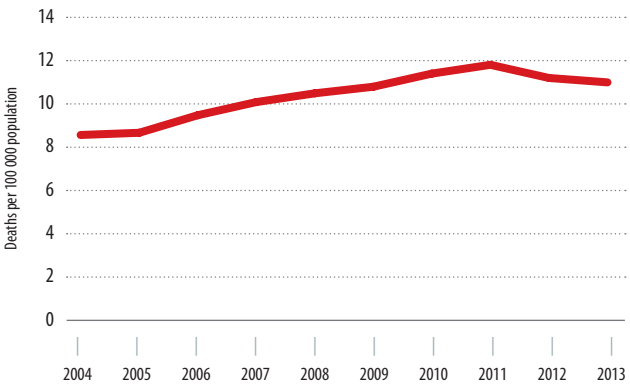
[d] Under the Motor Vehicles Act, state governments in India have the authority to create different speed limits at the local level.
[e] Road Accidents in India, Transport Research Wing (TRW), MORTH (data from 2013).
[f] Under the Motor Vehicles Act, state governments in India have the authority to adopt rules creating exemptions to the national motorcycle helmet requirements.
[g] Bangalore Road Safety Programme (data from 2011–2012).
[h] Bangalore Road Safety Programme (data from 2011).
[i] Child restraints must be used as of April 1, 2016 for vehicles manufactured on or after October 1, 2014.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

INDONESIA

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

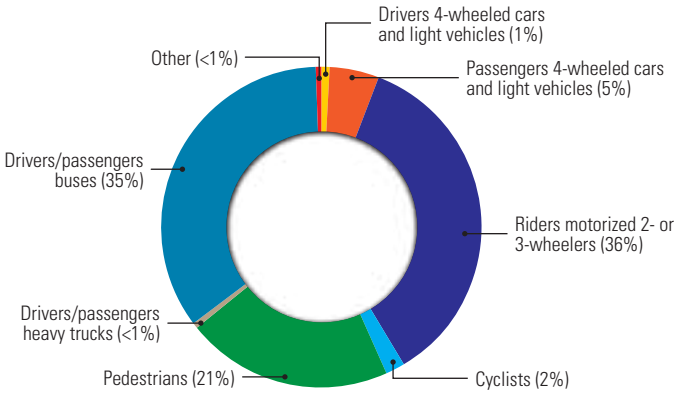
[b] Indonesia National Police. Defined as died within 30 days of crash.
[c] Statistics of Indonesia (data from 2010).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	80% Drivers[e], 52% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

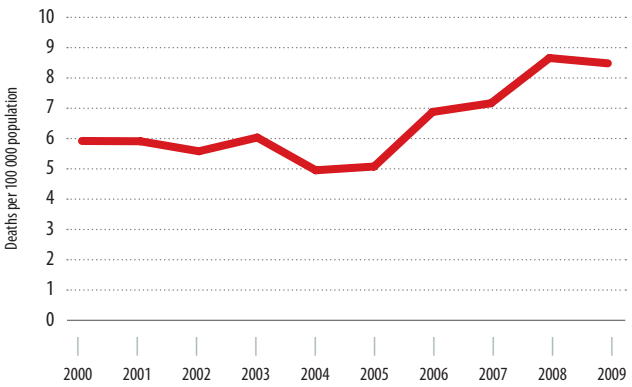
[d] Not based on BAC.
[e] 2007, Study on Helmet Wearing, Universitas Indonesia.

DEATHS BY ROAD USER CATEGORY



Source: Indonesia National Police (data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Indonesia National Police.

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

IRAN (ISLAMIC REPUBLIC OF)

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

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Commission
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% annually (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	5.0%[b]

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

DATA

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

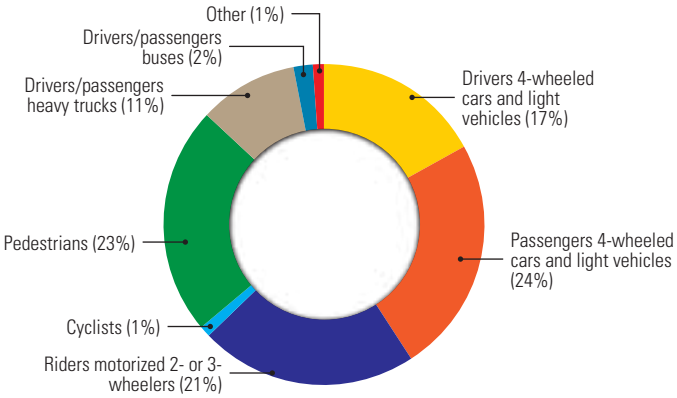
[c] Forensic Medicine Organization and Traffic Police. Defined as died within 30 days of crash.
[d] Safety Promotion and Injury Prevention Research Centre (data from 2013).
* Iranian calendar starts from 21 March 2013 and ends 20 March 2014.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	95 km/h
Max motorway speed limit	125 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes[e,f]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	35% Drivers[g], 12% Passengers[g]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	85% Front seats[g], 10% Rear seats[g]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

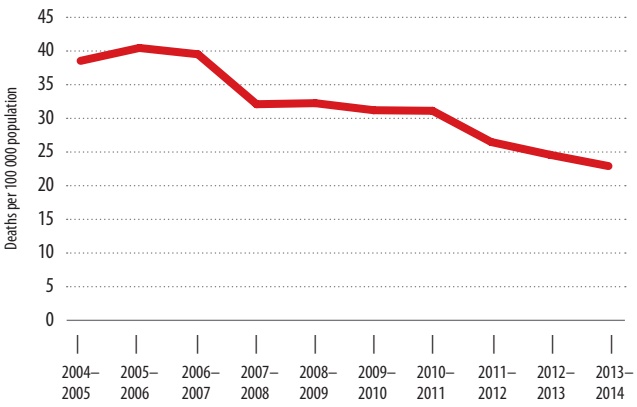
[e] Not based on BAC.
[f] Alcohol consumption legally prohibited.
[g] Traffic Police Survey (data from 2013–2014*).

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Forensic Medicine Organization and National Statistical Center.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Education.

IRAQ

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

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

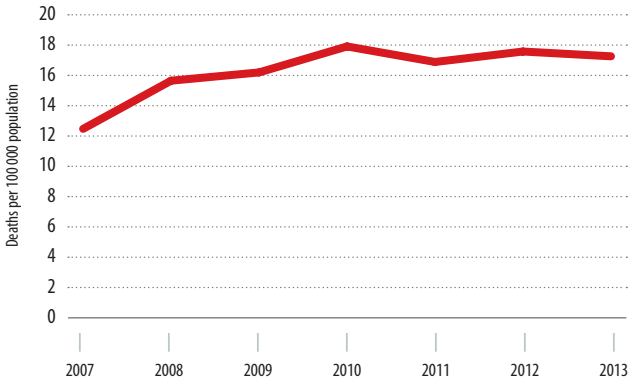
SAFER ROAD USERS

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

[c] Can be increased to 100 km/h.
[d] Not based on BAC.
[e] Only applies inside cities.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

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

IRELAND

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

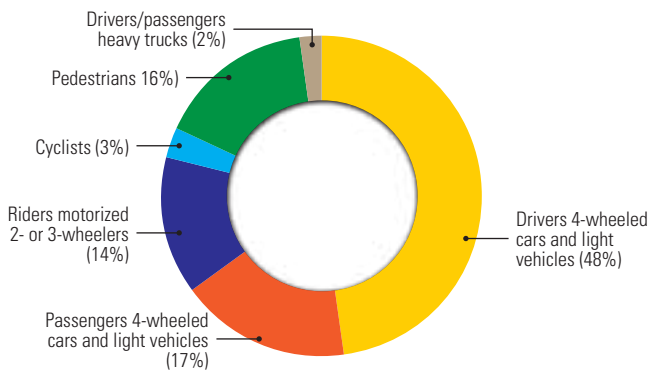
[b] Garda Síochána (Police). Defined as died within 30 days of crash.
[c] 2012, Road Safety Authority and Central Statistics Office.

SAFER ROAD USERS

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

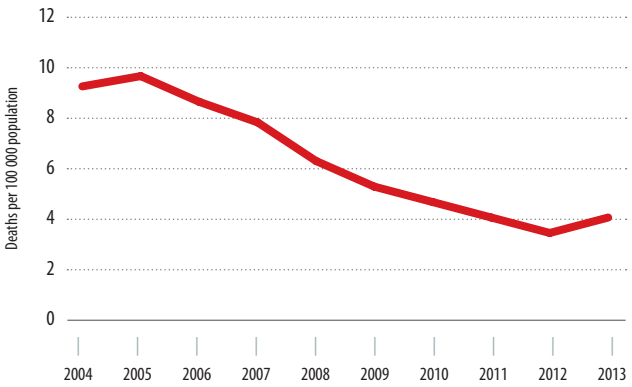
[d] 2007, Police Investigation Files, RSA study on Pre-Crash Behaviour 2010.
[e] 2013, Road Safety Authority Annual Observational Study.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Garda Síochána (Police).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Safety Authority.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department for Transport, Tourism and Sport.

ISRAEL

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

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

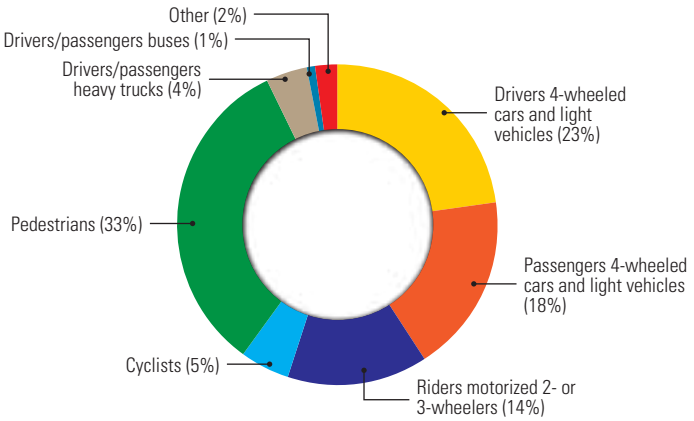
[b] Central Bureau of Statistics. Defined as died within 30 days of crash.
[c] 2012, MATAT Company, Ministry of Transport and Ministry of Finance.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers[e], 98% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	95% Front seats[f], 74% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	93%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

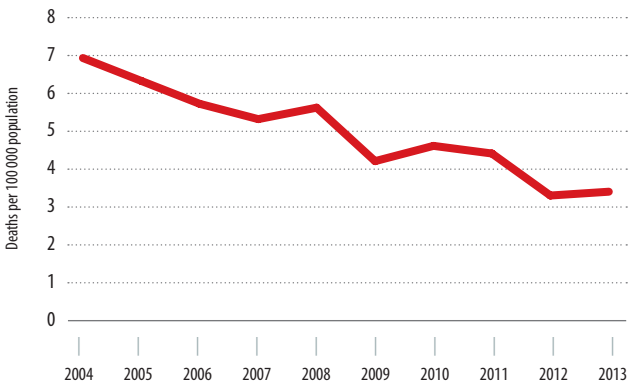
[d] 2012, The Central Bureau of Statistics based on the data from the police.
[e] 2011, Israel National Road Safety Authority.
[f] 2013, Israel National Road Safety Authority.
[g] 2012, National observational survey of the use of child safety restraints in private cars in Israel.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Central Bureau of Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Central Bureau of Statistics.

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

ITALY

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	118
Permanently disabled due to road traffic crash	2.5%[b]

[b] 2011, SINIACA-IDB.

DATA

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

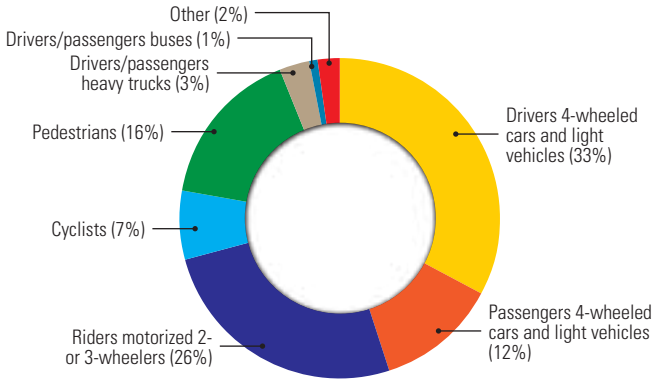
[c] Italian National Institute of Statistics. Defined as died within 30 days of crash.
[d] 2011, Ministry of Infrastructure and Transport.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	150 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	25%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	90% All riders[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	64% Front seats[f], 10% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

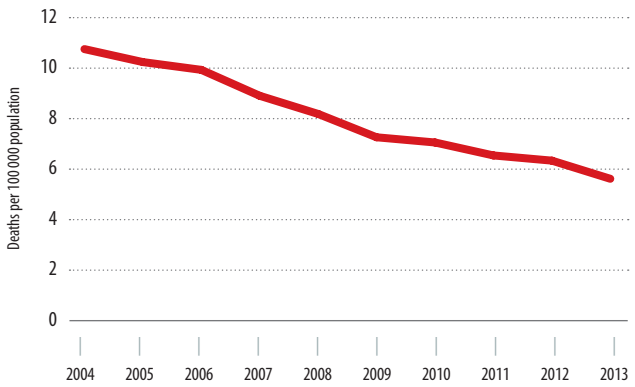
[e] 2012, «Prevenzione primaria dell'evento traumatico. Trauma Care - La cura definitiva del Trauma maggiore.»
[f] 2011, Ministry of Infrastructure and Transport.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Italian National Institute of Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Italian National Institute of Statistics.

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

JAMAICA

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

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	<240 (2013–2016)

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

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

[a] UNECE WP29.

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

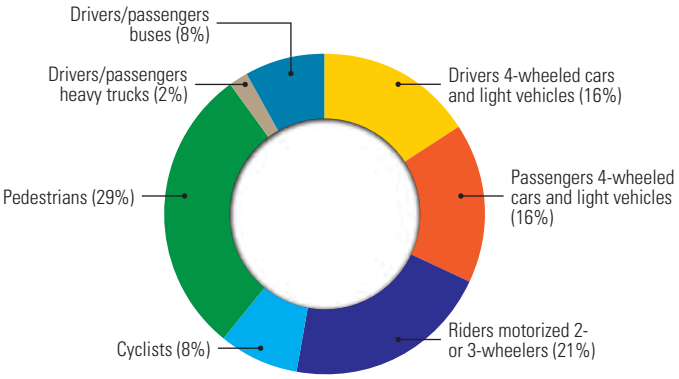
DATA	
Reported road traffic fatalities (2013)	307[b] (80% M, 20%F)
WHO estimated road traffic fatalities	320
WHO estimated rate per 100 000 population	11.5
Estimated GDP lost due to road traffic crashes	0.2%[c]

[b] Jamaica Constabulary Force. Defined as died within 30 days of crash.
[c] 2010, Policy Planning and Development Division, Ministry of Health, Jamaica.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~48 km/h
Max rural speed limit	~80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	6% All riders[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	54% Front seats[d], 4% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

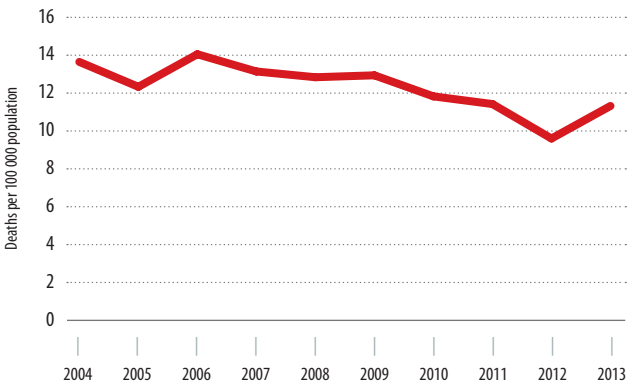
[d] 2008, Jamaica Health and Lifestyle Survey.

DEATHS BY ROAD USER CATEGORY



Source: Jamaica Constabulary Force (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Jamaica Constabulary Force.

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

JAPAN

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

[a] As of April 2013
[b] UNECE WP29.

POST-CRASH CARE

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

DATA

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

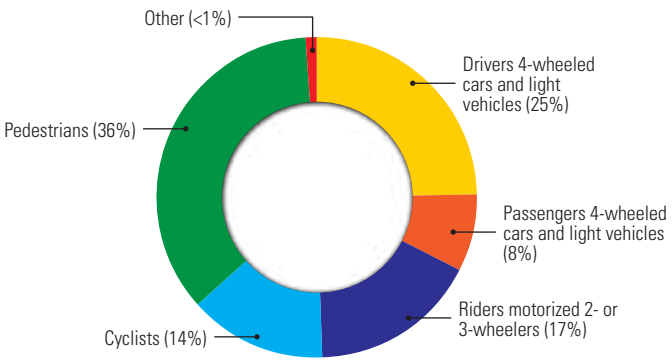
[c] National Police Agency. Defined as died within 24 hours of crash.
[d] March 2012, Investigative Study for Economic Losses Caused by Road Traffic Accidents.

SAFER ROAD USERS

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

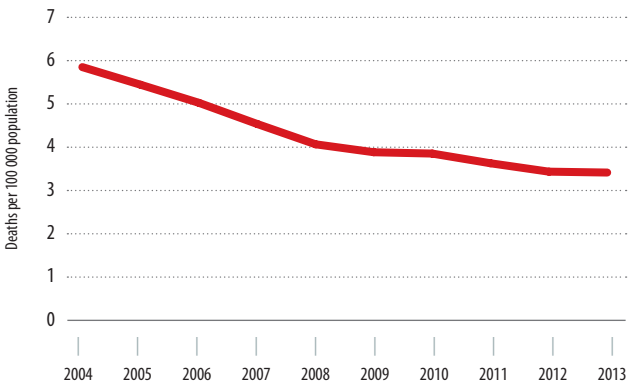
[e] 2013, National Police Agency
[f] On expressways.% lower on other roads. 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.
[g] 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Police Agency.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police Agency

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health, Labour and Welfare.

JORDAN

Population: 7 273 799 • Income group: Middle • Gross national income per capita: US$ 4 950

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Traffic Safety
Funded in national budget	No
National road safety strategy	Multiple Strategies
Funding to implement strategy	Partially funded
Fatality reduction target	1 death per 10 000 vehicle (2014–2016)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 263 754
Cars and 4-wheeled light vehicles	912 172
Motorized 2- and 3-wheelers	6 792
Heavy trucks	139 679
Buses	137 814
Other	67 297
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	13.5%[b]

[b] Traffic crashes in Jordan, Traffic Institute (data from 2013).

DATA

Reported road traffic fatalities (2013)	768[c] (81% M, 19%F)
WHO estimated road traffic fatalities	1 913 (95%CI 1 633–2 193)
WHO estimated rate per 100 000 population	26.3
Estimated GDP lost due to road traffic crashes	1.2%[d]

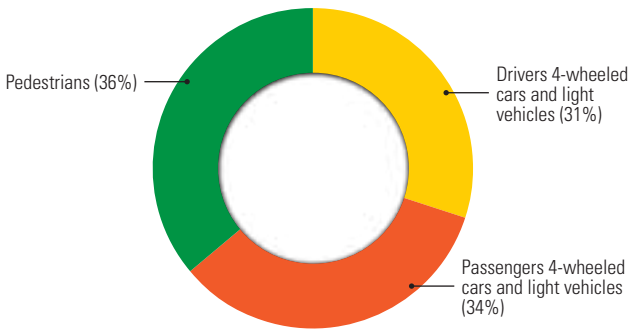
[c] Traffic crashes in Jordan, Traffic Institute. Defined as died within 30 days of crash.
[d] Traffic crashes in Jordan, Traffic Institute and General Statistics Department (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	42% Drivers[e]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

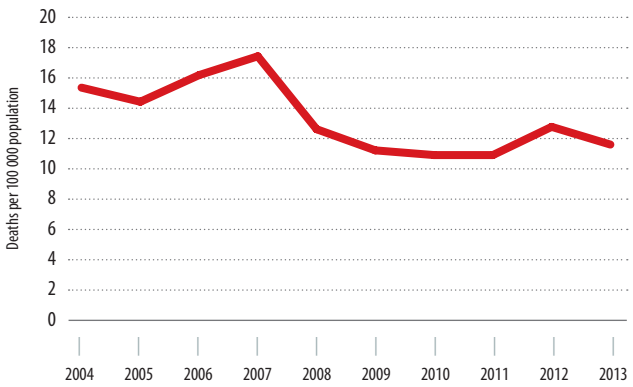
[e] 2003, Elmosaly and Elsabah study.

DEATHS BY ROAD USER CATEGORY



Source: Traffic crashes in Jordan, Traffic Institute (data from 2013).

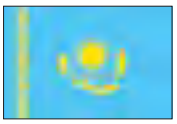
TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic crashes in Jordan, Traffic Institute (data from 2013).

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

KAZAKHSTAN



Population: 16 440 586 • Income group: Middle • Gross national income per capita: US$ 11 550

INSTITUTIONAL FRAMEWORK

Lead agency	Committee Administrative Police of the Interior Ministry
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	From 15.5 to 14 per 100 000 (2012–2014)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	3 926 487
Cars and 4-wheeled light vehicles	3 190 057
Motorized 2- and 3-wheelers	74 762
Heavy trucks	398 753
Buses	94 417
Other	168 498
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	5.0%[b]

[b] 2013, Inpatient Electronic Register (database, Ministry of Health).

DATA

Reported road traffic fatalities (2013)	3 233[c] (74% M, 26% F)
WHO estimated road traffic fatalities	3 983
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	—

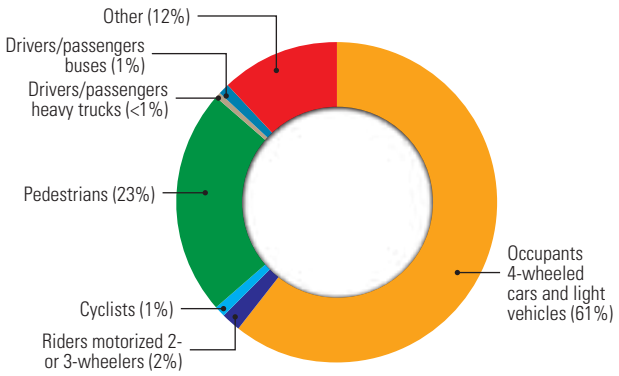
[c] Agency of the Republic of Kazakhstan on Statistics. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[d]
Max rural speed limit	110 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes[e]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	0.45%[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

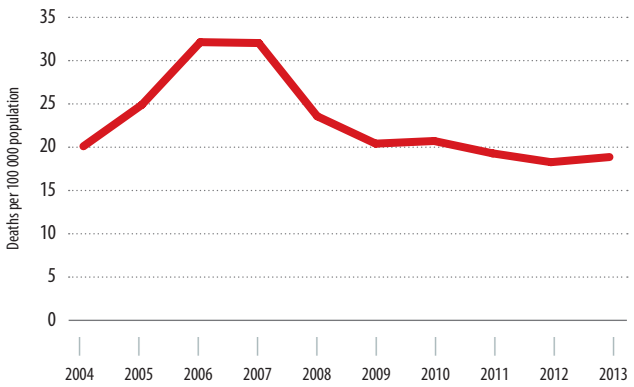
[d] Can be increased up to 90 km/h.
[e] Not based on BAC.
[f] 2013, The Committee on Legal Statistics and Special Records of the General Prosecutor's Office.

DEATHS BY ROAD USER CATEGORY



Source: 2012, Agency of the Republic of Kazakhstan on Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Agency of the Republic of Kazakhstan on Statistics.

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

KENYA

Population: 44 353 691 • Income group: Low • Gross national income per capita: US$ 1 160

INSTITUTIONAL FRAMEWORK

Lead agency	National Transport and Safety Authority (NTSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2009–2014)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	2 011 972
Cars and 4-wheeled light vehicles	962 000
Motorized 2- and 3-wheelers	738 219
Heavy trucks	157 306
Buses	95 644
Other	58 803
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	3 191[b] (65% M, 35%F)
WHO estimated road traffic fatalities	12 891 (95%CI 10 809–14 974)
WHO estimated rate per 100 000 population	29.1
Estimated GDP lost due to road traffic crashes	—

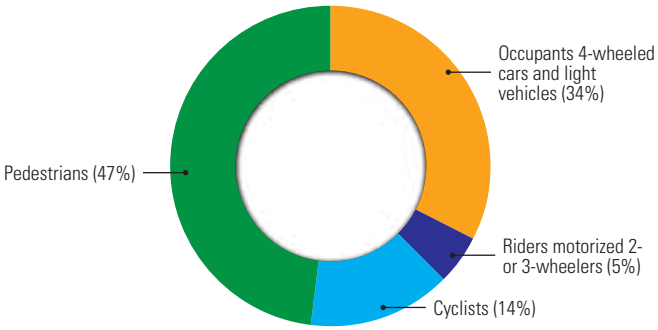
[b] Kenya National Police Service. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

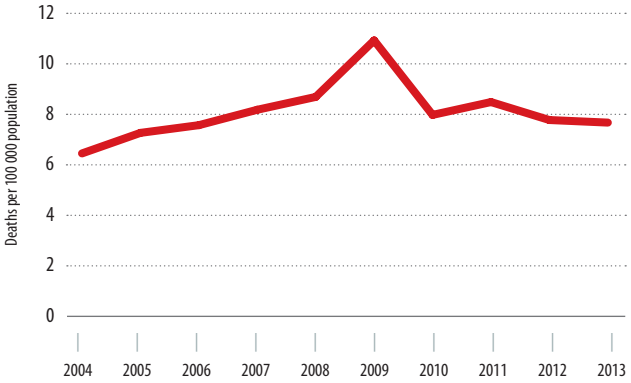
Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

DEATHS BY ROAD USER CATEGORY



Source: Kenya National Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Kenya National Traffic Police.

KIRIBATI

Population: 102 351 • Income group: Middle • Gross national income per capita: US$ 2 620

INSTITUTIONAL FRAMEWORK

Lead agency	Kiribati Road Safety Task Force
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2010–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	3 452
Cars and 4-wheeled light vehicles	1 926
Motorized 2- and 3-wheelers	701
Heavy trucks	536
Buses	289
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	—

DATA

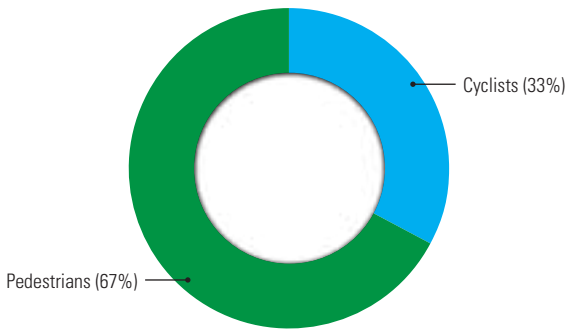
Reported road traffic fatalities (2013)	3[b] (67% M, 33% F)
WHO estimated road traffic fatalities	3
WHO estimated rate per 100 000 population	2.9
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources (police and health). Defined as died at scene of crash.

SAFER ROAD USERS

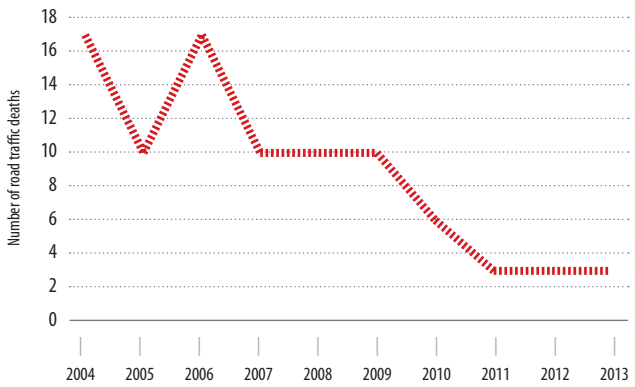
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	60 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police and health records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police and health records.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Services.

KUWAIT

Population: 3 368 572 • Income group: High • Gross national income per capita: US$ 45 130

INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	15% (2006–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 841 416
Cars and 4-wheeled light vehicles	1 670 540
Motorized 2- and 3-wheelers	15 185
Heavy trucks	96 598
Buses	35 410
Other	23 683
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2012)	487[b] (88% M, 12%F)
WHO estimated road traffic fatalities	629
WHO estimated rate per 100 000 population	18.7
Estimated GDP lost due to road traffic crashes	—

[b] Ministry of Health. Defined as unlimited time period following crash.

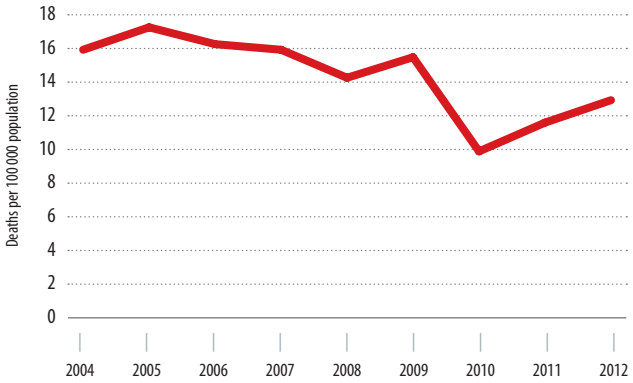
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	45 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on:	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

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

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: 2003–2013, Ministry of Health Report.

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

KYRGYZSTAN

Population: 5 547 548 • Income group: Middle • Gross national income per capita: US$ 1 210

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Secretariat Commission under the Government of the Kyrgyz Republic and Main Road Safety Department of Kyrgyz Republic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% decrease and 2 times less during following 5 years (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	958 187
Cars and 4-wheeled light vehicles	777 847
Motorized 2- and 3-wheelers	21 696
Heavy trucks	114 853
Buses	34 561
Other	9 230
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 220[b] (74% M, 26% F)
WHO estimated road traffic fatalities	1 220
WHO estimated rate per 100 000 population	22.0
Estimated GDP lost due to road traffic crashes	—

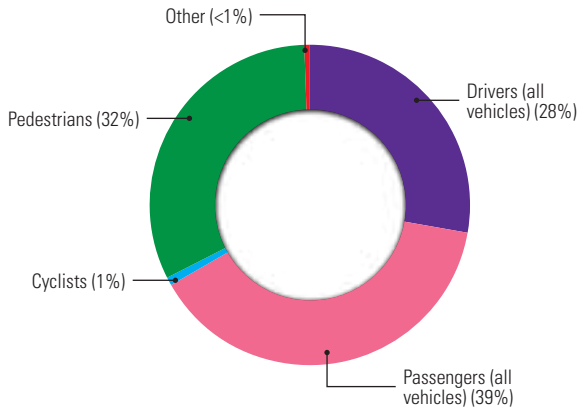
[b] Main Road Safety Department of Kyrgyz Republic. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[c]
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	5%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

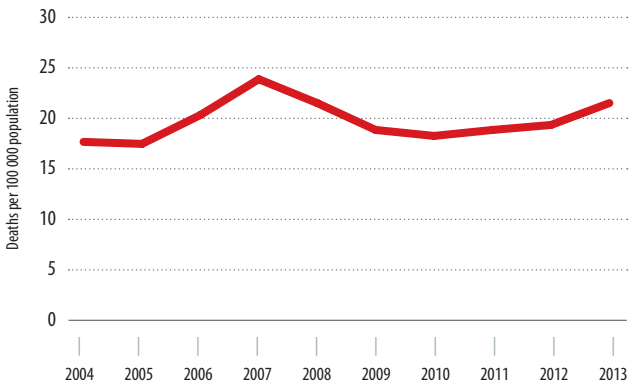
[c] Can be increased to an unspecified speed in certain cities.
[d] Not based on BAC.
[e] 2013, Main Road Safety Department of Kyrgyz Republic.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Main Road Safety Department of Kyrgyz Republic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Main Road Safety Department of Kyrgyz Republic.

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

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Population: 6 769 727 • Income group: Middle • Gross national income per capita: US$ 1 450

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 439 481
Cars and 4-wheeled light vehicles	276 493
Motorized 2- and 3-wheelers	1 120 673
Heavy trucks	38 454
Buses	3 861
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	1195
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	910[b] (82% M, 18% F)
WHO estimated road traffic fatalities	971 (95% CI 795–1 147)
WHO estimated rate per 100 000 population	14.3
Estimated GDP lost due to road traffic crashes	2.7%[c]

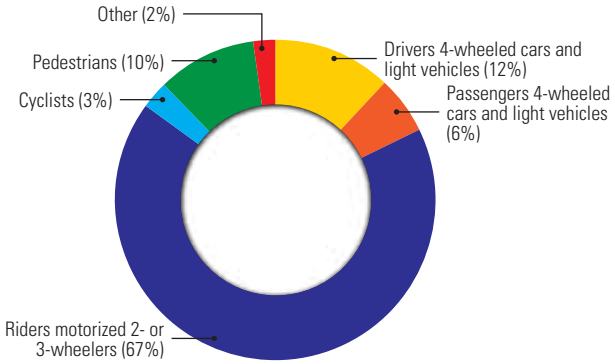
[b] Traffic Police. Defined as died within 3 months of crash.
[c] 2005, Asian Development Bank.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No[d]
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

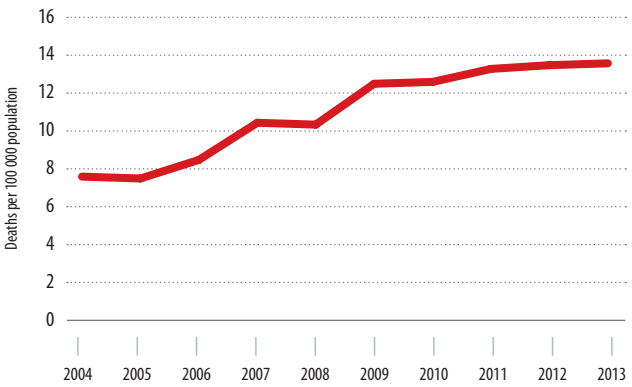
[d] No motorways in the country.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Committee Secretariat.

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

LATVIA

Population: 2 050 317 • Income group: High • Gross national income per capita: US$ 15 280

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	109 by 2020 (138 by 2016) (2014–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	826 469
Cars and 4-wheeled light vehicles	634 603
Motorized 2- and 3-wheelers	43 588
Heavy trucks	79 899
Buses	4 989
Other	63 390
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	176[b] (78% M, 22% F)
WHO estimated road traffic fatalities	205
WHO estimated rate per 100 000 population	10.0
Estimated GDP lost due to road traffic crashes	—

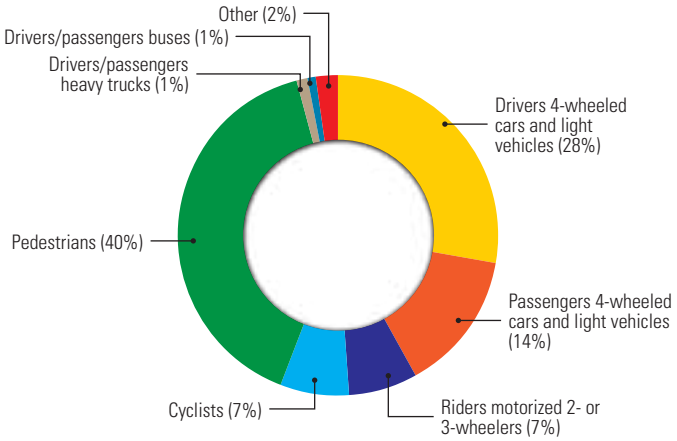
[b] Road Traffic Accidents Register (State police). Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	6%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	83% Front seats[d], 37% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

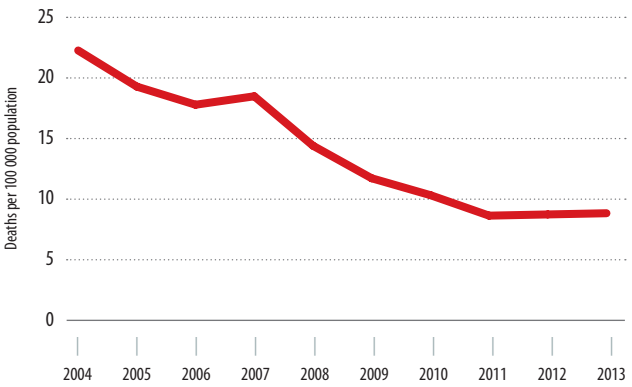
[c] 2013, Road Traffic Accidents Register (State police).
[d] 2012, Health Behaviour Survey among Latvian adult population.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road traffic accidents Register (State police).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road traffic accidents Register (State police).

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

LEBANON

Population: 4 821 971 • Income group: Middle • Gross national income per capita: US$ 9 870

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 680 011
Cars and 4-wheeled light vehicles	1 429 179
Motorized 2- and 3-wheelers	96 278
Heavy trucks	140 757
Buses	13 797
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	18.0%[b]

[b] February 2012, WHO, Road Safety and Roadmap for Future in Lebanon, p. 42.

DATA

Reported road traffic fatalities (2013)	649[c] (77% M, 23%F)
WHO estimated road traffic fatalities	1 088 (95%CI 962–1 215)
WHO estimated rate per 100 000 population	22.6
Estimated GDP lost due to road traffic crashes	3.2–4.8%[d]

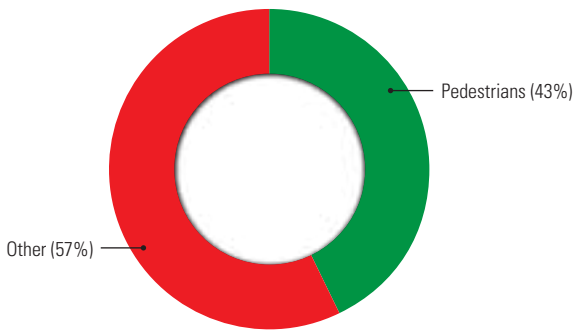
[c] Directorate General of the Internal Security Forces, Traffic Management Center for Greater Beirut, Urban Transport Development Project. Defined as unlimited time period following crash.
[d] May 2004, Proposals and Outlines for a Road Safety Master Plan for Lebanon, SweRoad, Sida Ref No: 2000 – 04865, page 25.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	14% Drivers[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

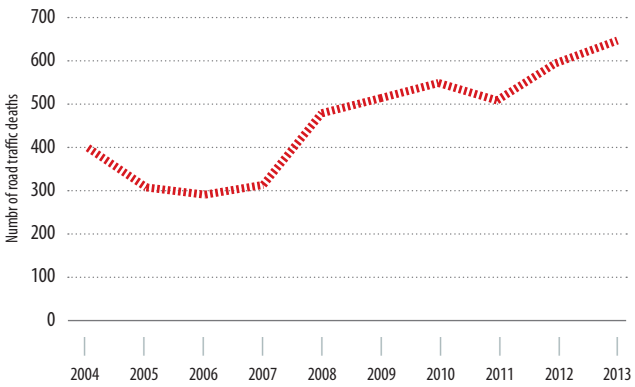
[e] 2004, WHO/ MoPH/ MoI/ AUB, Study on Road Safety in Lebanon, May 2004.

DEATHS BY ROAD USER CATEGORY



Source: Directorate General of the Internal Security Forces, Traffic Management Center for Greater Beirut, Urban Transport Development Project (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of the Internal Security Forces, Traffic Management Center for Greater Beirut, Urban Transport Development Project.

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

LESOTHO

Population: 2 074 465 • Income group: Middle • Gross national income per capita: US$ 1 500

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	122 997
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

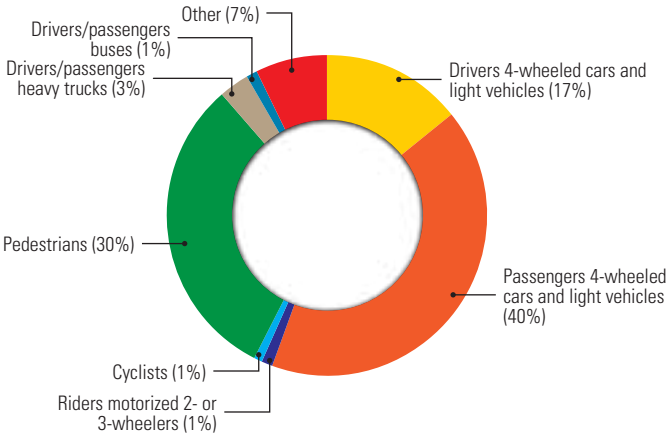
Reported road traffic fatalities (2013)	327[b] (33% M, 14%F)
WHO estimated road traffic fatalities	584 (95%CI 491–677)
WHO estimated rate per 100 000 population	28.2
Estimated GDP lost due to road traffic crashes	—

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

SAFER ROAD USERS

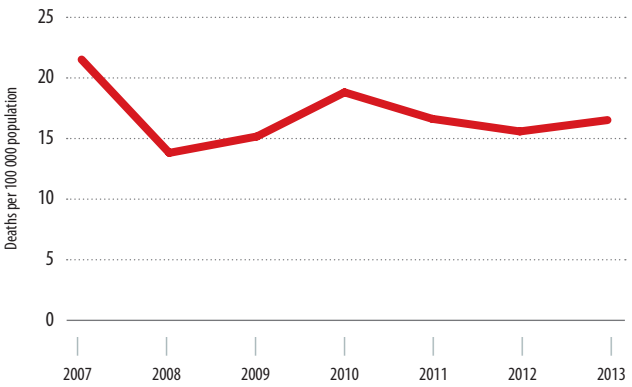
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Police Report (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Reports.

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

LIBERIA

Population: 4 294 077 • Income group: Low • Gross national income per capita: US$ 410

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	1 085 075
Cars and 4-wheeled light vehicles	1 073 438
Motorized 2- and 3-wheelers	3 780
Heavy trucks	396
Buses	7 461
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

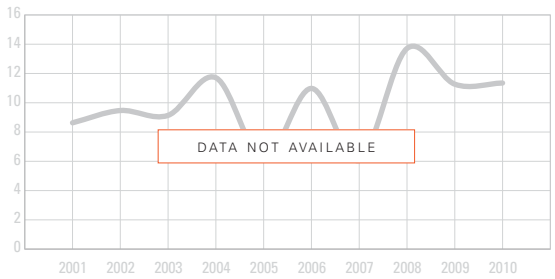
Reported road traffic fatalities (2013)	—
WHO estimated road traffic fatalities	1 448 (95%CI 1 144–1 752)
WHO estimated rate per 100 000 population	33.7
Estimated GDP lost due to road traffic crashes	—

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	~56 km/h
Max motorway speed limit	~72 km/h
Local authorities can modify limits	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Enforcement	(0) 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Welfare.

LIBYA

Population: 6 201 521 • Income group: Middle • Gross national income per capita: US$ 12 930

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Traffic and Licensing
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	3–5% annually (2008–2011)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	3 553 497
Cars and 4-wheeled light vehicles	2 821 285
Motorized 2- and 3-wheelers	1 828
Heavy trucks	624 243
Buses	8 248
Other	97 893
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	1515
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 606[b] (83% M, 17% F)
WHO estimated road traffic fatalities	4 554 (95%CI 3 973–5 136)
WHO estimated rate per 100 000 population	73.4
Estimated GDP lost due to road traffic crashes	—

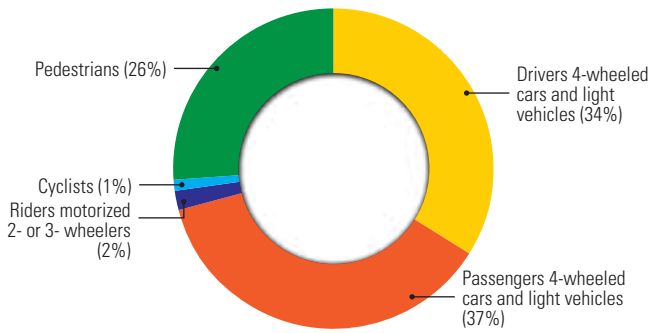
[b] Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing. Defined as died within 48 hours of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	85 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	2%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

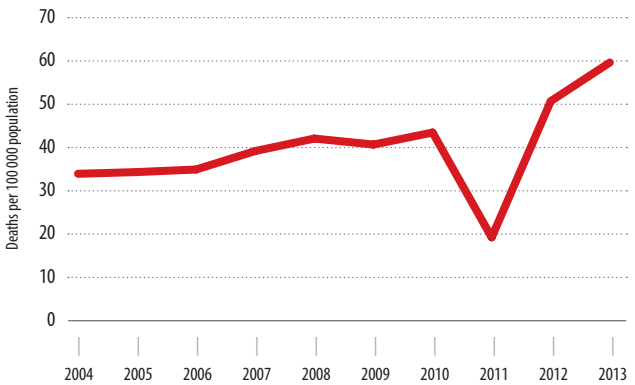
[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.
[e] Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistical Report for Road Traffic Crashes, Department of Traffic and Licensing (data from 2013).

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

LITHUANIA

Population: 3 016 933 • Income group: High • Gross national income per capita: US$ 14 900

INSTITUTIONAL FRAMEWORK

Lead agency	State Traffic Safety Commission
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% from 92 to 60 deaths per 1 million (2011–2017)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	1 984 496
Cars and 4-wheeled light vehicles	1 753 407
Motorized 2- and 3-wheelers	64 249
Heavy trucks	138 935
Buses	13 107
Other	14 798
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	256[b] (76% M, 24% F)
WHO estimated road traffic fatalities	320
WHO estimated rate per 100 000 population	10.6
Estimated GDP lost due to road traffic crashes	1.0%[c]

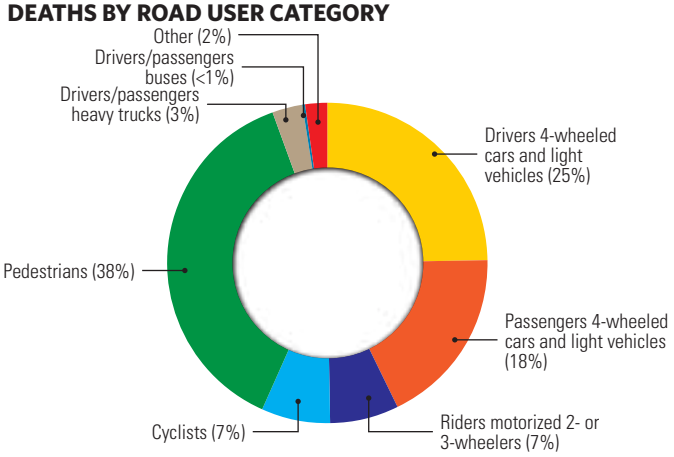
[b] Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior). Defined as died within 30 days of crash.
[c] 2013, Institute of Road and Transport Research.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.04 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	16%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

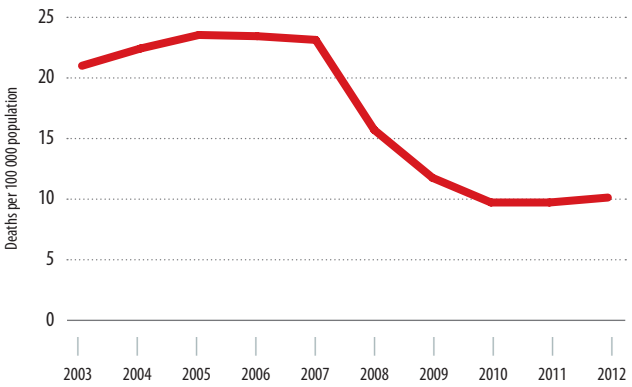
[d] Can be increased up to an unspecified limit.
[e] 2013, Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

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

LUXEMBOURG

Population: 530 380 • Income group: High • Gross national income per capita: US$ 69 900

INSTITUTIONAL FRAMEWORK

Lead agency	Minsitry of Sustainable Development and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2014	431 245
Cars and 4-wheeled light vehicles	390 882
Motorized 2- and 3-wheelers	25 753
Heavy trucks	12 851
Buses	1 759
Other	0
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	3.7%[b]

[b] 2010, Association of Accident Insurances.

DATA

Reported road traffic fatalities (2013)	45[c] (76% M, 24% F)
WHO estimated road traffic fatalities	46
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

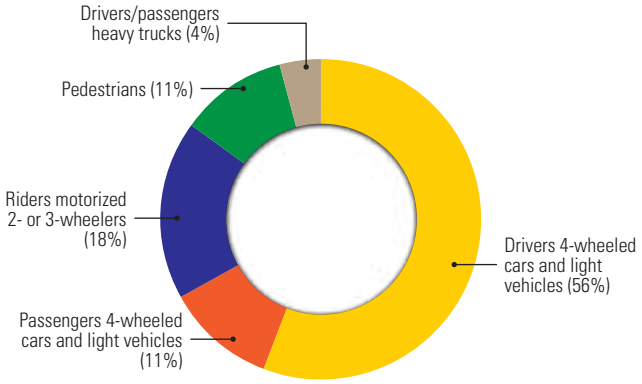
[c] Statec-Police Grand-Ducale. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	22%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	78% Front seats[e], 60% Rear seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

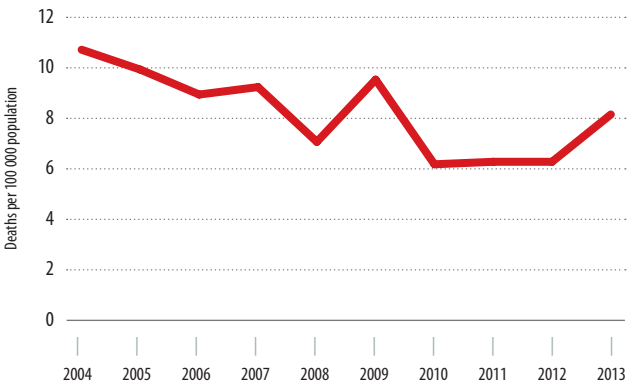
[d] 2013, Statec-Police Grand-Ducale.
[e] 2003, ILRES survey.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statec-Police Grand-Ducale.

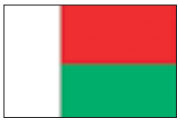
TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statec-Police Grand-Ducale.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Minsitry of Health.

MADAGASCAR



Population: 22 924 851 • Income group: Low • Gross national income per capita: US$ 440

INSTITUTIONAL FRAMEWORK

Lead agency	Intersectoral Commission for Road Safety (CISR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5% (2014–2016)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	219 576
Cars and 4-wheeled light vehicles	122 641
Motorized 2- and 3-wheelers	44 129
Heavy trucks	22 589
Buses	30 217
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	609[b]
WHO estimated road traffic fatalities	6 506 (95%CI 5 361–7 650)
WHO estimated rate per 100 000 population	28.4
Estimated GDP lost due to road traffic crashes	—

[b] Combined sources. Defined as died within 24 hours of crash.

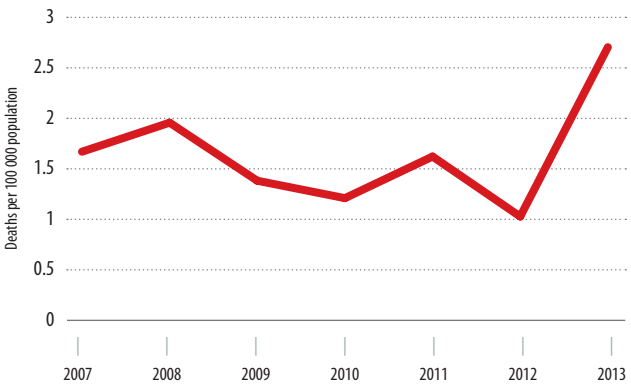
SAFER ROAD USERS

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

[c] 50km/h but can be modified up to 80km/h.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police and Hospital Records.

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

MALAWI

Population: 16 362 567 • Income group: Low • Gross national income per capita: US$ 270

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Road Traffic and Safety Services
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2014–2019)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles until June 2014	437 416
Cars and 4-wheeled light vehicles	332 542
Motorized 2- and 3-wheelers	24 943
Heavy trucks	51 518
Buses	28 413
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

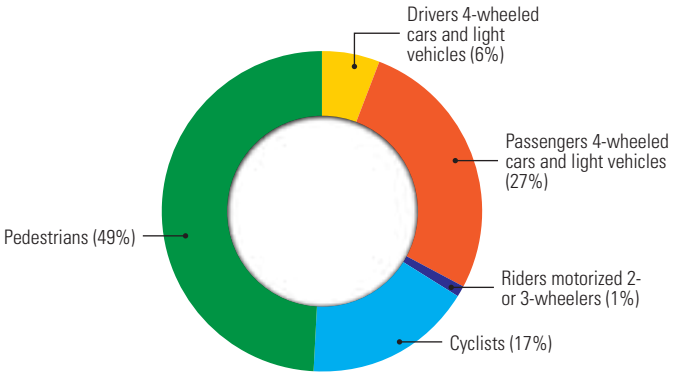
Reported road traffic fatalities (2013)	977[b] (84% M, 16%F)
WHO estimated road traffic fatalities	5 732 (95%CI 4 606–6 858)
WHO estimated rate per 100 000 population	35.0
Estimated GDP lost due to road traffic crashes	—

[b] Malawi Traffic Police Services. Defined as died within 30 days of crash.

SAFER ROAD USERS

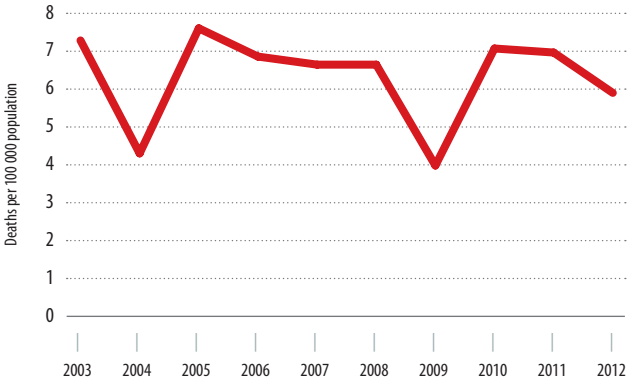
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Accident Database (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office.

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

MALAYSIA

Population: 29 716 965 • Income group: Middle • Gross national income per capita: US$ 10 430

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department, Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	23 819 256
Cars and 4-wheeled light vehicles	10 689 450
Motorized 2- and 3-wheelers	11 087 878
Heavy trucks	1 116 167
Buses	62 784
Other	862 977
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	6 915[b] (85% M, 15% F)
WHO estimated road traffic fatalities	7 129 (95% CI 6 050–8 209)
WHO estimated rate per 100 000 population	24
Estimated GDP lost due to road traffic crashes	1.5%[c]

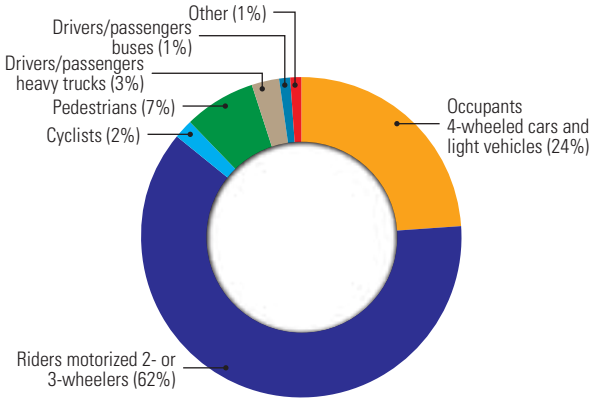
[b] Royal Malaysian Police. Defined as died within 30 days of crash.
[c] 2013, Malaysian Institute on Road Safety Research (MIROS).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	23%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	97% Drivers[c], 89% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	77% Front seats[c], 13% Rear seats[c]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

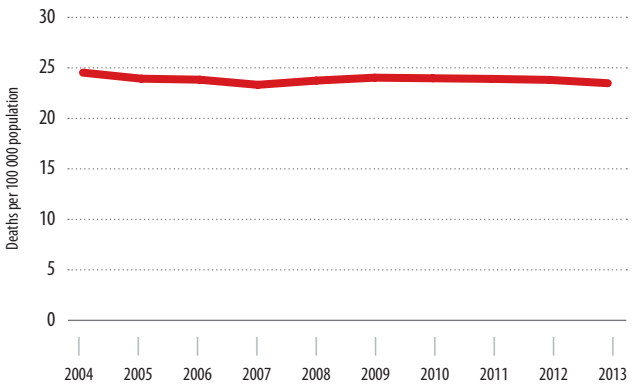
[d] 2010, Malaysian Institute on Road Safety Research (MIROS).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Royal Malaysian Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Malaysian Institute on Road Safety Research (MIROS).

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

MALDIVES

Population: 345 023 • Income group: Middle • Gross national income per capita: US$ 5 600

INSTITUTIONAL FRAMEWORK

Lead agency	Transport Authority, Ministry of Economic Development
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	61 412
Cars and 4-wheeled light vehicles	10 256
Motorized 2- and 3-wheelers	50 775
Heavy trucks	145
Buses	140
Other	96
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	12[b] (75% M, 25% F)
WHO estimated road traffic fatalities	12
WHO estimated rate per 100 000 population	3.5
Estimated GDP lost due to road traffic crashes	—

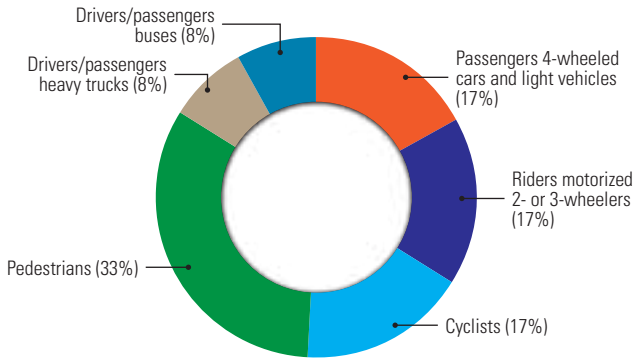
[b] Maldives Police Service. Defined as unlimited time period following crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	30 km/h[c]
Max rural speed limit	30 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	No[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes[e]
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes[e]
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

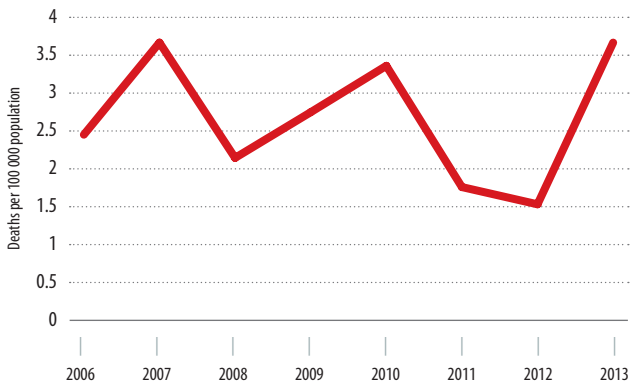
[c] May be increased to an unspecified speed. The speed limit for two-wheeled vehicles is 25 km/h.
[d] Alcohol consumption legally prohibited.
[e] Only required on roads where vehicles may be driven at a speed higher than the normal limit.

DEATHS BY ROAD USER CATEGORY



Source: Maldives Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Maldives Police Service.

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

MALI

Population: 15 301 650 • Income group: Low • Gross national income per capita: US$ 670

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	289 828
Cars and 4-wheeled light vehicles	162 481
Motorized 2- and 3-wheelers	48 369
Heavy trucks	18 220
Buses	26 150
Other	34 608
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	20 23 99 86
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	529[b] (82% M, 18% F)
WHO estimated road traffic fatalities	3 920 (95%CI 3 193–4 648)
WHO estimated rate per 100 000 population	25.6
Estimated GDP lost due to road traffic crashes	—

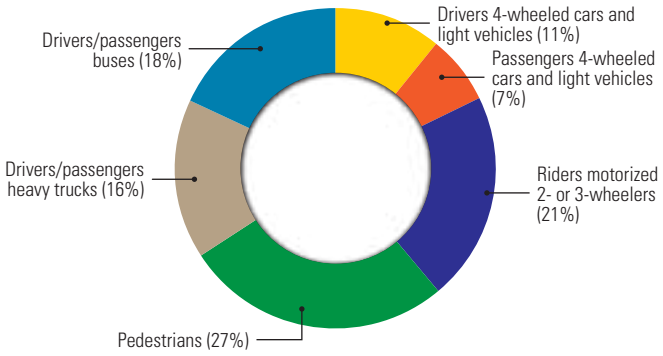
[b] National Agency of Road Safety. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	18% All riders[d]
National seat-belt law	No[e]
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 ① 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

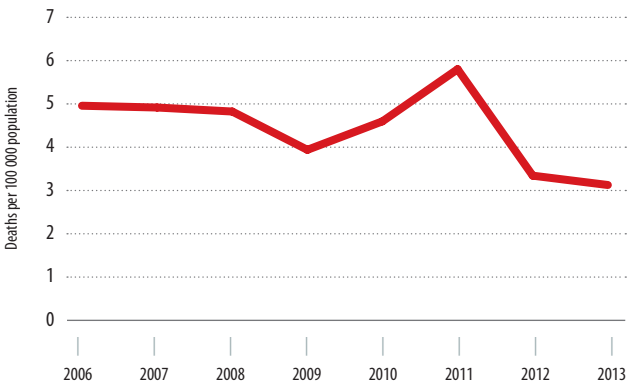
[c] Alcohol consumption legally prohibited.
[d] Result of Polls conducted by ANASER (data from 2012).
[e] Seat-belts are only required outside cities.

DEATHS BY ROAD USER CATEGORY



Source: National Agency of Road Safety (data from 2013).

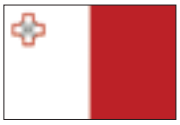
TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: ANASER/Direction National des Transports/Police/ Gendarmerie/INSTAT.

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

MALTA



Population: 429 004 • Income group: High • Gross national income per capita: US$ 20 980

INSTITUTIONAL FRAMEWORK

Lead agency	Transport Malta
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2014–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	322 960
Cars and 4-wheeled light vehicles	288 552
Motorized 2- and 3-wheelers	16 901
Heavy trucks	10 926
Buses	1 705
Other	4 876
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

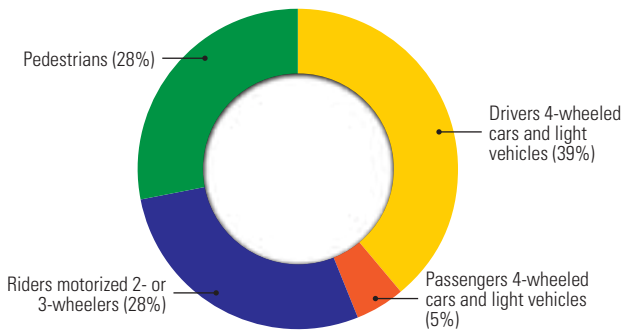
Reported road traffic fatalities (2013)	18[b] (78% M, 22% F)
WHO estimated road traffic fatalities	22
WHO estimated rate per 100 000 population	5.1
Estimated GDP lost due to road traffic crashes	—

[b] National Statistics Office. Defined as died within 30 days of crash.

SAFER ROAD USERS

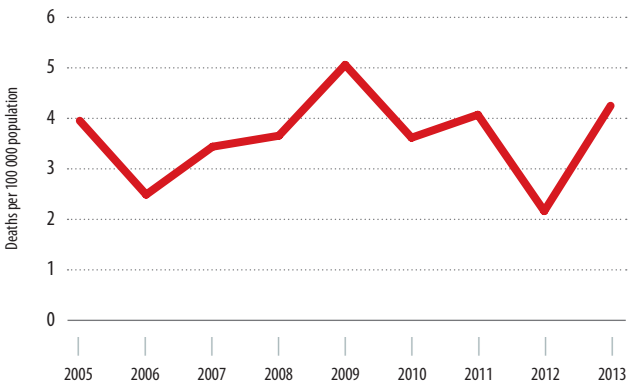
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry for Energy and Health.

MARSHALL ISLANDS

Population: 52 634 • Income group: Middle • Gross national income per capita: US$ 4 310

INSTITUTIONAL FRAMEWORK

Lead agency	Marshall Island Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Yes (not specified)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	2 116
Cars and 4-wheeled light vehicles	1 917
Motorized 2- and 3-wheelers	52
Heavy trucks	26
Buses	63
Other	58
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	3[b] (100% M)
WHO estimated road traffic fatalities	3
WHO estimated rate per 100 000 population	5.7
Estimated GDP lost due to road traffic crashes	—

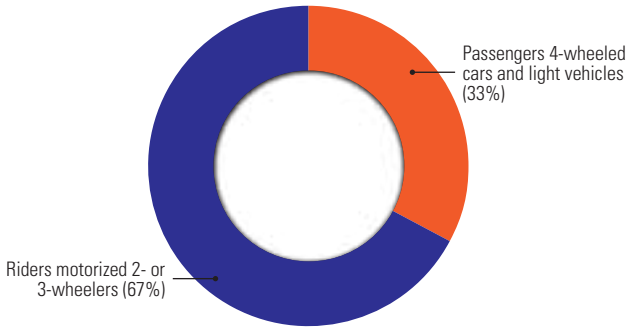
[b] Vital Records Information System, Ministry of Health. Defined as - Police reported within 24 hours but the official death will be based on the assessment of the attending physician.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	~64 km/h
Max motorway speed limit	~64 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
Enforcement	—
% road traffic deaths involving alcohol	100%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers[d] 98% Passengers[d]
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

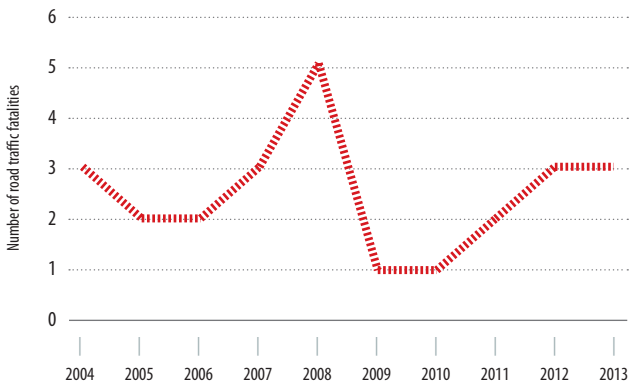
[c] 2013, Marshall Islands Police Force and Ministry of Health.
[d] 2013, Marshall Islands Police Force and Ministry of Justice.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Health Vital Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health Vital Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Marshall Islands Police Force.

MAURITANIA

Population: 3 889 880 • Income group: Middle • Gross national income per capita: US$ 1 060

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	25% (2012–2016)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	416 190
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	204[b]
WHO estimated road traffic fatalities	952 (95%CI 788–1 116)
WHO estimated rate per 100 000 population	24.5
Estimated GDP lost due to road traffic crashes	—

[b] Ministry of Equipment and Transport. Defined as died within 30 days of crash.

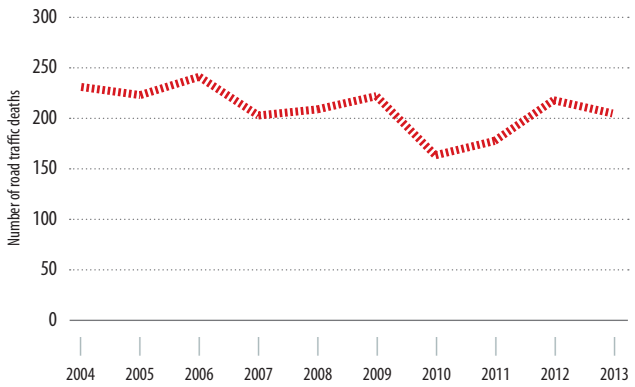
SAFER ROAD USERS

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

[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.
[e] Seat-belts on rear seats only required outside urban areas.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Equipment and Transport.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

MAURITIUS

Population: 1 244 403 • Income group: Middle • Gross national income per capita: US$ 9 290

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Management and Road Safety Unit
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	443 495
Cars and 4-wheeled light vehicles	237 055
Motorized 2- and 3-wheelers	180 785
Heavy trucks	14 061
Buses	2 963
Other	8 631
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	114
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	136[b] (78% M, 22%F)
WHO estimated road traffic fatalities	152
WHO estimated rate per 100 000 population	12.2
Estimated GDP lost due to road traffic crashes	—

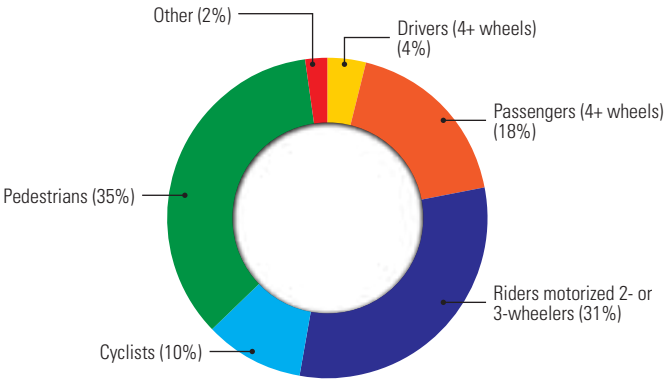
[b] Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, April 2014. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	24%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	97% Front seats[d], <1% Rear seats[d]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

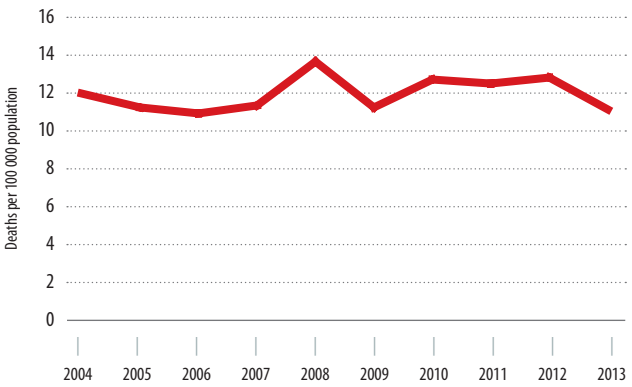
[c] Police Road Safety Unit (data from 2013).
[d] Traffic Management and Road Safety Unit (data from 2011).

DEATHS BY ROAD USER CATEGORY



Source: Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, Issue No. 1102, April 2014 (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, Issue No. 1102, April 2014.

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

MEXICO

Population: 122 332 399 • Income group: Middle • Gross national income per capita: US$ 9 940

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% of the projected mortality in 2020, taking into consideration that no actions will take place (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	35 005 913
Cars and 4-wheeled light vehicles	23 644 820
Motorized 2- and 3-wheelers	1 589 708
Heavy trucks	9 429 827
Buses	341 558
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	16.4%[b]

[b] 2012, National Health and Nutrition Survey (ENSANUT).

DATA

Reported road traffic fatalities (2012)	17 653[c] (79% M, 21%F)
WHO estimated road traffic fatalities	15 062
WHO estimated rate per 100 000 population	12.3
Estimated GDP lost due to road traffic crashes	2.2%[d]

[c] Mortality Statistics, National Institute of Statistics Geography and Informatics (INEGI). Define as unlimited time period following crash.
[d] IMT, Statistical Yearbook of Accidents on Federal Highways, 2011; The World Bank, GDP per capita in USD.

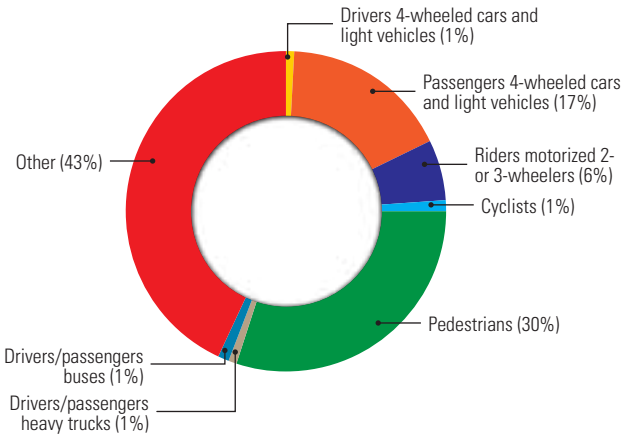
SAFER ROAD USERS*

Speed limit law	Yes
Max urban speed limit	20–70 km/h
Max rural speed limit	20–90 km/h
Max motorway speed limit	40–110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Drink–driving law	Yes[e]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	5%[f]
Motorcycle helmet law	No
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	71% Drivers[g], 16% Passengers[g]
Seat-belt law	No
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	36% Front seats[g], 13% Rear seats[g]
Child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	12%[h]
Law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
Drug-driving law	Yes

[e] Not based on BAC in 19 out of 32 states.
[f] 2012, Epidemiological Surveillance Systems of Addictions.
[g] 2014, STCONAPRA.
[h] 2012, ENSANUT.

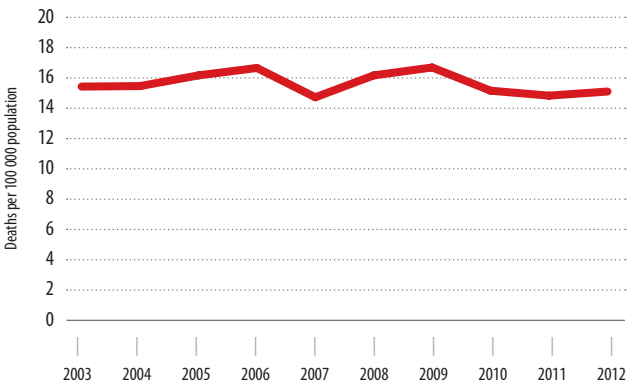
* These data take into consideration subnational laws. However, local authorities provide specific laws on a number of risk factors within their jurisdictions. Data at municipal level were not considered for this report.

DEATHS BY ROAD USER CATEGORY



Source: INEGI, General Mortality Statistics, according to the international classification ICD-10/2 (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: INEGI, General Mortality Statistics, according to ICD-10/2

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Secretariat of Health.

MICRONESIA (FEDERATED STATES OF)

Population: 103 549 • Income group: Middle • Gross national income per capita: US$ 3 280

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

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

SAFER VEHICLES	
Total registered vehicles for 2010	8 337
Cars and 4-wheeled light vehicles	7 356
Motorized 2- and 3-wheelers	96
Heavy trucks	747
Buses	138
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

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

DATA	
Reported road traffic fatalities (2013)	2[b] (100% M)
WHO estimated road traffic fatalities	2
WHO estimated rate per 100 000 population	1.9
Estimated GDP lost due to road traffic crashes	—

[b] Department of Health and Social Affairs, Pohpei and Yap States only. Defined as died within 24 hours of crash.

SAFER ROAD USERS	
National speed limit law	Subnational[c]
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Subnational[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Subnational[c]
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Subnational[c]
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Subnational[c]
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

[c] All legislation is subnational.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Department of Health and Social Affairs, deaths in Pohpei and Yap States only.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department of Health and Social Affairs.

MONACO

Population: 37 831 • Income group: High • Gross national income per capita: US$ 186 950

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Public Works, the Environment and Urban Development
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	41 055
Cars and 4-wheeled light vehicles	30 453
Motorized 2- and 3-wheelers	9 295
Heavy trucks	962
Buses	122
Other	223
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

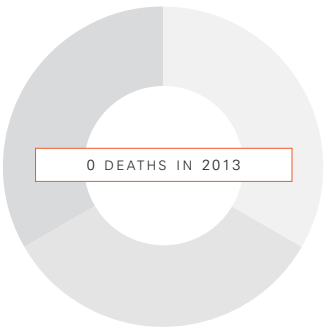
Reported road traffic fatalities (2013)	0[b]
WHO estimated road traffic fatalities	0
WHO estimated rate per 100 000 population	0.0
Estimated GDP lost due to road traffic crashes	—

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

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	100% All riders
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

MONGOLIA

Population: 2 839 073 • Income group: Middle • Gross national income per capita: US$ 3 770

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Road and Transportation, Department of Road Transportation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2012–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	675 064
Cars and 4-wheeled light vehicles	491 771
Motorized 2- and 3-wheelers	25 771
Heavy trucks	151 530
Buses	5 992
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	579[b], (79% M, 21% F)
WHO estimated road traffic fatalities	597 (95% CI 538–656)
WHO estimated rate per 100 000 population	21
Estimated GDP lost due to road traffic crashes	—

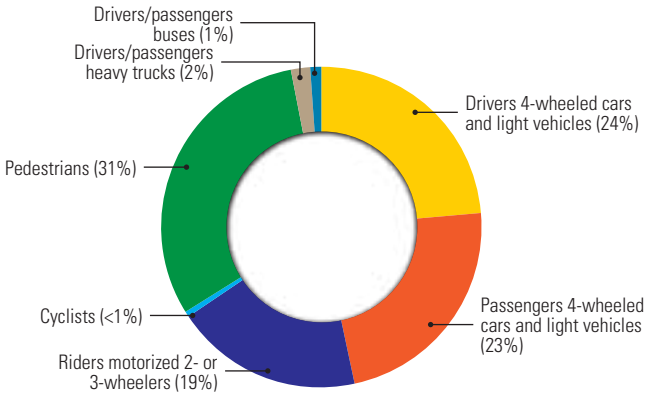
[b] Health Indicators 2013, Center for Health Development. Defined as died within 30 days of crash..

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.04 g/dl[c]
BAC limit – young or novice drivers	< 0.04 g/dl[c]
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	20%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
Helmet wearing rate	7% Drivers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	42% Drivers[f]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

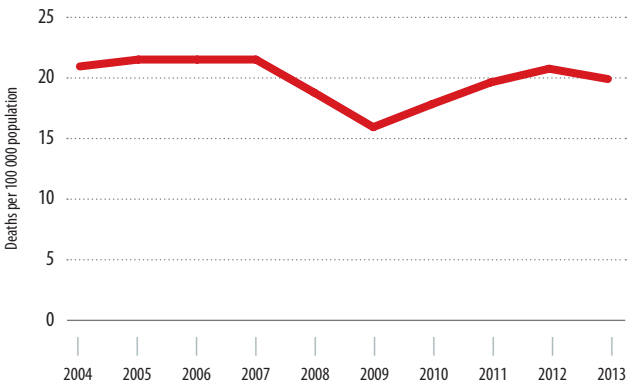
[c] Law based on breath alcohol concentration, values converted to BAC.
[d] 2013, Traffic fault and injury statistics 3rd edition.
[e] 2014, The injury and death situation of motorbikes in countryside of Mongolia.
[f] 2010, Research result of driver behavior when driving.

DEATHS BY ROAD USER CATEGORY



Source: Health Indicators 2013, Center for Health Development.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Health Indicators 2013, Center for Health Development.

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

MONTENEGRO

Population: 621 383 • Income group: Middle • Gross national income per capita: US$ 7 250

INSTITUTIONAL FRAMEWORK

Lead agency	Coordination Body for Monitoring the Implementation of Strategy for the Improving of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% by 2019 (2010–2019)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	201 229
Cars and 4-wheeled light vehicles	179 621
Motorized 2- and 3-wheelers	5 046
Heavy trucks	15 093
Buses	1 246
Other	223
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	74[b] (62% M, 14% F)
WHO estimated road traffic fatalities	74
WHO estimated rate per 100 000 population	11.9
Estimated GDP lost due to road traffic crashes	—

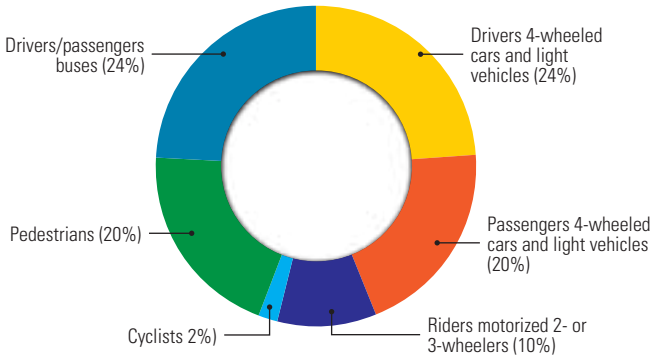
[b] Police Directorate. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[c]
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	80% Drivers[d], 50% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	40–50% Front seats[d], 5% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

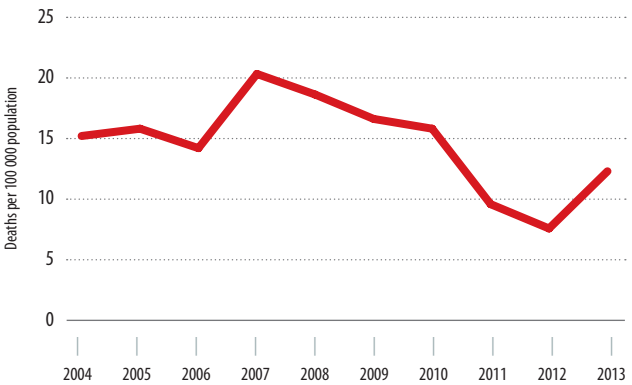
[c] Can be increased up to 80 km/h.
[d] 2013, Police Directorate.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

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

MOROCCO

Population: 33 008 150 • Income group: Middle • Gross national income per capita: US$ 3 020

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Road Transport and Road Safety, Ministry Works, Transport and Logistics
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	3 286 421
Cars and 4-wheeled light vehicles	2 314 826
Motorized 2- and 3-wheelers	38 792
Heavy trucks	818 168
Buses	10 579
Other	104 056
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	141
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 832[b] (83% M, 17% F)
WHO estimated road traffic fatalities	6 870 (95%CI 5 831–7 910)
WHO estimated rate per 100 000 population	20.8
Estimated GDP lost due to road traffic crashes	2.0%[c]

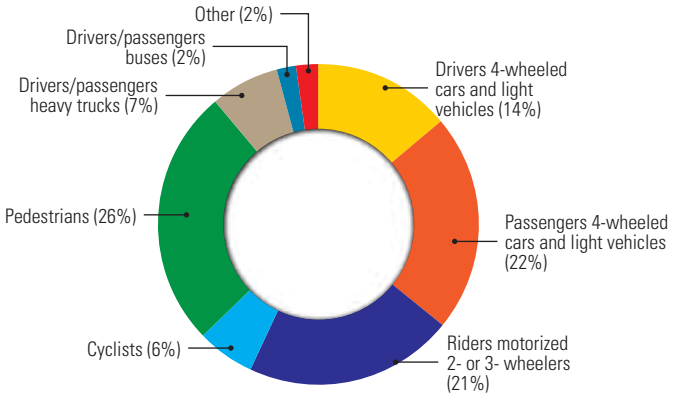
[b] Directorate of Roads, Ministry of Works, Transport and Logistics. Defined as died within 30 days of crash.
[c] 2012, « Bilan décennal des accidents de la circulation au Maroc 2000–2010 », National Committee for Traffic Accidents (CNPAC).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 5 4 6 7 8 9 10
Helmet wearing rate	43% Drivers[f], 8% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	No[g]
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	50% Drivers[f], 46% Front seats[f]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

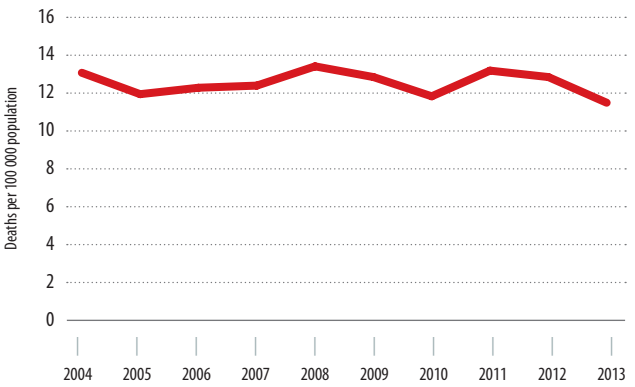
[d] Alcohol consumption legally prohibited.
[e] Directorate of Roads, Ministry of Works, Transport and Logistics (data from 2011).
[f] 2011, Study on the Measurement of Behavioural Indicators of Road Users, National Committee for the Prevention of Traffic Accidents.
[g] Law applies to rear seats only outside urban areas.

DEATHS BY ROAD USER CATEGORY



Source: Directorate of Roads, Ministry of Works, Transport and Logistics (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Equipment, Transport and Logistics.

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

MOZAMBIQUE

Population: 25 833 752 • Income group: Low • Gross national income per capita: US$ 610

INSTITUTIONAL FRAMEWORK

Lead agency	National Institute of Land Transport (INATTER)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2011–2016)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	542 336
Cars and 4-wheeled light vehicles	459 604
Motorized 2- and 3-wheelers	64 987
Heavy trucks	12 944
Buses	0
Other	4 801
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	1 744[b] (80% M, 20%F)
WHO estimated road traffic fatalities	8 173 (95%CI 6 502–9 843)
WHO estimated rate per 100 000 population	31.6
Estimated GDP lost due to road traffic crashes	—

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

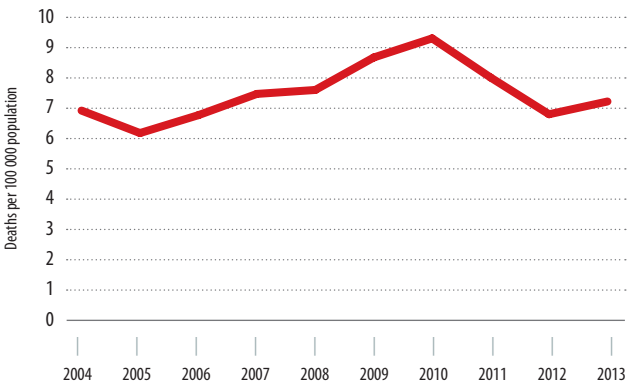
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[c]
Max rural speed limit	120 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.06 g/dl
BAC limit – young or novice drivers	< 0.06 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[c] 60km/h within towns and 120km/h outside of towns.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Land Transport (INATTER).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and National Institute of Land Transport (INATTER).

MYANMAR

Population: 53 259 018 • Income group: Low • Gross national income per capita: US$ —

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Rules Enforcement Supervisory Committee (TRESC)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2014	4 310 112
Cars and 4-wheeled light vehicles	386 049
Motorized 2- and 3-wheelers	3 712 220
Heavy trucks	127 947
Buses	22 253
Other	61 643
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	192
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 612[b] (75% M, 25% F)
WHO estimated road traffic fatalities	10 809 (95%CI 8 790–12 829)
WHO estimated rate per 100 000 population	20.3
Estimated GDP lost due to road traffic crashes	0.5%[c]

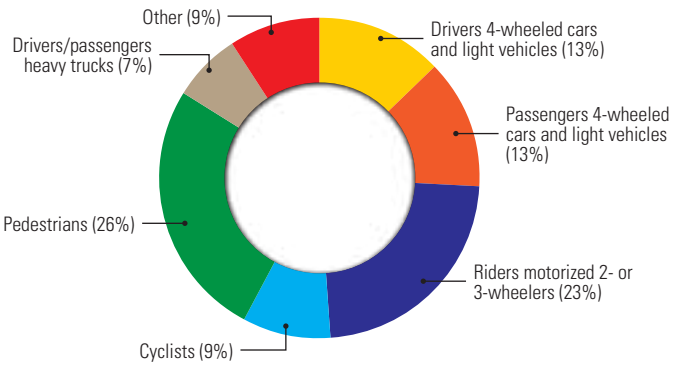
[b] Myanmar Police Force. Defined as died within 30 days of crash.
[c] University of Economics (data from 2008).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	48 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	48–51% All riders[d]
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

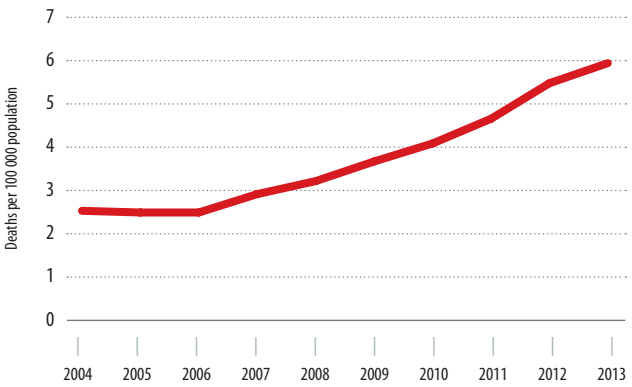
[d] Department of Health, Study carried out by Yangon Hospital (data from 2011).

DEATHS BY ROAD USER CATEGORY



Source: Myanmar Police Force (data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Myanmar Police Force.

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

NAMIBIA

Population: 2 303 315 • Income group: Middle • Gross national income per capita: US$ 5 870

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	280 583
Cars and 4-wheeled light vehicles	257 378
Motorized 2- and 3-wheelers	5 854
Heavy trucks	7 842
Buses	3 984
Other	5 525
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2012)	308[b] (72% M, 23% F)
WHO estimated road traffic fatalities	551 (95%CI 474–628)
WHO estimated rate per 100 000 population	23.9
Estimated GDP lost due to road traffic crashes	—

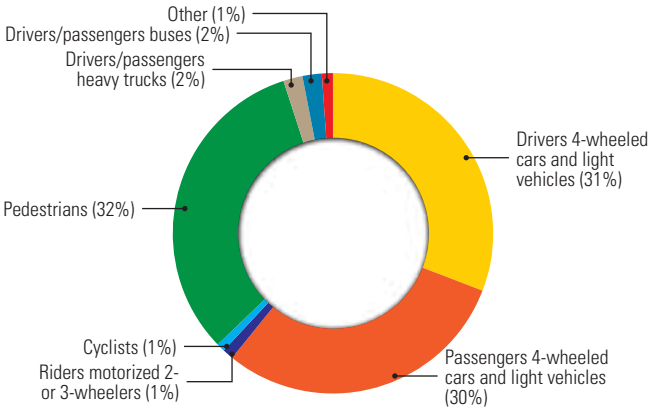
[b] National Road Safety Council. Defined as died within 24 hours of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.079 g/dl
BAC limit – young or novice drivers	≤ 0.079 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	12% All riders[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	55% Front seats [d], 1% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

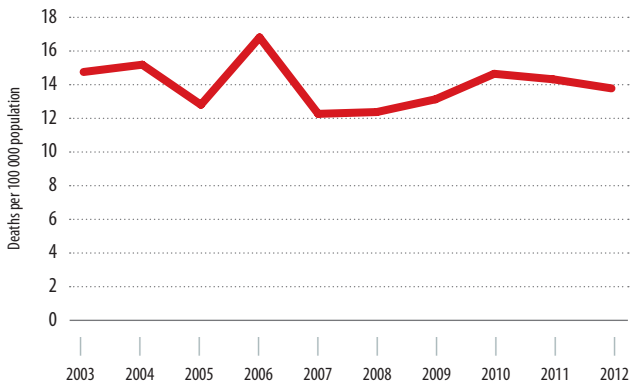
[c] National Road Safety Council (data from 2009).
[d] Global Road Safety Partnership (commissioned by National Road Safety Council) (data from 2007).

DEATHS BY ROAD USER CATEGORY



Source: National Road Safety Council (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Council.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by National Data Coordinator.

NEPAL

Population: 27 797 457 • Income group: Low • Gross national income per capita: US$ 730

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Council, Ministry of Physical Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% (2013–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2011	1 178 911
Cars and 4-wheeled light vehicles	133 992
Motorized 2- and 3-wheelers	891 018
Heavy trucks	47 930
Buses	35 100
Other	70 871
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	1 744[b] (70% M, 30% F)
WHO estimated road traffic fatalities	4 713 (95%CI 3 880–5 546)
WHO estimated rate per 100 000 population	17.0
Estimated GDP lost due to road traffic crashes	0.8%[c]

[b] Police Head Quarter (Traffic Division). Defined as died within 35 days of crash.
[c] 2011, World Health Survey, Final Report on Study of Health Care Cost for RTA.

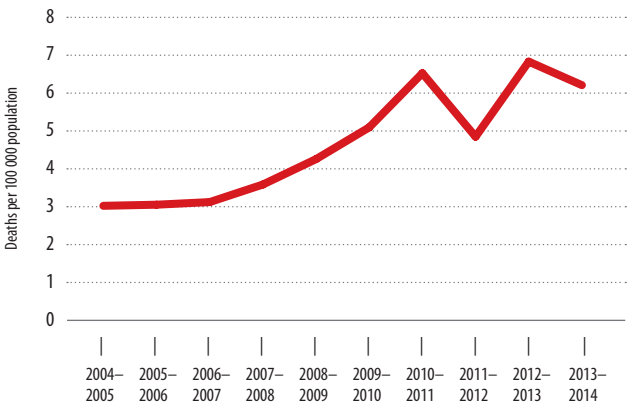
SAFER ROAD USERS

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

[d] Not based on BAC.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Head Quarter (Traffic Division).

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

NETHERLANDS

Population: 16 759 229 • Income group: High • Gross national income per capita: US$ 51 060

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Infrastructure and the Environment
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 140 fatalities by 2020 (2010–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	9 612 273
Cars and 4-wheeled light vehicles	8 747 734
Motorized 2- and 3-wheelers	653 245
Heavy trucks	137 518
Buses	10 464
Other	63 312
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	5.0–8.0%[b]

[b] 2006–2013, Injuries and Physical Activities in the Netherlands survey (OBiN), Institute for Road Safety Research (SWOV).

DATA

Reported road traffic fatalities (2013)	570[c] (74% M, 26% F)
WHO estimated road traffic fatalities	574
WHO estimated rate per 100 000 population	3.4
Estimated GDP lost due to road traffic crashes	2.2%[d]

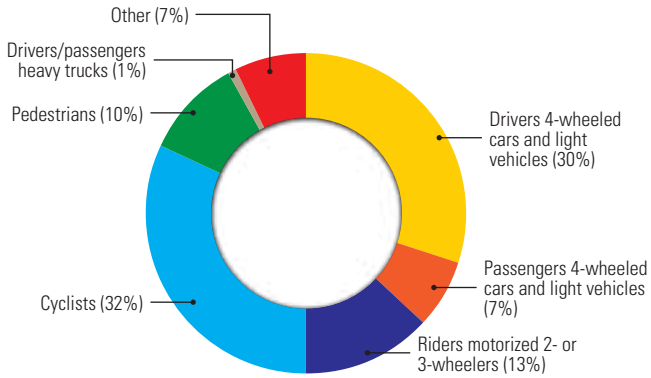
[c] Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS). Defined as died within 30 days of crash.
[d] 2009, Institute for Road Safety Research (SWOV).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	94-100% Drivers[f], 84% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	97% Front seats[g], 82% Rear seats[g]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

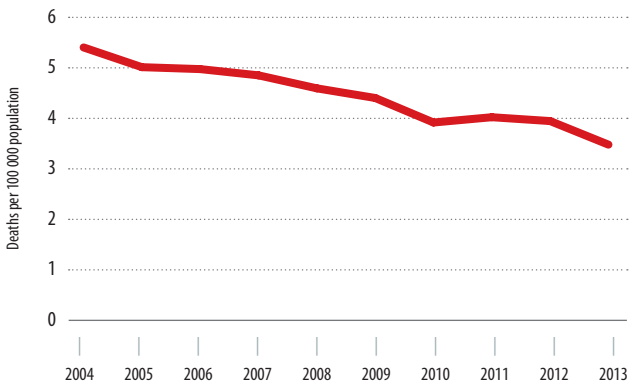
[e] 2011, Ministry of Infrastructure and the Environment.
[f] 2011, Drivers: 100% motorcycles, 94-95% mopeds. Passengers: 84% mopeds. PROV, BVOM.
[g] 2010, BIA Report.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Netherlands (CBS).

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

NEW ZEALAND

Population: 4 505 761 • Income group: High • Gross national income per capita: US$ 35 550

INSTITUTIONAL FRAMEWORK

Lead agency	Land Transport Safety Team, Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Multiple[a]

[a] Targets vary for specific groups. See New Zealand Road Safety Strategy 2010-2020, p.13.

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	3 250 066
Cars and 4-wheeled light vehicles	2 643 624
Motorized 2- and 3-wheelers	114 930
Heavy trucks	112 856
Buses	8 286
Other	370 370
Vehicle standards applied[b]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[b] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	111
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	253[c] (70% M, 30% F)
WHO estimated road traffic fatalities	272
WHO estimated rate per 100 000 population	6
Estimated GDP lost due to road traffic crashes	1.6%[d]

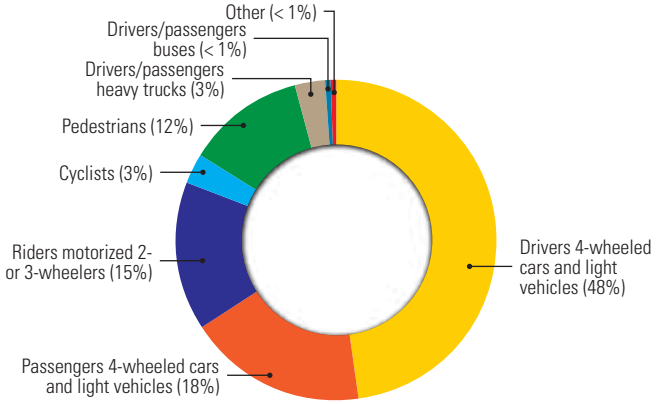
[c] Police reported data. Defined as died within 30 days of crash.
[d] Calculated from The Social Cost of Road Crashes and Injuries 2013 update.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	31%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	96% Front seats[f], 90% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	92% 0–4 years[g], 96% 5–9 years[h]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

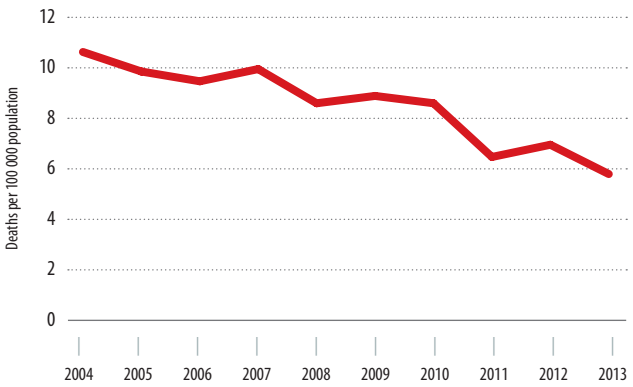
[e] 2013, police reported data.
[f] 2012, Annual National Survey of Seatbelts in New Zealand.
[g] Ministry of Transport, Child restraint use by children under 5 years, 2012.
[h] Ministry of Transport, Child restraint use by children aged 5-9 years; Results of a national survey 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police reported data.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Combined Police and Statistics New Zealand data.

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

NICARAGUA

Population: 6 080 478 • Income group: Middle • Gross national income per capita: US$ 1 790

INSTITUTIONAL FRAMEWORK

Lead agency	National Council for Education and Road Safety (CONASEV)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	20% (2013–2017)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	566 731
Cars and 4-wheeled light vehicles	284 833
Motorized 2- and 3-wheelers	208 817
Heavy trucks	53 121
Buses	17 537
Other	2 423
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	577[b] (85% M, 15%F)
WHO estimated road traffic fatalities	931 (95% CI 843–1 020)
WHO estimated rate per 100 000 population	15.3
Estimated GDP lost due to road traffic crashes	—

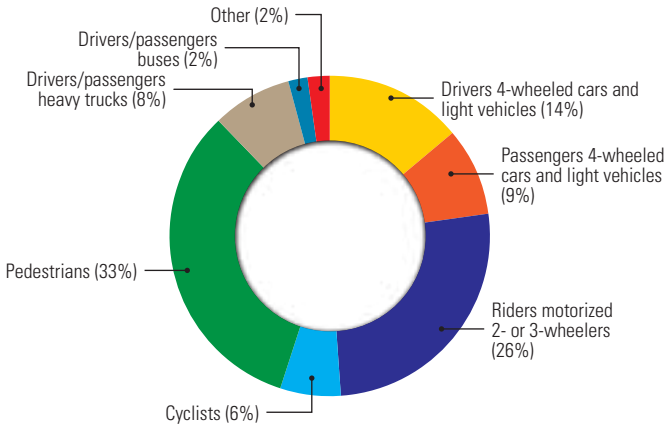
[b] National Police. No standardized criteria has been established to define or determine when to categorized road traffic death

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	45 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	60 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

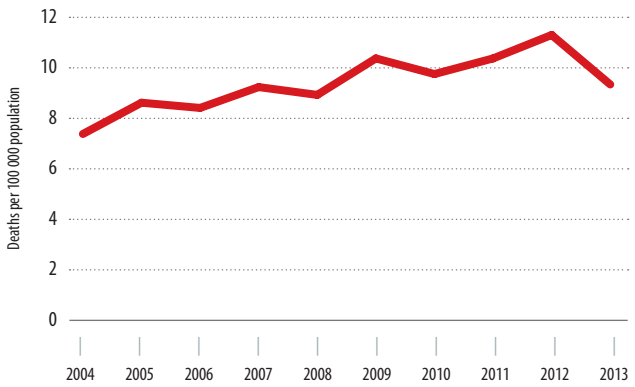
[c] 2013, National Police.

DEATHS BY ROAD USER CATEGORY



Source: National Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Police.

NIGER

Population: 17 831 270 • Income group: Low • Gross national income per capita: US$ 400

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Traffic and Road Safety (DC/SR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	—

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	315 600
Cars and 4-wheeled light vehicles	190 067
Motorized 2- and 3-wheelers	109 499
Heavy trucks	7 519
Buses	8 515
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	806[b] (69% M)
WHO estimated road traffic fatalities	4 706 (95%CI 3 741–5 670)
WHO estimated rate per 100 000 population	26.4
Estimated GDP lost due to road traffic crashes	1.0%[c]

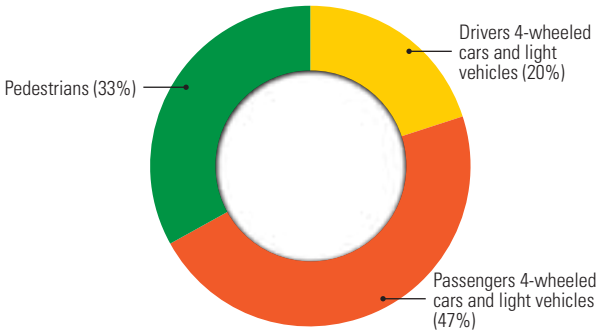
[b] Ministry of Transport (DC/SR). Defined as died at scene of crash. Note: There are no data on % deaths among females.
[c] Ministry of Transport, Study conducted by Global Road Safety Partnership in 2007 (data from 2006).

SAFER ROAD USERS

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

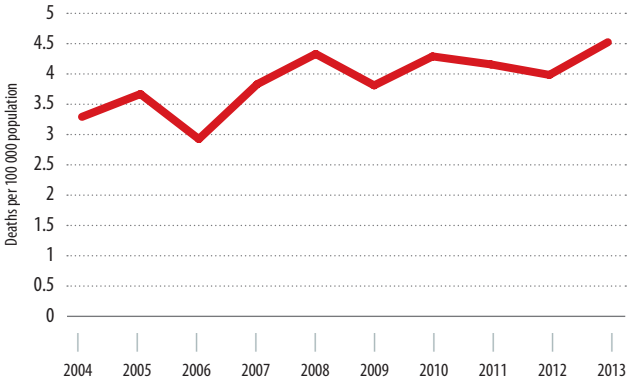
[d] Not based on BAC.

DEATHS BY ROAD USER CATEGORY



Source: Ministry of Transport (DC/SR) (data from 2007).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport (DC/SR).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

NIGERIA

Population: 173 615 345 • Income group: Middle • Gross national income per capita: US$ 2 710

INSTITUTIONAL FRAMEWORK

Lead agency	Federal Road Safety Corps
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction in crash fatalities by 2015 (Accra Declaration); Reducing RTC fatalities by 2020 (UN Decade of Action); 25% annually for 2014 reduction in fatalities and 15% in RTC (-) (FRSC Nigeria)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	5 791 446
Cars and 4-wheeled light vehicles	3 267 139
Motorized 2- and 3-wheelers	2 524 307
Heavy trucks	—
Buses	—
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	6 450[b] (75% M, 25%F)
WHO estimated road traffic fatalities	35 641 (95%CI 27 949–43 332)
WHO estimated rate per 100 000 population	20.5
Estimated GDP lost due to road traffic crashes	3.0%[c]

[b] FRSC. Defined as died within 30 days of crash.
[c] 2011, National Road Safety Strategy (NRSS).

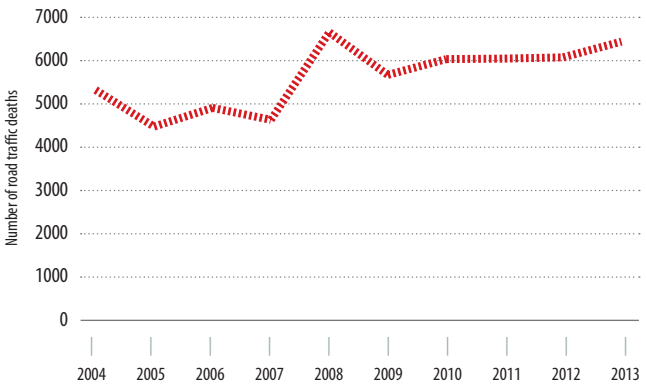
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	87% Front seats[d], 10% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[c] Federal Road Safety Corps (data from 2013).
[d] Federal Road Safety Corps and Observatory (data from 2013).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Road Safety Corps (FRSC).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Federal Road Safety Corps (FRSC).

NORWAY

Population: 5 042 671 • Income group: High • Gross national income per capita: US$ 102 610

INSTITUTIONAL FRAMEWORK

Lead agency	The Norwegian Public Roads Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Deaths and seriously injured ≤ 500 within 2024 (2014–2023)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	3 671 885
Cars and 4-wheeled light vehicles	2 906 397
Motorized 2- and 3-wheelers	405 213
Heavy trucks	79 857
Buses	18 220
Other	262 198
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	113
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	187[b] (72% M, 28% F)
WHO estimated road traffic fatalities	192
WHO estimated rate per 100 000 population	3.8
Estimated GDP lost due to road traffic crashes	1.0%[c]

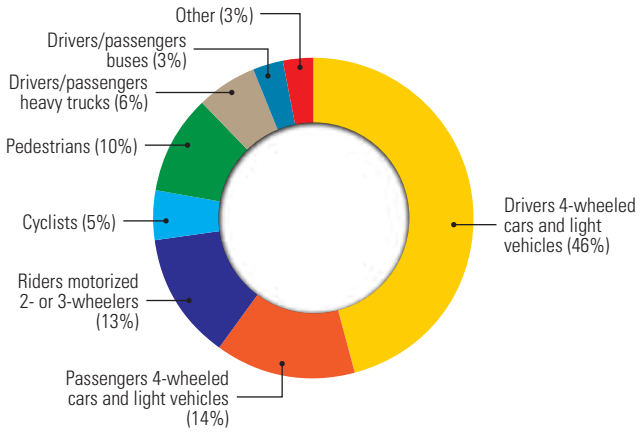
[b] Statistics Norway. Defined as died within 30 days of crash.
[c] 2013, Institute of Transport Economics Norway.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	17%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	99% Drivers[e], 99% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96–97% Drivers[f], 94-96% Front seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

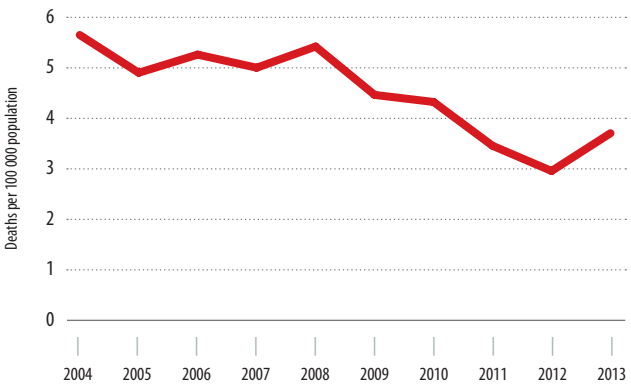
[d] 2012, Norwegian Public Roads Administration.
[e] 2010, Statistics Norway.
[f] 2013, Drivers: 96% in urban areas and 97% outside urban areas. Front seats: 94 % in urban areas and 96% outside urban areas. The Norwegian Public Roads Administration (NPRA).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Norway.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Norway.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Norwegian Public Roads Administration.

OMAN

Population: 3 632 444 • Income group: High • Gross national income per capita: US$ 25 150

INSTITUTIONAL FRAMEWORK

Lead agency	National Committee for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	25% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 082 996
Cars and 4-wheeled light vehicles	914 533
Motorized 2- and 3-wheelers	5 896
Heavy trucks	52 549
Buses	33 489
Other	76 529
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	9999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	913[b] (86% M, 14% F)
WHO estimated road traffic fatalities	924
WHO estimated rate per 100 000 population	25.4
Estimated GDP lost due to road traffic crashes	—

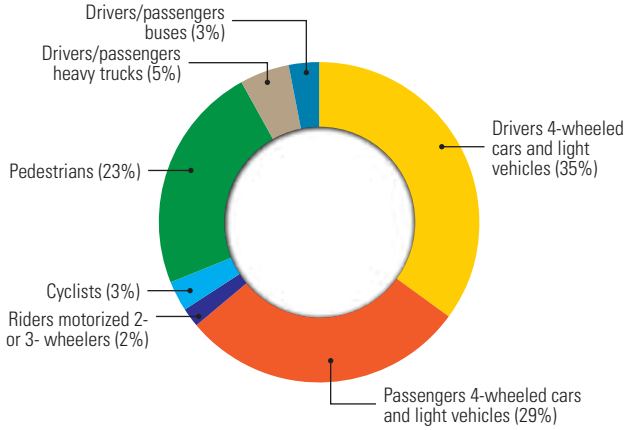
[b] Statistics Unit, Traffic Department, Royal Oman Police. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes[c]
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	0.4%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	95% Drivers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	97% Drivers[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

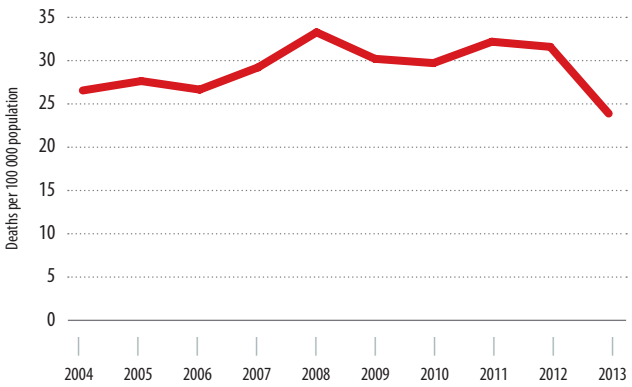
[c] Urban and rural speed limits differ by terrain.
[d] Not based on BAC.
[e] 2013, Royal Oman Police.

DEATHS BY ROAD USER CATEGORY



Source: Statistics unit- traffic department-Royal Oman police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics unit- traffic department-Royal Oman police.

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

PAKISTAN

Population: 182 142 594 • Income group: Middle • Gross national income per capita: US$ 1 360

INSTITUTIONAL FRAMEWORK

Lead agency	National Transport Research Centre (NTRC)
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2011	9 080 437
Cars and 4-wheeled light vehicles	3 095 900
Motorized 2- and 3-wheelers	5 560 218
Heavy trucks	223 152
Buses	201 167
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	7 636[b]
WHO estimated road traffic fatalities	25 781 (95%CI 20 979–30 582)
WHO estimated rate per 100 000 population	14.2
Estimated GDP lost due to road traffic crashes	—

[b] Ambulance records for Punjab and Pakistan Bureau of Statistics for the rest of districts. Defined as died at scene of crash.

SAFER ROAD USERS

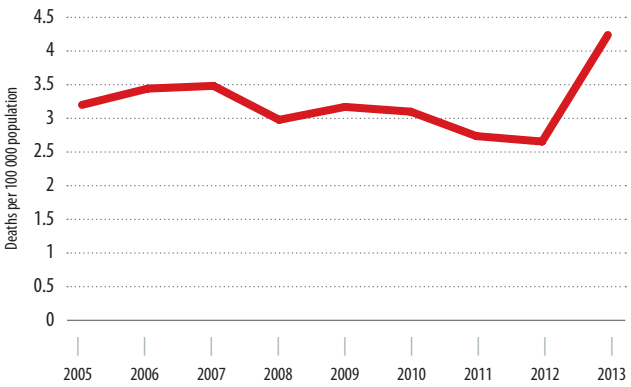
National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Helmet wearing rate	10% All riders[e], 10% Drivers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes[f]
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.
[e] RTIR & PC, Karachi (data from 2013).
[f] Applies only while driving on motorways.

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

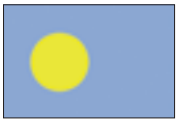
DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: PBS for Sindh, KPK, Balochistan, Islamabad and DG, Punjab Emergency (Rescue 1122) for the Punjab province.

PALAU



Population: 20 918 • Income group: Middle • Gross national income per capita: US$ 10 970

INSTITUTIONAL FRAMEWORK

Lead agency	Bureau of Public Safety
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	7 102
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	1[b] (100% M, 0% F)
WHO estimated road traffic fatalities	1
WHO estimated rate per 100 000 population	4.78
Estimated GDP lost due to road traffic crashes	—

[b] Bureau of Public Safety. Defined as unlimited time period following crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No[c]
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.10 g/dl
BAC limit – young or novice drivers	0.10 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	100%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

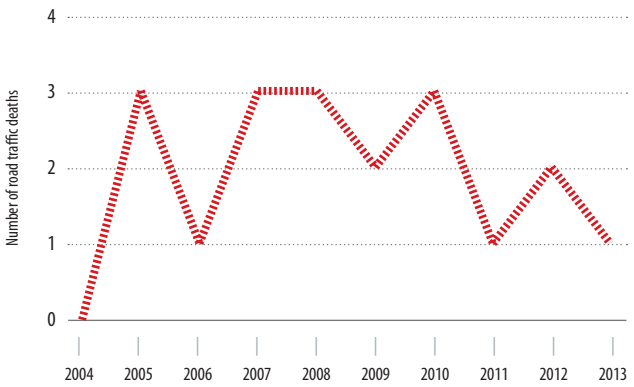
[c] No motorways in Palau.
[d] 2013, Bureau of Public Safety.

DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2013	Pedestrian	1

Source: 2013, Bureau of Public Safety.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Bureau of Public Safety and Ministry of Health.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

PANAMA

Population: 3 864 170 • Income group: Middle • Gross national income per capita: US$ 10 700

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic and Ground Transport Authority (ATTT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	15% of mortality rate per 100 000 population. (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 004 669
Cars and 4-wheeled light vehicles	836 713
Motorized 2- and 3-wheelers	47 506
Heavy trucks	81 734
Buses	38 716
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	386[b] (82% M, 18%F)
WHO estimated road traffic fatalities	386
WHO estimated rate per 100 000 population	10
Estimated GDP lost due to road traffic crashes	—

[b] Comptroller General of the Republic of Panama. Defined as died within 30 days of crash.

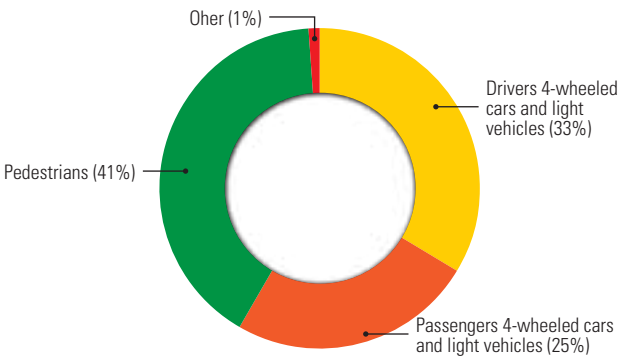
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	90% Front seats[c], 10% Rear seats[c]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[c] 2012, National Directorate of Transit Operation.

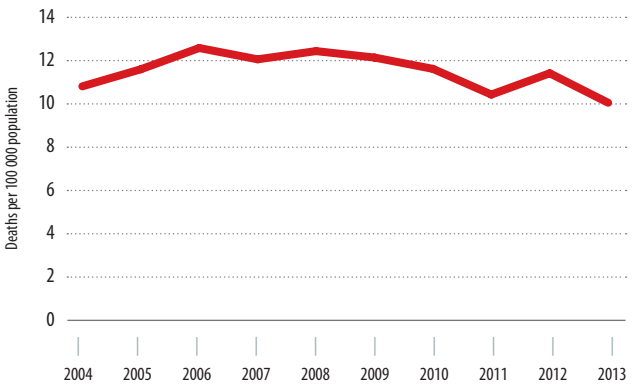
Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

DEATHS BY ROAD USER CATEGORY



Source: Comptroller General of the Republic of Panama (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Comptroller General of the Republic of Panama.

PAPUA NEW GUINEA

Population: 7 321 262 • Income group: Middle • Gross national income per capita: US$ 2 010

INSTITUTIONAL FRAMEWORK

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

[a] National Road Safety Council and National Department of Transport and Road Safety merged in February 2015 to form the National Road Transport Authority.

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2014	94 297
Cars and 4-wheeled light vehicles	61 255
Motorized 2- and 3-wheelers	1 155
Heavy trucks	21 075
Buses	10 812
Other	0
Vehicle standards applied[b]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[b] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	248[c]
WHO estimated road traffic fatalities	1232 (95% CI 1 058–1 405)
WHO estimated rate per 100 000 population	16.8
Estimated GDP lost due to road traffic crashes	—

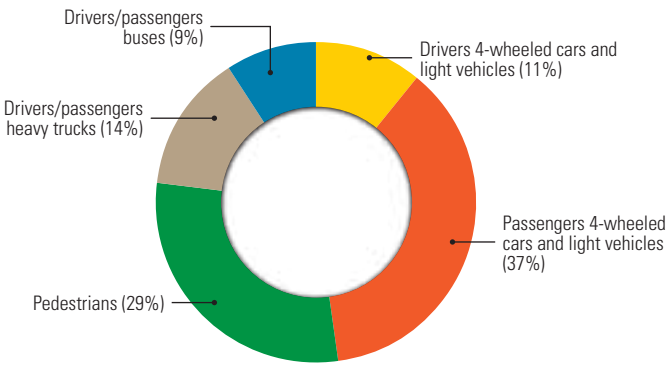
[c] Royal Papua New Guinea Constabulary, Traffic Police records. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[d]
Max rural speed limit	75 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes[e]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	56%[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

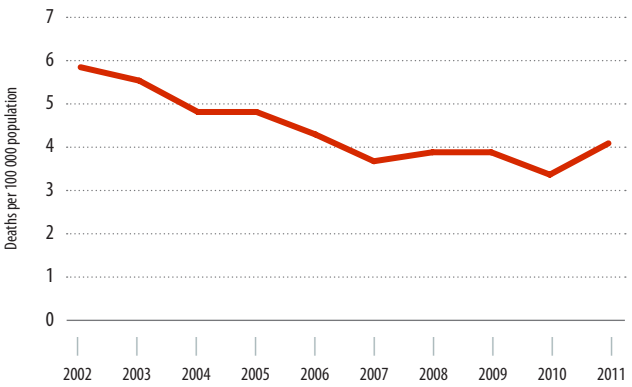
[d] Higher speed limit may be posted.
[e] Not based on BAC.
[f] 2013, Papua New Guinea Traffic Police records.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Royal Papua New Guinea Constabulary, Traffic Police records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Council.

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

PARAGUAY

Population: 6 802 295 • Income group: Middle • Gross national income per capita: US$ 4 010

INSTITUTIONAL FRAMEWORK

Lead agency	National Transit and Road Safety Agency
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2013–2018)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	1 227 469
Cars and 4-wheeled light vehicles	554 821
Motorized 2- and 3-wheelers	342 779
Heavy trucks	65 272
Buses	16 363
Other	248 234
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	1 114[b] (83% M, 17%F)
WHO estimated road traffic fatalities	1 408
WHO estimated rate per 100 000 population	20.7
Estimated GDP lost due to road traffic crashes	—

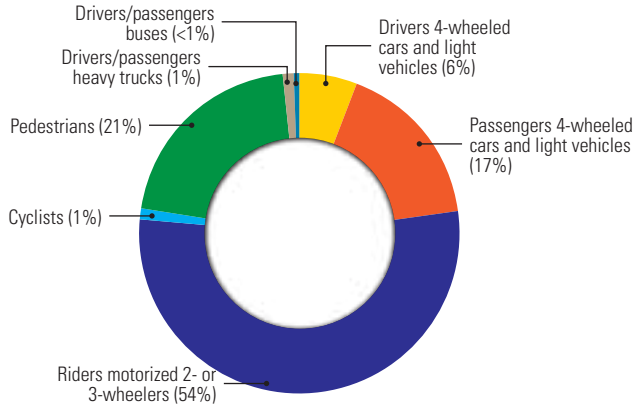
[b] Ministry of Health, General Directorate of Strategic Health Information (DIGIES), Directorate of Biostatistics. Defined as died within 30 days of crash

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	82% Drivers[c], 52% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	66% Front seats[d], 65% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

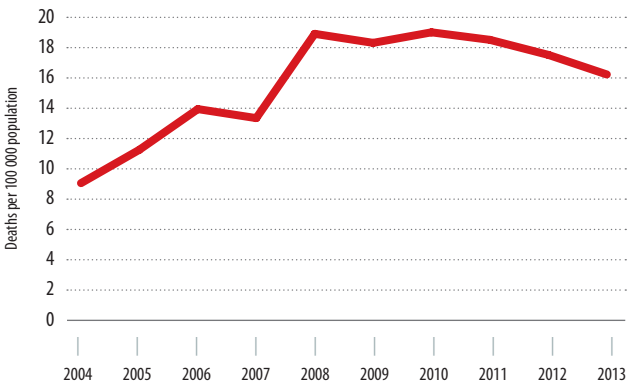
[c] 2012, Emergency Medical Center. Prof. Dr. Manuel Giagni (CEM).
[d] 2012, Ministry of Public Works and Communication (MOPC).

DEATHS BY ROAD USER CATEGORY



Source: Statistics Department of the National Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health, General Directorate of Strategic Health Information (DIGIES), Directorate of Biostatistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Transit and Road Safety Agency

PERU

Population: 30 375 603 • Income group: Middle • Gross national income per capita: US$ 6 270

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	4 264 114
Cars and 4-wheeled light vehicles	1 898 356
Motorized 2- and 3-wheelers	2 041 022
Heavy trucks	264 749
Buses	59 987
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	106
Permanently disabled due to road traffic crash	4%[b]

[b] 2012, Ministry of Health – Epidemiological injury surveillance of road accidents.

DATA

Reported road traffic fatalities (2013)	3 110[c] (78% M, 22%F)
WHO estimated road traffic fatalities	4 234 (95% CI 3 826–4 643)
WHO estimated rate per 100 000 population	13.9
Estimated GDP lost due to road traffic crashes	2%[d]

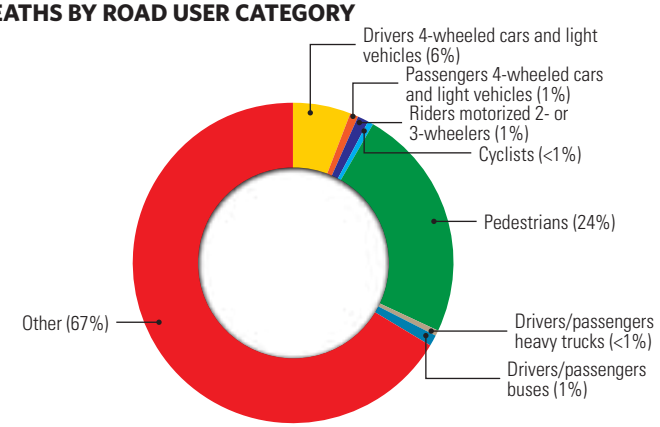
[c] Peruvian National Police . Defined as died at scene of crash.
[d] 2009, National Institute of Health "Socio-economic impact of road accidents".

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers[f], 95% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	85% Drivers[f]
National child restraint law	Yes[g]
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

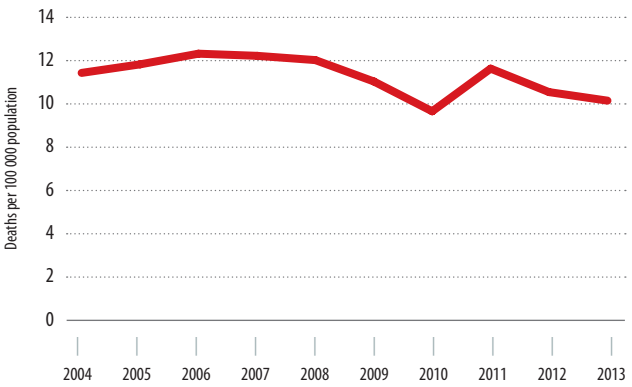
[e] 2013, Peruvian National Police.
[f] 2014, Transitemos Foundation "Behavior of automotive drivers on the Panamerican Sur Highway during Easter".
[g] Effective on January 5, 2015.

DEATHS BY ROAD USER CATEGORY



Source: Ministry of Health (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Peruvian National Police.

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

PHILIPPINES

Population: 98 393 574 • Income group: Middle • Gross national income per capita: US$ 3 270

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Management Group, Department of Transportation and Communications
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	7 690 038
Cars and 4-wheeled light vehicles	3 009 116
Motorized 2- and 3-wheelers	4 250 667
Heavy trucks	358 445
Buses	31 665
Other	40 145
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	117 (call) or 2920 (SMS)
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 513[b], (77% M, 22% F)
WHO estimated road traffic fatalities	10 379
WHO estimated rate per 100 000 population	10.5
Estimated GDP lost due to road traffic crashes	2.6%[c]

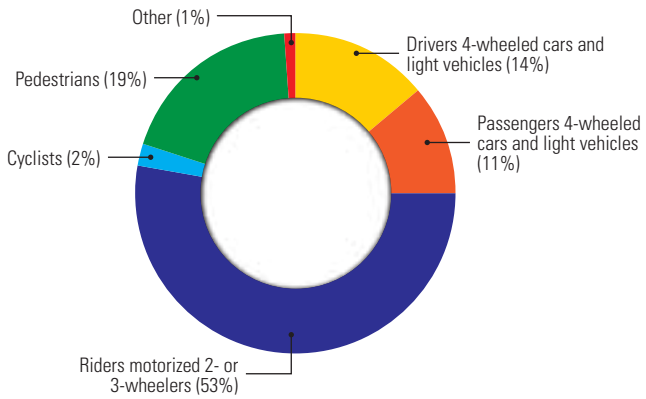
[b] 2013, Department of Public Works and Highway (DPWH) -Traffic Accident Recording and Analysis System (TARAS). Defined as death caused by road traffic crash (unlimited time period).
[c] 2009, Sigua, UP COE/NCTS (ADB Publication).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	51% All riders[e], 87% Drivers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	80% Drivers[e]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

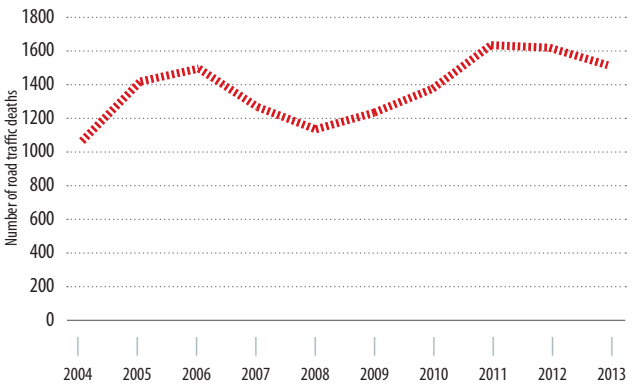
[d] 2006, Philippine National Police (PNP), Traffic Management Group (TMG).
[e] 2010, Prevelance of road traffic injury risk factors in the province of Guimaras.

DEATHS BY ROAD USER CATEGORY



Source: 2013, DPWH Traffic Accident Recording and Analysis System (TARAS).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: DPWH-Traffic Accident Recording and Analysis System (TARAS).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department of Health.

POLAND

Population: 38 216 635 • Income group: High • Gross national income per capita: US$ 13 240

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	24 875 717
Cars and 4-wheeled light vehicles	18 744 412
Motorized 2- and 3-wheelers	1 107 260
Heavy trucks	3 178 005
Buses	99 858
Other	1 746 182
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	3 357[b] (76% M, 24% F)
WHO estimated road traffic fatalities	3 931
WHO estimated rate per 100 000 population	10.3
Estimated GDP lost due to road traffic crashes	1.9%[c]

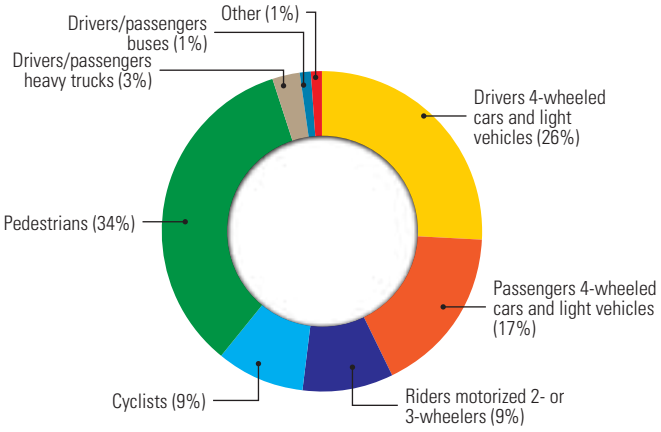
[b] Polish National Police Headquarters (System of evidence of accidents and collisions). Defined as died within 30 days of crash.
[c] 2012, Road and Bridge Research Institute, National Road Safety Council.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	16%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	97% All riders[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	84% Front seats[f], 59% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	88–89%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

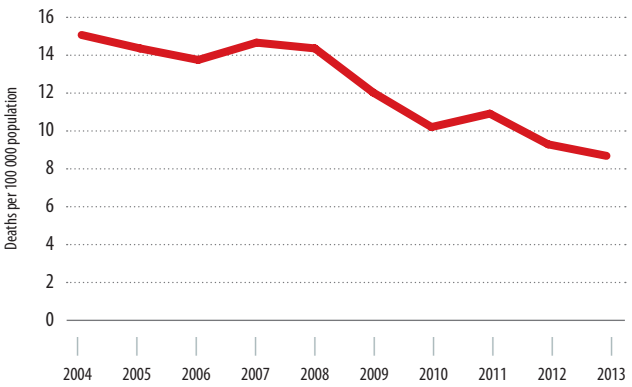
[d] 60 km/h from 23:00–05:00.
[e] 2013, Polish National Police Headquarters (System of evidence of accidents and collisions).
[f] 2013, Foundation for the Development of Civil Engineering, Gdańsk University of Technology, Cracow University of Technology, Secretariat of the National Road Safety Council.
[g] 2013, 89% - Front seats, 88% Rear seats. Foundation for the Development of Civil Engineering, Gdańsk University of Technology, Cracow University of Technology, Secretariat of the National Road Safety Council.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Polish National Police Headquarters (System of evidence of accidents and collisions).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: European Commission / Directorate General Energy and Transport.

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

PORTUGAL

Population: 10 608 156 • Income group: High • Gross national income per capita: US$ 21 260

INSTITUTIONAL FRAMEWORK

Lead agency	National Authority for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	31.9% meaning 62 deaths per 1 million population (2008–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012	6 056 856
Cars and 4-wheeled light vehicles	5 450 699
Motorized 2- and 3-wheelers	500 815
Heavy trucks	84 980
Buses	12 358
Other	8 004
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	637[b] (79% M, 21% F)
WHO estimated road traffic fatalities	828
WHO estimated rate per 100 000 population	7.8
Estimated GDP lost due to road traffic crashes	1.2%[c]

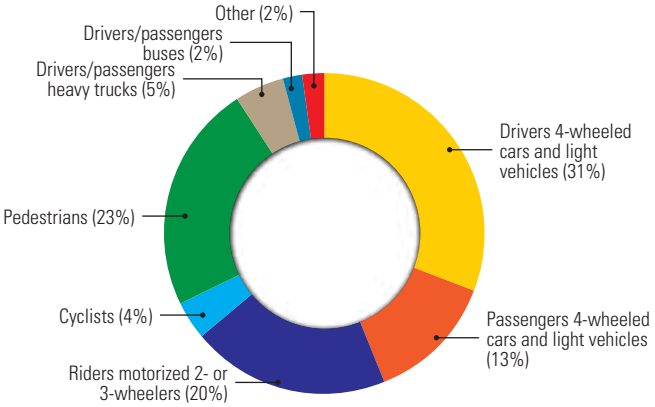
[b] National Authority for Road Safety. Defined as died within 30 days of crash.
[c] 2010, Autonomous University of Lisbon.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	31%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	99% Drivers[e], 96% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96% Front seats[f], 77% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	85–88%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

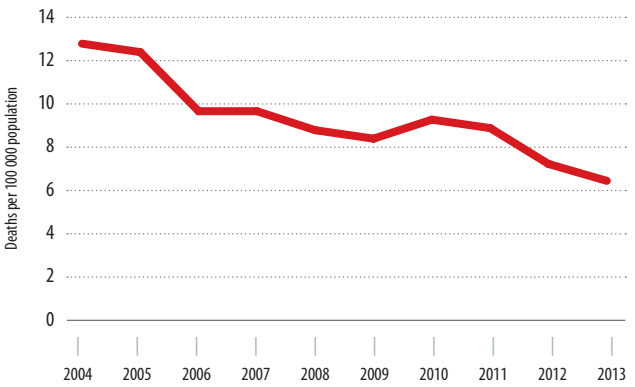
[d] 2012, National Institute of Legal Medicine and Forensic Science.
[e] 2012, National Authority for Road Safety.
[f] 2013, Road Safety Prevention Association.
[g] 2008–2012, 85% highway, 88% urban roads. Portuguese Association for Child Safety Promotion (APSI).

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Authority for Road Safety.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Directorate-General of Health.

QATAR

Population: 2 168 673 • Income group: High • Gross national income per capita: US$ 86 790

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Safety Committee (NTSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Less than 17% (2013–2022)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	647 878
Cars and 4-wheeled light vehicles	602 825
Motorized 2- and 3-wheelers	4 313
Heavy trucks	36 005
Buses	4 678
Other	57
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2012)	204[b] (90% M, 10%F)
WHO estimated road traffic fatalities	330
WHO estimated rate per 100 000 population	15.2
Estimated GDP lost due to road traffic crashes	—

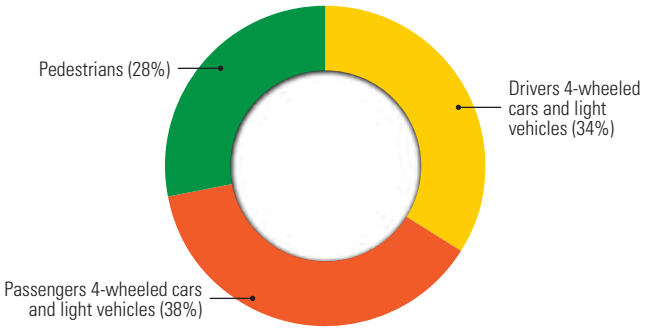
[b] Traffic Department, Ministry of Interior. Defined as died within 30 days of crash.

SAFER ROAD USERS

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

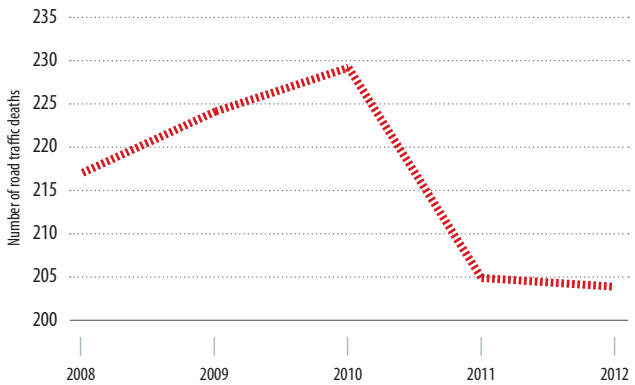
[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Department (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Department, Ministry of Interior.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Supreme Council of Health.

REPUBLIC OF KOREA

Population: 49 262 698 • Income group: High • Gross national income per capita: US$ 25 920

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Land, Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	< 4 000 deaths per year by 2017

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	23 150 619
Cars and 4-wheeled light vehicles	15 078 354
Motorized 2- and 3-wheelers	2 117 035
Heavy trucks	970 805
Buses	4 984 425
Other	0
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	0.4%[b]

[b] 2012, Korea Insurance Development Institute.

DATA

Reported road traffic fatalities (2013)	5 092[c], (72% M, 28% F)
WHO estimated road traffic fatalities	5 931
WHO estimated rate per 100 000 population	12
Estimated GDP lost due to road traffic crashes	1%[d]

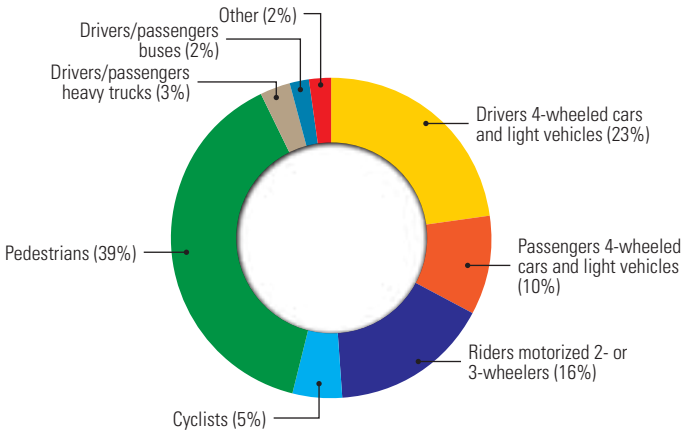
[c] Korean National Police Agency. Defined as died within 30 days of crash.
[d] 2013, Evaluation and estimation of the road accident cost, KoRoad.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h[e]
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	14%[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	74% All riders[g]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	84% Front seats[g], 19% Rear seats[g]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	34%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

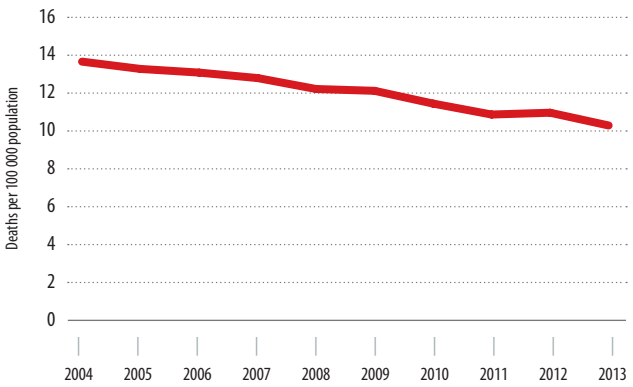
[e] Maximum speed limit can increase to 90km/h on roads exclusively for use by automobiles.
[f] 2013, Korean National Police Agency.
[g] On motorways, lower on other roads. 2013 Korea Transportation Safety Authority (KOTSA), Transport Culture Index.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Korean National Police Agency.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Korean National Police Agency.

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

REPUBLIC OF MOLDOVA

Population: 3 487 204 • Income group: Middle • Gross national income per capita: US$ 2 470

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	706 785
Cars and 4-wheeled light vehicles	487 418
Motorized 2- and 3-wheelers	32 731
Heavy trucks	165 292
Buses	21 344
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	302[b] (84% M, 16% F)
WHO estimated road traffic fatalities	437
WHO estimated rate per 100 000 population	12.5
Estimated GDP lost due to road traffic crashes	1.9%[c]

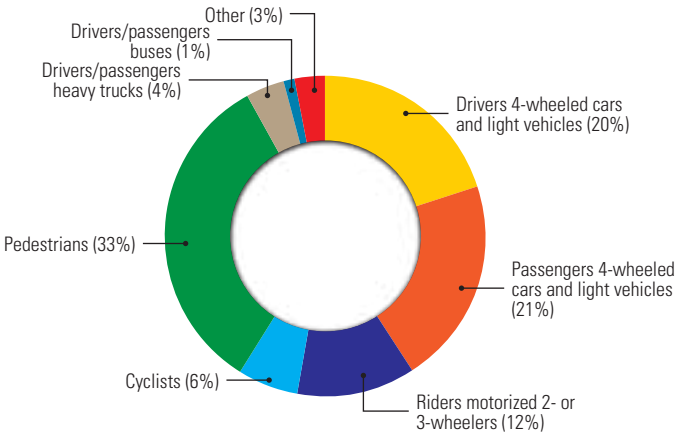
[b] Ministry of Internal Affairs. Defined as died within 30 days of crash.
[c] 2009, National Road Safety Strategy, approved by Government Resolution number 1214 of 24 December 2010.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[d]
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	12%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	62% Front seats[f], 18% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	50%[f]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

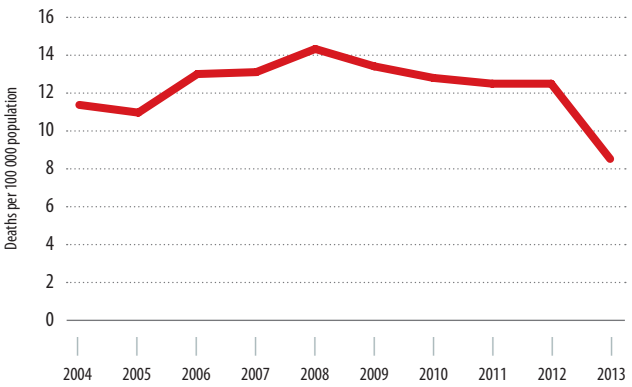
[d] Can be increased up to 80 km/h.
[e] 2013, Ministry of Internal Affairs.
[f] 2012, Joint Report on statistics and public attitudes to road safety in Chisinau and Tiraspol.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics of Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics of Ministry of Internal Affairs, National Statistics Office.

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

ROMANIA

Population: 21 698 585 • Income group: Middle • Gross national income per capita: US$ 9 060

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% by 2020 (2014–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013	5 985 085
Cars and 4-wheeled light vehicles	5 254 289
Motorized 2- and 3-wheelers	85 536
Heavy trucks	232 544
Buses	43 198
Other	369 518
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013)	1 861[b] (74% M, 26% F)
WHO estimated road traffic fatalities	1 881
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

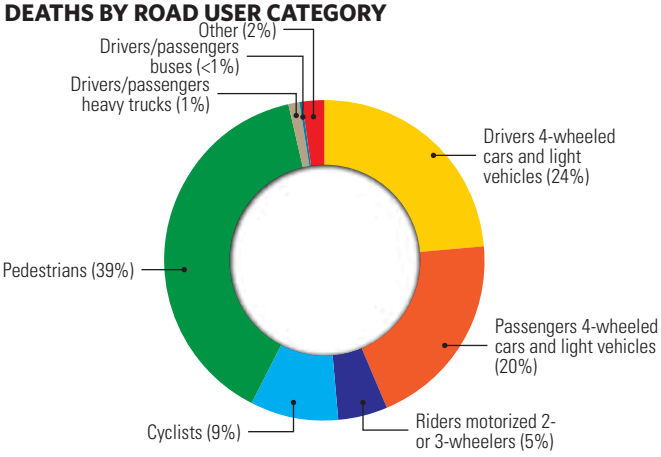
[b] 2013, E.A.C. the Traffic Police Accidents Database. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	5%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

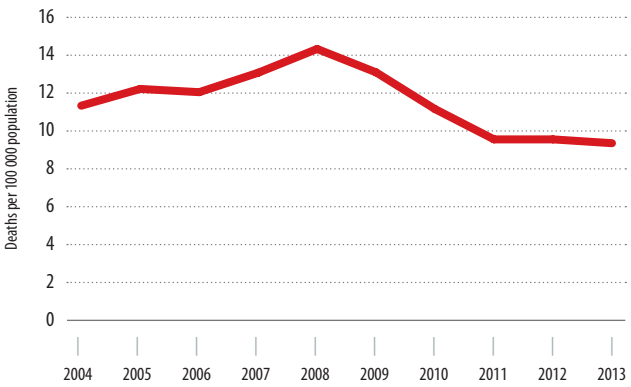
[c] Can be increased up to 80 km/h.
[d] 2013, E.A.C. the Traffic Police Accidents Database.

DEATHS BY ROAD USER CATEGORY



Source: 2013, E.A.C. the Traffic Police Accidents Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: E.A.C. the Traffic Police Accidents Database, I.N.S. the National Institute of Statistic.

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

RUSSIAN FEDERATION

Population: 142 833 689 • Income group: High • Gross national income per capita: US$ 13 850

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Commission of Government of Russian Federation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	8 000 reduction by 2020 (2012–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	50 616 163
Cars and 4-wheeled light vehicles	41 224 527
Motorized 2- and 3-wheelers	2 484 550
Heavy trucks	6 020 185
Buses	886 901
Other	0
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	27 025[b] (75% M, 25% F)
WHO estimated road traffic fatalities	27 025
WHO estimated rate per 100 000 population	18.9
Estimated GDP lost due to road traffic crashes	2.2–2.6%[c]

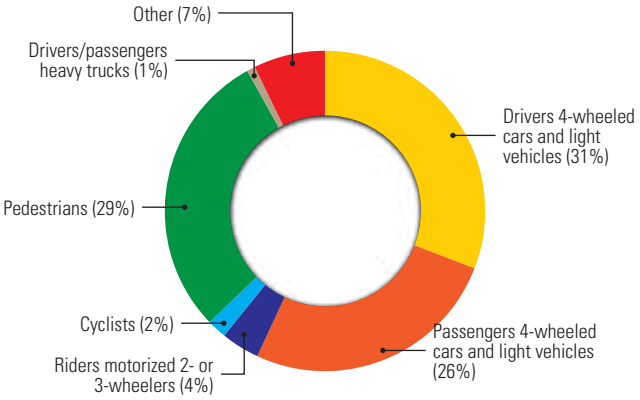
[b] Ministry of Internal Affairs. Defined as died within 30 days of crash.
[c] 2000–2004, Federal Targeted Programme "Improving Road Safety 2006-2012".

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl[d]
BAC limit – young or novice drivers	0.03 g/dl[d]
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	9%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	70% Front seats[f], 24% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	21–51%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

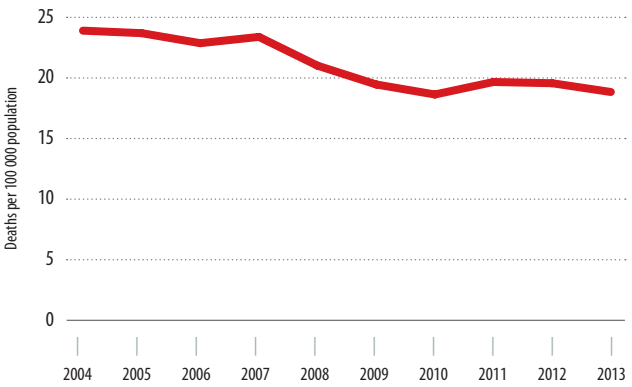
[d] Law based on breath alcohol concentration, values converted to BAC.
[e] 2013, Ministry of Internal Affairs.
[f] 2013, Quantitative study of the campaign to promote road safety "Seat belts".
[g] 2013, 21% non-owned car, 51% own car. Quantitative study of the campaign to promote road safety "Seat belts".

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Internal Affairs.

RWANDA

Population: 11 776 522 • Income group: Low • Gross national income per capita: US$ 630

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee (CNSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2008–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2012	107 411
Cars and 4-wheeled light vehicles	43 395
Motorized 2- and 3-wheelers	47 622
Heavy trucks	3 849
Buses	12 545
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	912
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	526[b]
WHO estimated road traffic fatalities	3 782 (95%CI 3 022–4 541)
WHO estimated rate per 100 000 population	32.1
Estimated GDP lost due to road traffic crashes	—

[b] Traffic Police. Defined as died within 30 days of crash.

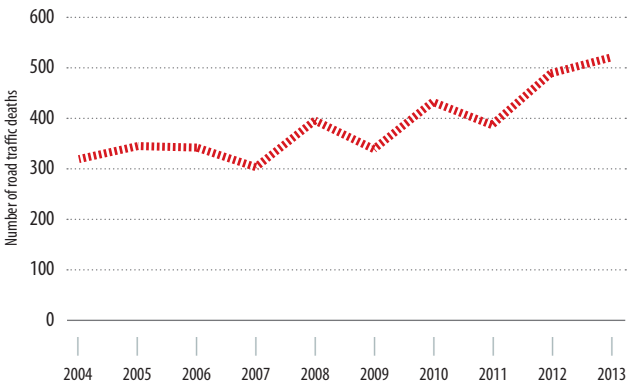
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Infrastructure.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

SAINT LUCIA

Population: 182 273 • Income group: Middle • Gross national income per capita: US$ 7 060

INSTITUTIONAL FRAMEWORK

Lead agency	Saint Lucia Road Transport Board
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	1 569
Cars and 4-wheeled light vehicles	1 371
Motorized 2- and 3-wheelers	51
Heavy trucks	121
Buses	26
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	30[b] (87% M, 13%F)
WHO estimated road traffic fatalities	33
WHO estimated rate per 100 000 population	18.1
Estimated GDP lost due to road traffic crashes	—

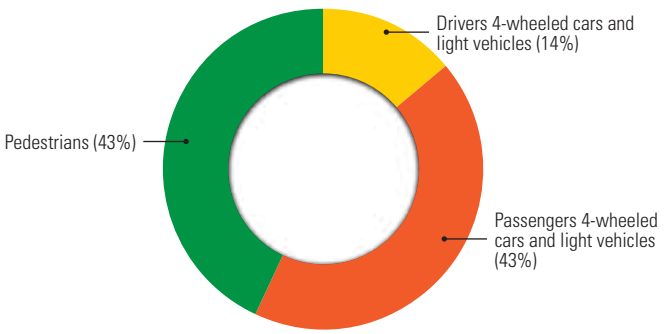
[b] Ministry of Infrastructure, Port Services and Transport Road Fatality Database. Defined as died within 30 days of crash

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	⓪ 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Enforcement	⓪ 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

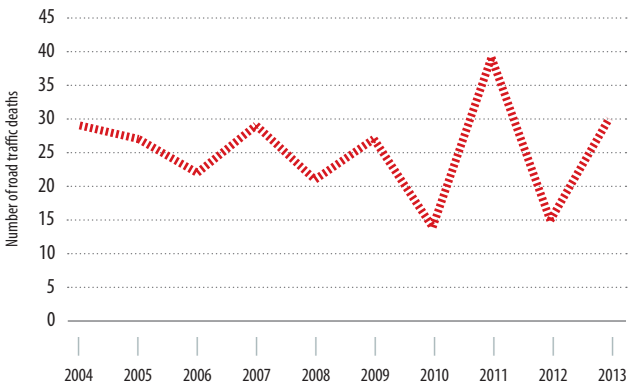
Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health, Wellness, Human Services and Gender Relations.

DEATHS BY ROAD USER CATEGORY



Source: Global Status Report on Road Safety 2013: Supporting a Decade of Action (Data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Fatality Database, Ministry of Infrastructure, Port Services and Transport.

SAINT VINCENT AND THE GRENADINES

Population: 109 373 • Income group: Middle • Gross national income per capita: US$ 6 460

INSTITUTIONAL FRAMEWORK

Lead agency	Police Traffic Department
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2014	28 368
Cars and 4-wheeled light vehicles	20 308
Motorized 2- and 3-wheelers	1 426
Heavy trucks	4 568
Buses	1 948
Other	118
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	9[b] (78% M, 22%F)
WHO estimated road traffic fatalities	9
WHO estimated rate per 100 000 population	8.2
Estimated GDP lost due to road traffic crashes	—

[b] Police Database. Defined as died within a year of crash.

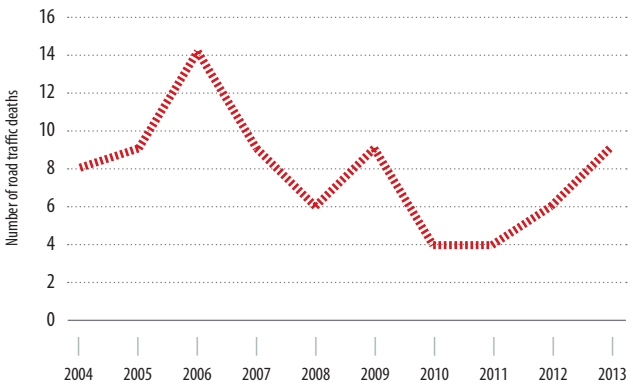
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~48 km/h
Max rural speed limit	~48 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

[c] Not based on BAC

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police records.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

SAMOA

Population: 190 372 • Income group: Middle • Gross national income per capita: US$ 3 970

INSTITUTIONAL FRAMEWORK

Lead agency	Land Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	17 449
Cars and 4-wheeled light vehicles	16 243
Motorized 2- and 3-wheelers	97
Heavy trucks	873
Buses	236
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	10.1%[b]

[b] 2013, Accident Compensation Corporation.

DATA

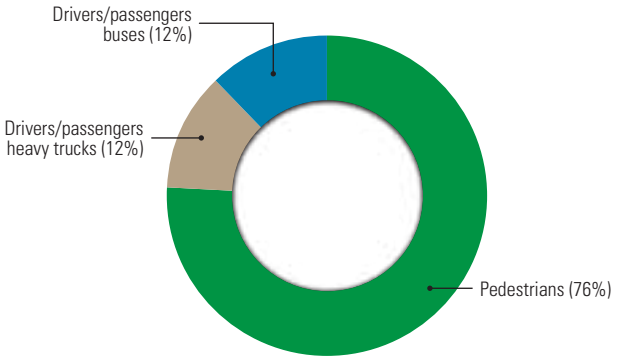
Reported road traffic fatalities (2013)	17[c] (76% M, 24% F)
WHO estimated road traffic fatalities	30 (95% CI 27–33)
WHO estimated rate per 100 000 population	15.8
Estimated GDP lost due to road traffic crashes	—

[c] Accident Compensation Corporation registration database. Defined as death caused by a road traffic crash (unlimited time period).

SAFER ROAD USERS

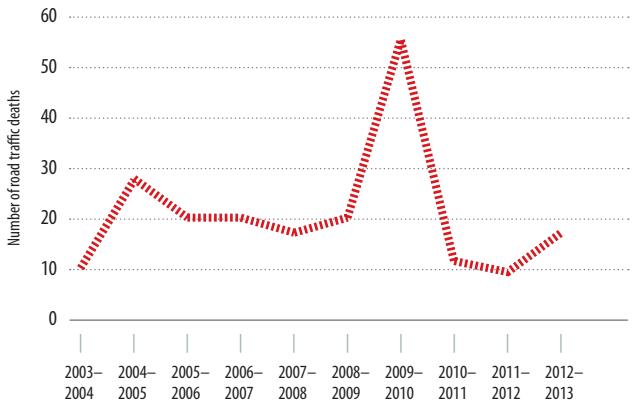
National speed limit law	Yes
Max urban speed limit	~56 km/h
Max rural speed limit	~56 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2013, Accident Compensation Corporation.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Accident Compensation Corporation, Samoa Bureau of Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health.

SAN MARINO

Population: 31 448 • Income group: High • Gross national income per capita: US$ 51 470

INSTITUTIONAL FRAMEWORK

Lead agency	Working Group on Road Security
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	54 606
Cars and 4-wheeled light vehicles	40 514
Motorized 2- and 3-wheelers	13 840
Heavy trucks	172
Buses	80
Other	0
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	0.6%[b]

[b] 2013, Social Security Institute (ISS - Istituto Sicurezza Sociale), ufficio Accertamenti Sanitari Individuali.

DATA

Reported road traffic fatalities (2013)	1[c] (100% M, 0% F)
WHO estimated road traffic fatalities	1
WHO estimated rate per 100 000 population	3.2
Estimated GDP lost due to road traffic crashes	0.6%[d]

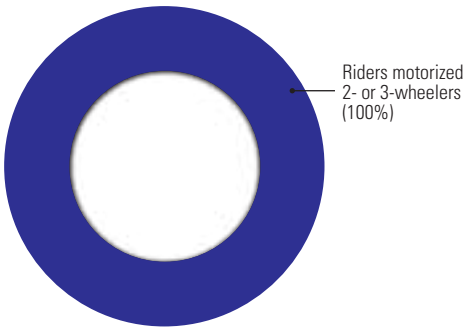
[c] Police. Defined as died within 30 days of crash.
[d] 2013, Estimate based on data from the Italian Ministry of Transportation and International Monetary Fund.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	100% Drivers[e], 100% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	60% Front seats[e], 5% Rear seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

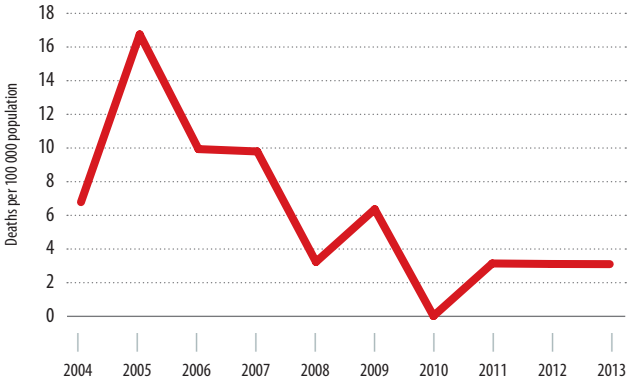
[e] 2013, Police.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Secretariat of State for Health and Social Security .

SAO TOME AND PRINCIPE

Population: 192 993 • Income group: Middle • Gross national income per capita: US$ 1 470

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Land Transport
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

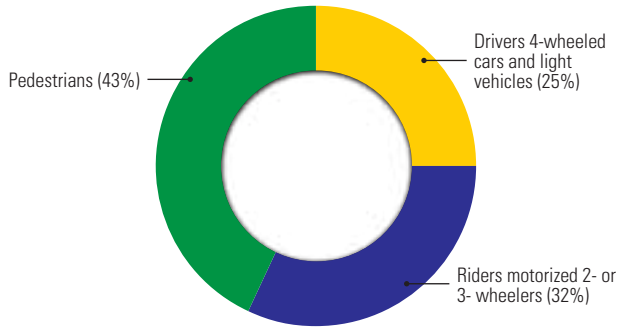
Reported road traffic fatalities (2013)	33[b] (85% M, 15% F)
WHO estimated road traffic fatalities	60 (95%CI 47–73)
WHO estimated rate per 100 000 population	31.1
Estimated GDP lost due to road traffic crashes	—

[b] Hospital Statistics Service Dr. Ayres de Menezes. Defined as died within 30 days of crash.

SAFER ROAD USERS

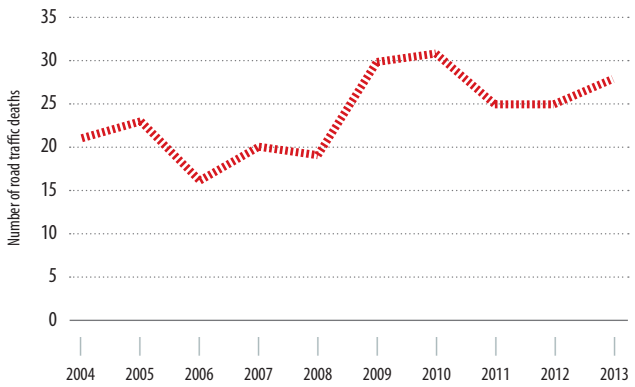
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



Source: General Command of the National Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Command of the National Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

SAUDI ARABIA

Population: 28 828 870 • Income group: High • Gross national income per capita: US$ 26 260

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Department, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2010	6 599 216
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	997
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	7 661[b] (88% M, 12%F)
WHO estimated road traffic fatalities	7 898 (95%CI 7 002–8 795)
WHO estimated rate per 100 000 population	27.4
Estimated GDP lost due to road traffic crashes	—

[b] Annual Statistical Report of the Traffic Department. Defined as died within 30 days of crash.

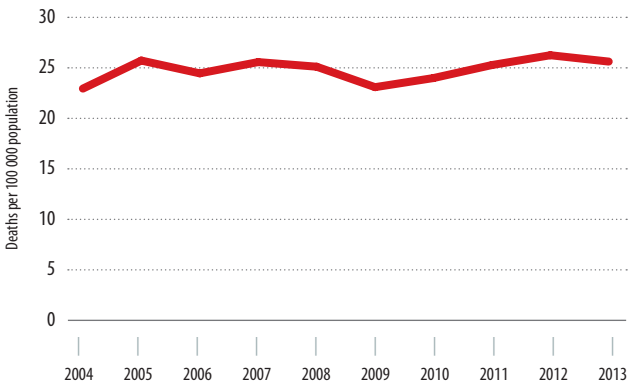
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Annual Statistical Report of the Traffic Department.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

SENEGAL

Population: 14 133 280 • Income group: Middle • Gross national income per capita: US$ 1 050

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Land Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% (2012–2022)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	401 910
Cars and 4-wheeled light vehicles	299 053
Motorized 2- and 3-wheelers	34 197
Heavy trucks	21 897
Buses	16 925
Other	29 838
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	367[b]
WHO estimated road traffic fatalities	3 844 (95%CI 3 214–4 474)
WHO estimated rate per 100 000 population	27.2
Estimated GDP lost due to road traffic crashes	1%[c]

[b] National Gendarmerie. Defined as unlimited time period following crash.
[c] Directorate of Land Transport (data from 2012).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes[d,e]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	54% Drivers[f], 14% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[d] Not based on BAC.
[e] Alcohol consumption legally prohibited.
[f] 2011, Review Medicine in Black Africa, Study on the Epidemiological and Clinical Aspects of Scooter Accidents in Dakar (Study conducted on 246 patients) (data from 2007/2008).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: National Gendarmerie (data for 2002–2007) and Bulletin of Analysis of Physical Accidents (BAAC) (data for 2008–2011).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Action.

SERBIA

Population: 9 510 506 • Income group: Middle • Gross national income per capita: US$ 6 050

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Agency
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	2 130 035
Cars and 4-wheeled light vehicles	1 884 712
Motorized 2- and 3-wheelers	58 384
Heavy trucks	69 368
Buses	9 018
Other	108 553
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	650[b] (78% M, 22% F)
WHO estimated road traffic fatalities	735
WHO estimated rate per 100 000 population	7.7
Estimated GDP lost due to road traffic crashes	2.0%[c]

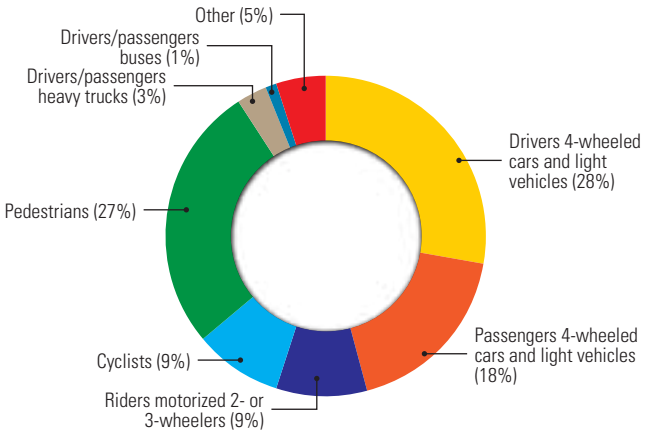
[b] Database of the Ministry of Interior on road traffic accidents. Defined as died within 30 days of crash.
[c] 2011, The draft of the Road Safety Strategy of Republic of Serbia and Technical Report, LOUIS BERGER, 2012.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	87% All riders[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	66% Front seats[e], 3% Rear seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	18%[e]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

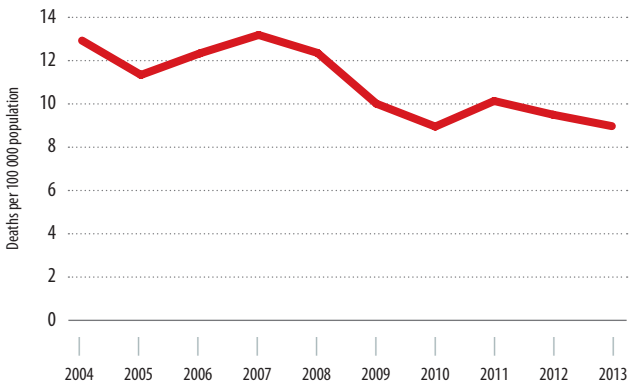
[d] 2013, Database of the Ministry of Interior on road traffic accidents.
[e] 2013, Road Traffic Safety Agency.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Database of the Ministry of Interior on road traffic accidents.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Serbia and the database of the Ministry of Interior on road traffic accidents.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Belgrade Institute for Public Health.

SEYCHELLES

Population: 92 838 • Income group: Middle • Gross national income per capita: US$ 13 210

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Transport (DOT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	18 606
Cars and 4-wheeled light vehicles	17 773
Motorized 2- and 3-wheelers	307
Heavy trucks	68
Buses	458
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	8[b] (88% M, 13%F)
WHO estimated road traffic fatalities	8
WHO estimated rate per 100 000 population	8.6
Estimated GDP lost due to road traffic crashes	—

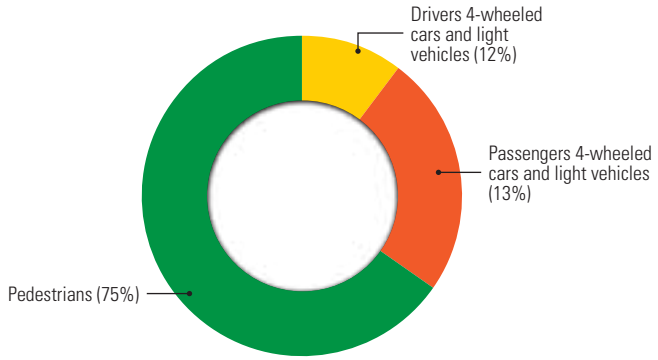
[b] Police and Health Records. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	65 km/h
Max motorway speed limit	85 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	60%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	90% Drivers[d], 90% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	40% Front seats[d], 2% Rear seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

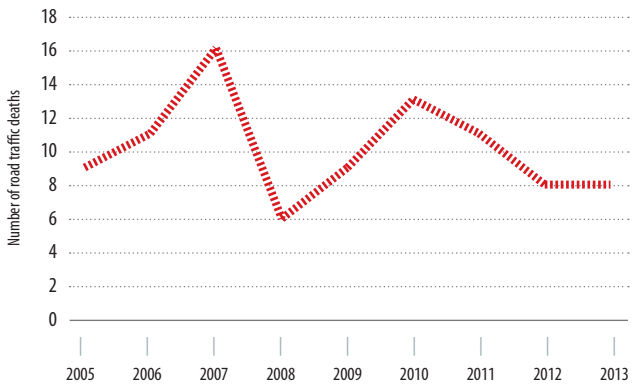
[c] Police report (data from 2013).
[d] DOT/Police report/SLTA (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Police record (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Health/ Police/ Department of Transport.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Ministry of Home Affairs and Transport.

SIERRA LEONE

Population: 6 092 075 • Income group: Low • Gross national income per capita: US$ 660

INSTITUTIONAL FRAMEWORK

Lead agency	Sierra Leone Road Safety Authority
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2013–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	68 802
Cars and 4-wheeled light vehicles	44 685
Motorized 2- and 3-wheelers	19 969
Heavy trucks	703
Buses	469
Other	2 976
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	2244
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	220[b] (75% M, 25% F)
WHO estimated road traffic fatalities	1 661 (95%CI 1 334–1 988)
WHO estimated rate per 100 000 population	27.3
Estimated GDP lost due to road traffic crashes	1.3%[c]

[b] Hospital Records. Defined as died within 30 days of crash.
[c] 2013, Government of Sierra Leone National Road Safety Strategy 2013–2015, p. 9.

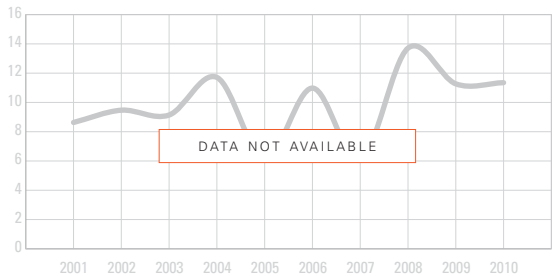
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	40%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

[d] Sierra Leone Police Statistics (data from 2013).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

SINGAPORE

Population: 5 411 737 • Income group: High • Gross national income per capita: US$ 54 040

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Police & Land Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	974 170
Cars and 4-wheeled light vehicles	763 008
Motorized 2- and 3-wheelers	144 934
Heavy trucks	48 719
Buses	17 065
Other	444
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	159[b] (87% M, 13% F)
WHO estimated road traffic fatalities	197
WHO estimated rate per 100 000 population	3.6
Estimated GDP lost due to road traffic crashes	—

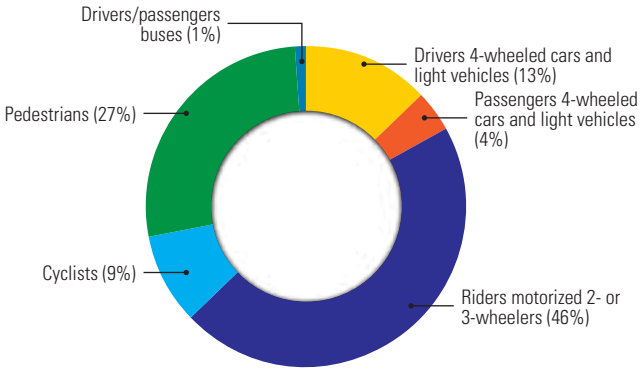
[b] Traffic Police Department. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	No
Max motorway speed limit	90 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	11%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

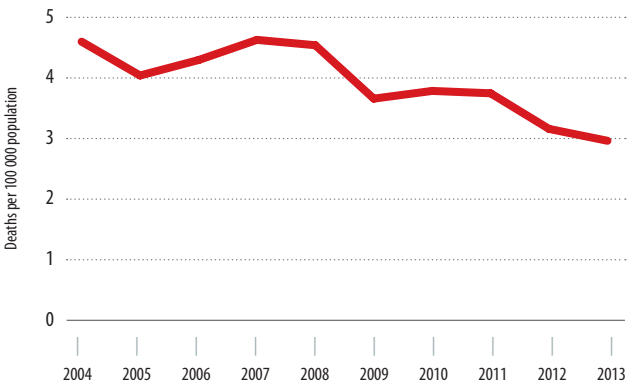
[c] 2013, Traffic Police Department.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police Department.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Department.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health.

SLOVAKIA

Population: 5 450 223 • Income group: High • Gross national income per capita: US$ 17 810

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department, Ministry of Transport, Construction and Regional Development
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	2 622 939
Cars and 4-wheeled light vehicles	2 105 510
Motorized 2- and 3-wheelers	105 922
Heavy trucks	54 969
Buses	8 821
Other	347 717
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	≤ 5.0%[b]

[b] 2013, Social Insurance Agency.

DATA

Reported road traffic fatalities (2013)	251[c] (75% M, 25% F)
WHO estimated road traffic fatalities	360
WHO estimated rate per 100 000 population	6.6
Estimated GDP lost due to road traffic crashes	1.4%[d]

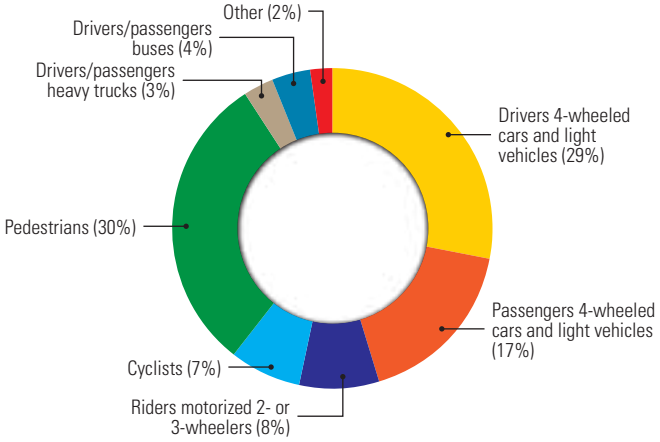
[c] Road Accident Database (ISDN). Defined as died within 30 days of crash.
[d] 2010, Statistical Office.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes[e]
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	23%[f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

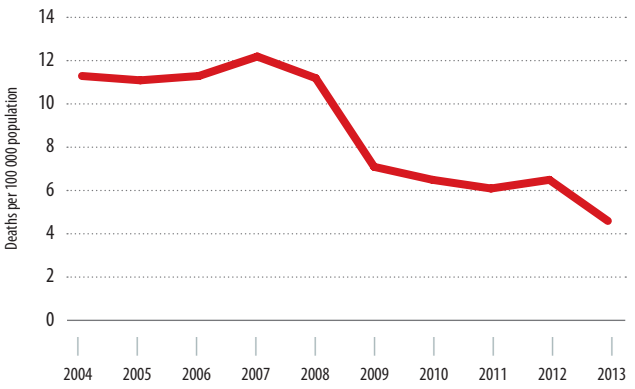
[e] Not based on BAC.
[f] 2013, Road Accident Database (ISDN).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road Accident Database (ISDN).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Accident Database (ISDN), Road Accident Database (SEDN), Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Interior.

SLOVENIA

Population: 2 071 997 • Income group: High • Gross national income per capita: US$ 23 210

INSTITUTIONAL FRAMEWORK

Lead agency	Slovenian Traffic Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013–2022)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	1 395 704
Cars and 4-wheeled light vehicles	1 134 465
Motorized 2- and 3-wheelers	87 618
Heavy trucks	27 176
Buses	2 444
Other	144 001
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	125[b] (75% M, 25% F)
WHO estimated road traffic fatalities	132
WHO estimated rate per 100 000 population	6.4
Estimated GDP lost due to road traffic crashes	1.5%[c]

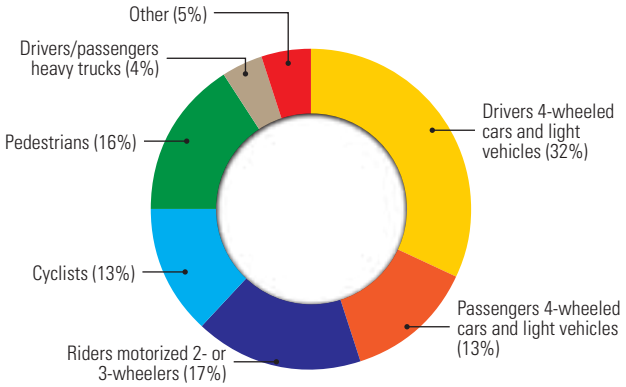
[b] Police records. Defined as died within 30 days of crash.
[c] 2012, Slovenian Traffic Safety Agency.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	30%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	95% Front seats[f], 66% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	94%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

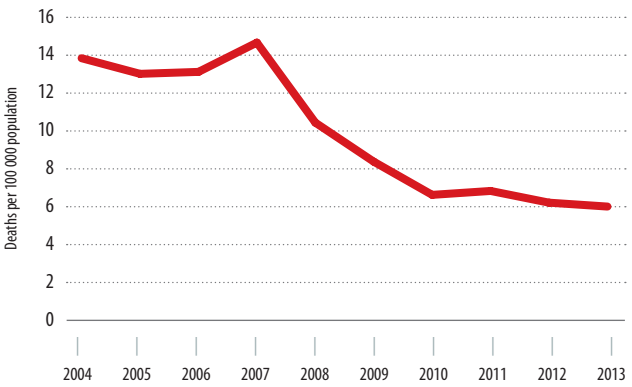
[d] Can be increased up to 70 km/h.
[e] 2013, Police records.
[f] 2011, Slovenian Traffic Safety Agency.
[g] 2011, Children 0-7 years-old. University of Maribor.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Slovenian Traffic Safety Agency.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Slovenian Traffic Safety Agency.

SOLOMON ISLANDS

Population: 561 231 • Income group: Middle • Gross national income per capita: US$ 1 600

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Infrastructure Development
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	45 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	11[b]
WHO estimated road traffic fatalities	108 (95% CI 96–120)
WHO estimated rate per 100 000 population	19.2
Estimated GDP lost due to road traffic crashes	—

[b] Kukum Police Station. Defined as died within 24 hours of crash.

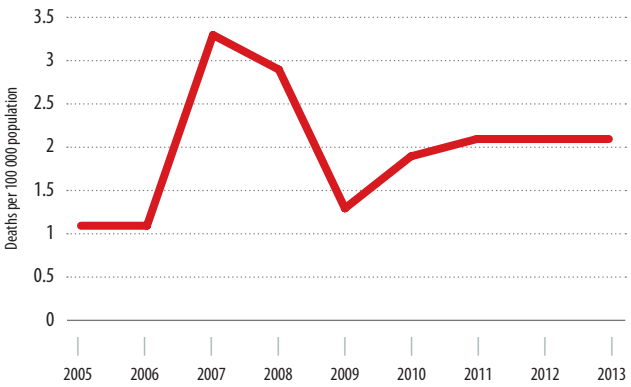
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	⓪ 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	16%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

[c] Not based on BAC.
[d] Kukum Police Station

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Kukum Police Station.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health and Medical Services.

SOMALIA[a]

Population: 10 495 583 • Income group: Low • Gross national income per capita: —

[a] National data was not available at the time of publication. The data published herein refers roughly to the following administrative subdivisions of Somalia: Awdal, Marodi Jeeh, Sanaagh, Sool, Togdheer and Woqooyi Galbeed.

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Management
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2014[a]	59 457
Cars and 4-wheeled light vehicles	56 000
Motorized 2- and 3-wheelers	760
Heavy trucks	—
Buses	—
Other	2 697
Vehicle standards applied[b]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] As of April 2014.
[b] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	155[c]
WHO estimated road traffic fatalities	2 664* (95%CI 2 092–3 237)
WHO estimated rate per 100 000 population	25.4*
Estimated GDP lost due to road traffic crashes	—

[c] Data applies only to the administrative subdivisions of the country referred to above.
* This is for all Somalia.

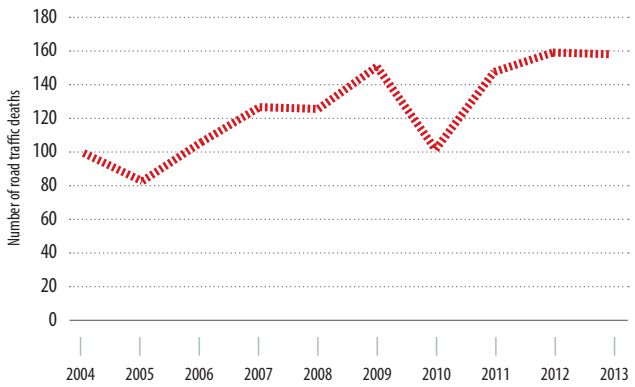
SAFER ROAD USERS

National speed limit law	Yes[c]
Max urban speed limit	40 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 (1) 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
Helmet wearing rate	—
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

[c] Speed law based on limits in the administrative subdivisions referred to above.
[d] Law relates to the administrative subdivisions referred to above. There is no national drink-driving law in Somalia. Alcohol consumption is legally prohibited.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Report (data from 2013). Data applies to Somaliland region only.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

SOUTH AFRICA

Population: 52 776 130 • Income group: Middle • Gross national income per capita: US$ 7 190

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Management Corporation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	9 909 923
Cars and 4-wheeled light vehicles	8 894 239
Motorized 2- and 3-wheelers	367 231
Heavy trucks	350 498
Buses	54 494
Other	243 461
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2010–2011)	13 802[b] (76% M, 24% F)
WHO estimated road traffic fatalities	13 273
WHO estimated rate per 100 000 population	25.1
Estimated GDP lost due to road traffic crashes	7.8%[c]

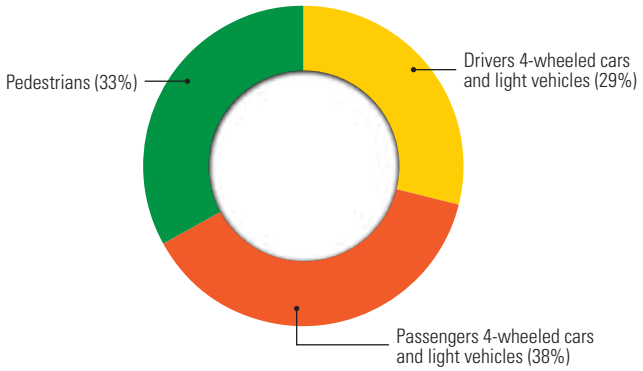
[b] Road Traffic Management Corporation. Defined as died within 30 days of crash.
[c] Road Traffic Management Corporation and iRAP (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	58%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Seat-belt wearing rate	33% Drivers[e], 31% Front seats[e]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

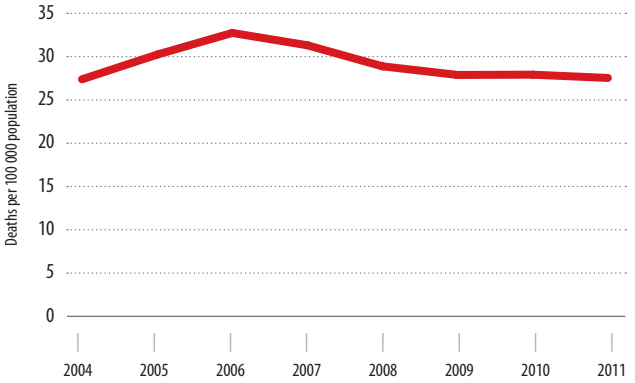
[d] National Injury Mortality Surveillance System (NIMSS) (data from 2010).
[e] Traffic Offence Survey RTMC (data from 2010).

DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Management Corporation (data from 2010–2011).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Traffic Management Corporation.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Road Traffic Management Corporation.

SPAIN

Population: 46 926 963 • Income group: High • Gross national income per capita: US$ 29 920

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate General of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	< 3.7 per 100 000 population (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	32 616 105
Cars and 4-wheeled light vehicles	26 574 614
Motorized 2- and 3-wheelers	4 998 320
Heavy trucks	520 098
Buses	59 892
Other	463 181
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 680[b] (76% M, 23% F)
WHO estimated road traffic fatalities	1 730
WHO estimated rate per 100 000 population	3.7
Estimated GDP lost due to road traffic crashes	1.0%[c]

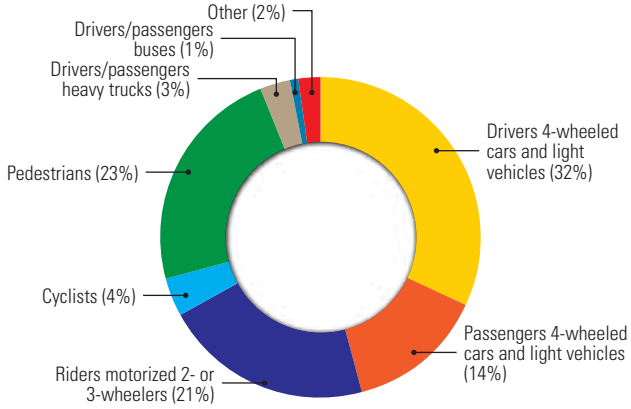
[b] Directorate General of Traffic. Defined as died within 30 days of crash.
[c] 2012, Directorate General of Traffic.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	7–17%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	99% Drivers[e], 99% Passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	91% Front seats[e], 81% Rear seats[e]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	88%[e]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

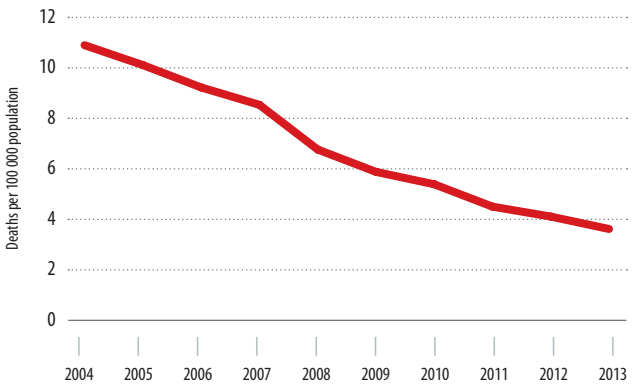
[e] 2012, 17% Males, 7% Females. WHO Global status report on alcohol and health 2014.
[d] 2012, Directorate General of Traffic.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Directorate General of Traffic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of Traffic.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health, Social Services and Equality.

SRI LANKA

Population: 21 273 228 • Income group: Middle • Gross national income per capita: US$ 3 170

INSTITUTIONAL FRAMEWORK	
Lead agency	National Council for Road Safety
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	5 203 678
Cars and 4-wheeled light vehicles	832 840
Motorized 2- and 3-wheelers	3 566 184
Heavy trucks	329 648
Buses	93 428
Other	381 578
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

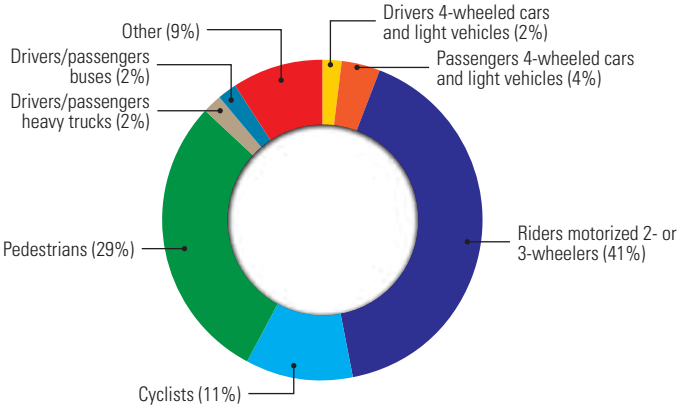
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	2 362[b] (82% M, 18% F)
WHO estimated road traffic fatalities	3 691 (95%CI 3 245–4 137)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	—

[b] Department of Police. Defined as died within 30 days of crash.

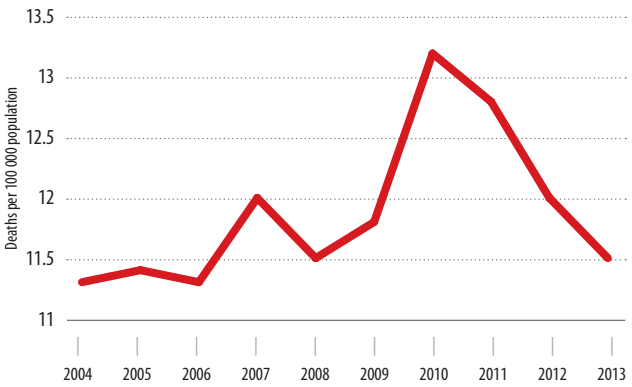
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Police Accident Database (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Sri Lanka Police Accident Database and Department of Census and Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECEWP29. Other data collected by questionnaire.

SUDAN

Population: 37 964 306 • Income group: Middle • Gross national income per capita: US$ 1 550

INSTITUTIONAL FRAMEWORK

Lead agency	Council Coordination for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2011–2016)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	320 974
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	14 247
Heavy trucks	40 590
Buses	23 423
Other	242 714
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	777777
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	2 349[b] (67% M, 17%F)
WHO estimated road traffic fatalities	9 221 (95%CI 7 746–10 697)
WHO estimated rate per 100 000 population	24.3
Estimated GDP lost due to road traffic crashes	—

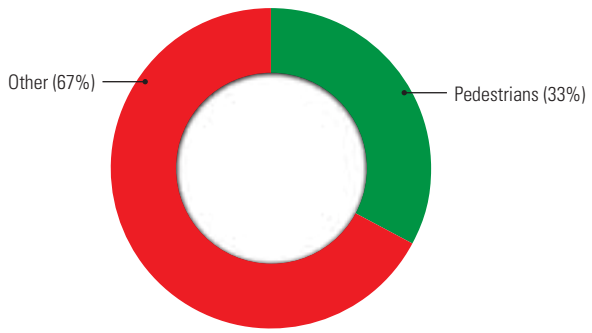
[b] Annual Report for Road Traffic Crashes (data from 2013). Defined as unlimited time period following crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

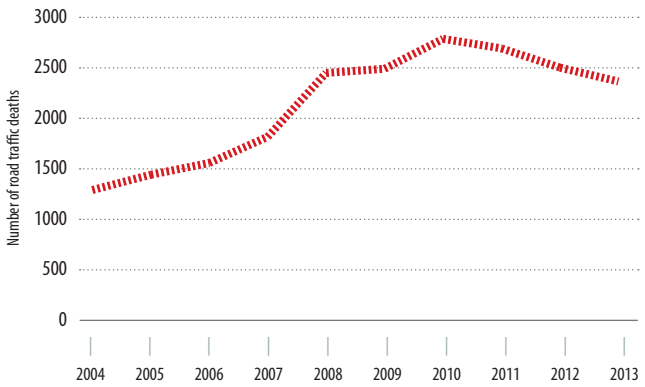
[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



Source: Annual Report for Road Traffic Crashes (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Annual Report for Road Traffic Crashes (data from 2013).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

SURINAME

Population: 539 276 • Income group: Middle • Gross national income per capita: US$ 9 370

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	207 161
Cars and 4-wheeled light vehicles	125 590
Motorized 2- and 3-wheelers	44 831
Heavy trucks	32 392
Buses	3 368
Other	980
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	—

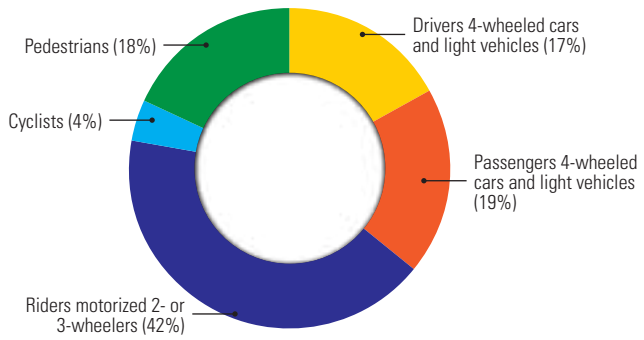
DATA	
Reported road traffic fatalities (2013)	76[b] (82% M, 18%F)
WHO estimated road traffic fatalities	103
WHO estimated rate per 100 000 population	19.1
Estimated GDP lost due to road traffic crashes	—

[b] Traffic Police/Ministry of Justice and Police. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	95% Drivers[c], 92% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	80% Drivers[c], 80% Front seats[c]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

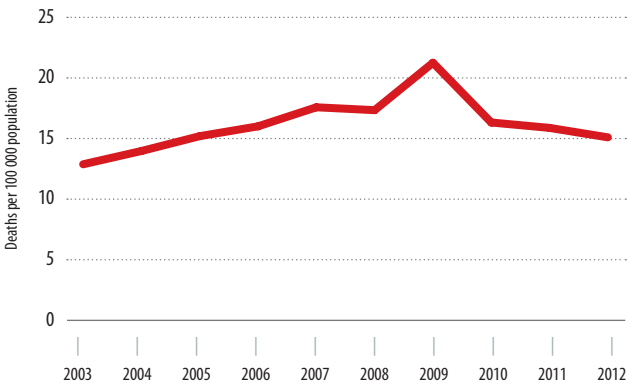
[c] 2013, Traffic Police/Ministry of Justice and Police

DEATHS BY ROAD USER CATEGORY



Source: Traffic Police/Ministry of Justice and Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police/Ministry of Justice and Police / General Bureau of Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

SWAZILAND

Population: 1 249 514 • Income group: Middle • Gross national income per capita: US$ 2 990

INSTITUTIONAL FRAMEWORK

Lead agency	Swaziland Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	180 103
Cars and 4-wheeled light vehicles	140 941
Motorized 2- and 3-wheelers	4 014
Heavy trucks	11 279
Buses	10 402
Other	13 467
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

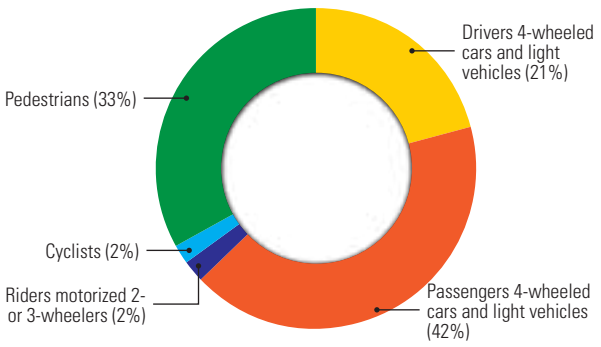
Reported road traffic fatalities (2013)	197[b] (67% M, 33%F)
WHO estimated road traffic fatalities	303 (95%CI 263–343)
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	—

[b] Royal Swaziland Police Service. Defined as unlimited time period following crash.

SAFER ROAD USERS

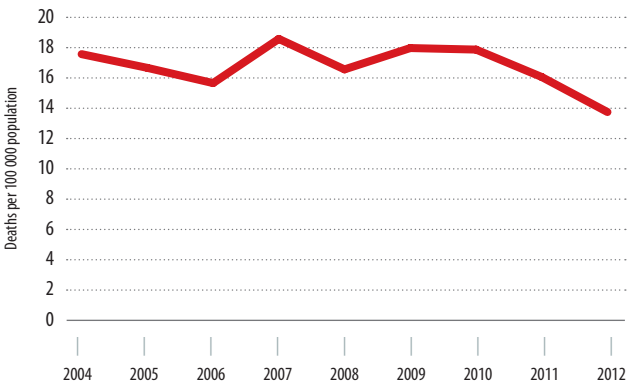
National speed limit law	Yes
Max urban speed limit	100 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Royal Swaziland Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Swaziland Police Service.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

SWEDEN

Population: 9 571 105 • Income group: High • Gross national income per capita: US$ 61 760

INSTITUTIONAL FRAMEWORK

Lead agency	Swedish Transport Agency and Swedish Transport Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2007–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	5 755 952
Cars and 4-wheeled light vehicles	4 981 525
Motorized 2- and 3-wheelers	358 145
Heavy trucks	79 130
Buses	13 986
Other	323 166
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	10.0%[b]

[b] 2013, STRADA hospital data, Swedish Transport Agency.

DATA

Reported road traffic fatalities (2013)	260[c] (75% M, 25% F)
WHO estimated road traffic fatalities	272
WHO estimated rate per 100 000 population	2.8
Estimated GDP lost due to road traffic crashes	< 1.0%[d]

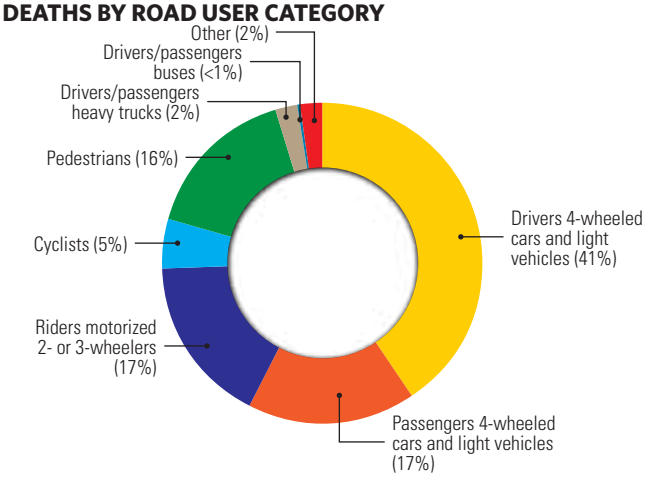
[c] Transport Analysis. Defined as died within 30 days of crash.
[d] 2010, International Traffic Safety Data and Analysis Group (IRTAD) Road Safety Annual Report 2011.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	19%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	90-97% Drivers[f], 90–97% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	98% Front seats[g], 84% Rear seats[g]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	96%[g]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

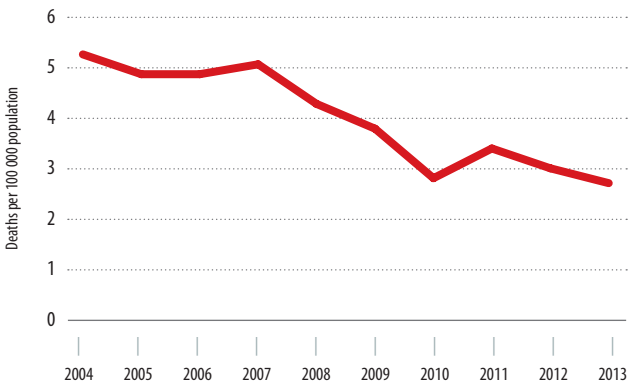
[e] 2013, Swedish Transport Administration.
[f] 2003, The Swedish National Road and Transport Research Institute (VTI), Travel Survey (Resor i Sverige).
[g] 2013, The Swedish National Road and Transport Research Institute (VTI), The use of seat belts in Sweden 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Transport Analysis.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Transport analysis.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Enterprise, Energy and Communications.

SWITZERLAND

Population: 8 077 833 • Income group: High • Gross national income per capita: US$ 90 760

INSTITUTIONAL FRAMEWORK

Lead agency	Federal Roads Office
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	5 693 642
Cars and 4-wheeled light vehicles	4 320 885
Motorized 2- and 3-wheelers	687 990
Heavy trucks	371 361
Buses	60 151
Other	253 255
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	144
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	269[b] (71% M, 29% F)
WHO estimated road traffic fatalities	269
WHO estimated rate per 100 000 population	3.3
Estimated GDP lost due to road traffic crashes	1.0%[c]

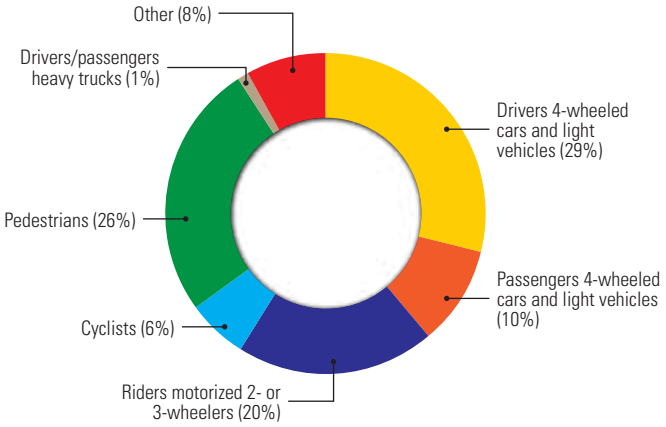
[b] Data warehouse of the Federal Roads Office (FEDRO). Defined as died within 30 days of crash.
[c] 2010, Federal Roads Office (FEDRO).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	16%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	96–100% Drivers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	91–92% Front seats[f], 72% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

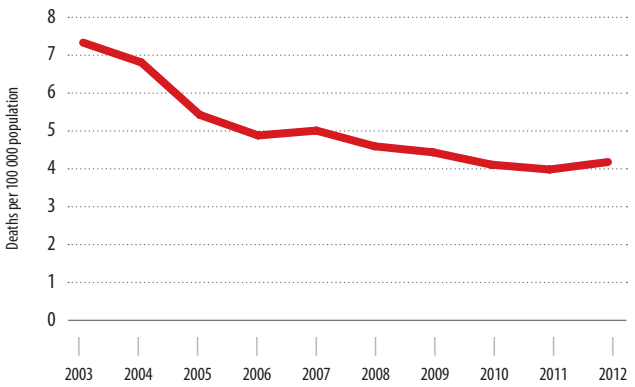
[d] 2013, Data warehouse of the Federal Roads Office (FEDRO).
[e] 2012, 100% motorcycles, 96% mopeds. Swiss Council for Accident Prevention.
[f] 2013, Front seats: 92% Drivers, 91% Passengers; Rear seats: 72%. Swiss Council for Accident Prevention.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Data warehouse of the Federal Roads Office (FEDRO).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Data warehouse of the Federal Roads Office (FEDRO), Swiss Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Federal Department of the Environment, Transport, Energy and Communications.

TAJIKISTAN

Population: 8 207 834 • Income group: Low • Gross national income per capita: US$ 990

INSTITUTIONAL FRAMEWORK

Lead agency	State Automobile Inspectorate of the Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	411 548
Cars and 4-wheeled light vehicles	353 919
Motorized 2- and 3-wheelers	4 925
Heavy trucks	36 942
Buses	15 762
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	03
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	472[b] (74% M, 26% F)
WHO estimated road traffic fatalities	1 543 (95%CI 1 387–1 699)
WHO estimated rate per 100 000 population	18.8
Estimated GDP lost due to road traffic crashes	—

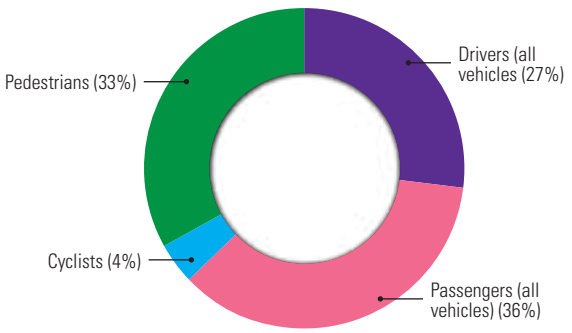
[b] State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013. Defined as died within 7 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	3%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

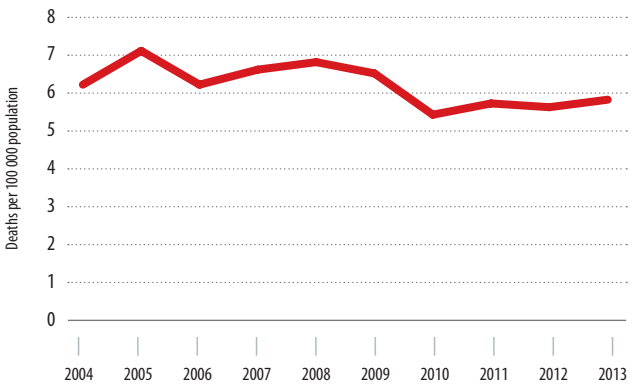
[c] Not based on BAC.
[d] 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Protection of Tajikistan.

THAILAND

Population: 67 010 502 • Income group: Middle • Gross national income per capita: US$ 5 340

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Directing Center
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Less than 10 deaths per 100 000 population (2010–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2012	32 476 977
Cars and 4-wheeled light vehicles	11 829 221
Motorized 2- and 3-wheelers	19 169 418
Heavy trucks	901 014
Buses	137 609
Other	439 715
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	1669
Permanently disabled due to road traffic crash	4.6% of admitted patients[b]

[b] 2006, Study of Dr. Daranee Suwapan, MD. "Incidence of Disability and Impact from Road Traffic Injury".

DATA

Reported road traffic fatalities (2012)	14 059[c] (79% M, 21% F)
WHO estimated road traffic fatalities	24 237
WHO estimated rate per 100 000 population	36.2
Estimated GDP lost due to road traffic crashes	3.0%[d]

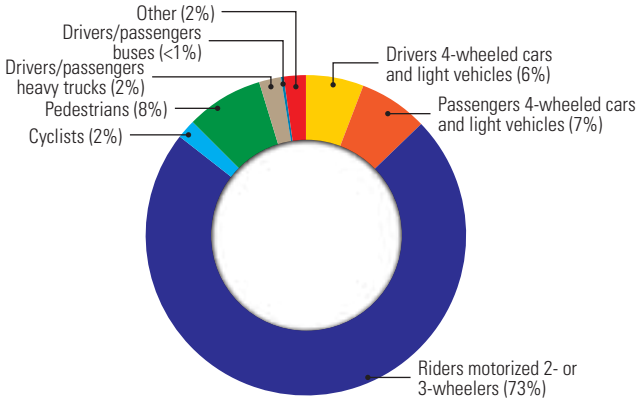
[c] Bureau of Policy and Strategy, Office of Permanent Secretary, Ministry of Public Health. Defined as unlimited time period following crash.
[d] 2009, Dr. Pichai Thaneerananon, PhD. "Traffic Accident Costing in Thailand 2004".

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	26%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	52% Drivers[f], 20% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	58% Drivers[f], 54% Front seats[f]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

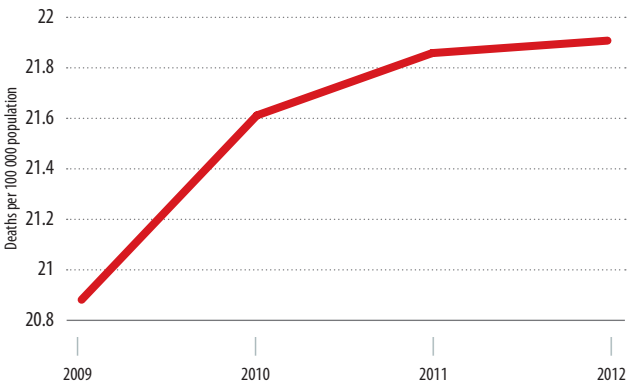
[e] Injury Surveillance System (data from 2012).
[f] Survey of Thai Roads Foundation (data from 2012).

DEATHS BY ROAD USER CATEGORY



Source: Injury Surveillance System (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Bureau of Policy and Strategy, Office of Permanent Secretary, Ministry of Public Health.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Public Health.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Population: 2 107 158 • Income group: Middle • Gross national income per capita: US$ 4 870

INSTITUTIONAL FRAMEWORK

Lead agency	Republic Council on Road Traffic Safety and Coordination Body of the Government
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction and 0 child victims (2009–2014)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	403 339
Cars and 4-wheeled light vehicles	346 798
Motorized 2- and 3-wheelers	8 093
Heavy trucks	45 426
Buses	3 022
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	11.5%[b]

[b] 2008, Institute of Public Health, Community injury survey in Macedonia.

DATA

Reported road traffic fatalities (2013)	198[c] (78% M, 22% F)
WHO estimated road traffic fatalities	198
WHO estimated rate per 100 000 population	9.4
Estimated GDP lost due to road traffic crashes	—

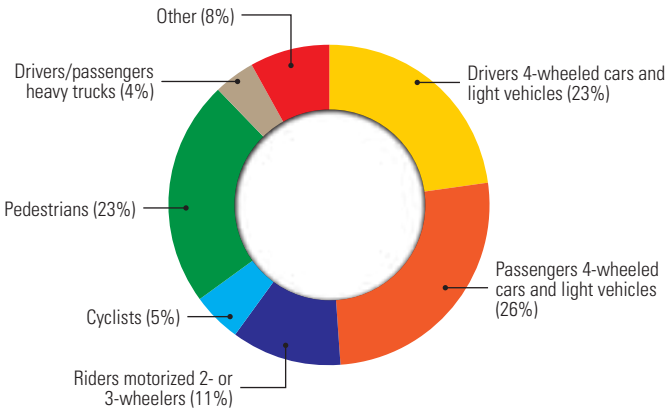
[c] Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h[d]
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	1%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	50% All riders[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	60% Front seats[f], 10% Rear seats[f]
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

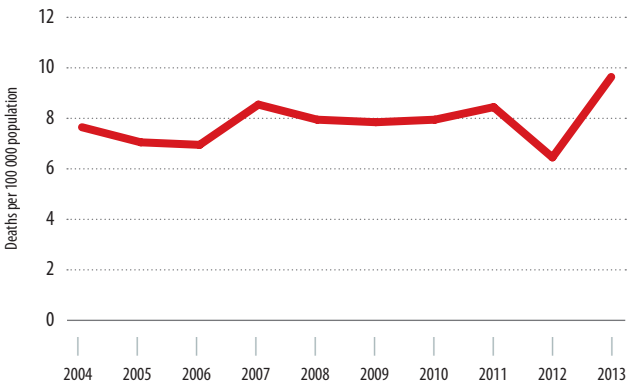
[d] Can be increased up to an unspecified limit.
[e] 2013, Ministry of Interior (Police records), State Statistical Office.
[f] 2013, Ministry of Interior (Police records).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

TIMOR-LESTE

Population: 1 132 879 • Income group: Middle • Gross national income per capita: US$ 3 940

INSTITUTIONAL FRAMEWORK

Lead agency	National Directorate of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2006–2013	63 553
Cars and 4-wheeled light vehicles	14 621
Motorized 2- and 3-wheelers	48 143
Heavy trucks	651
Buses	138
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	110
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	74[b] (79% M, 21% F)
WHO estimated road traffic fatalities	188 (95%CI 158–219)
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	—

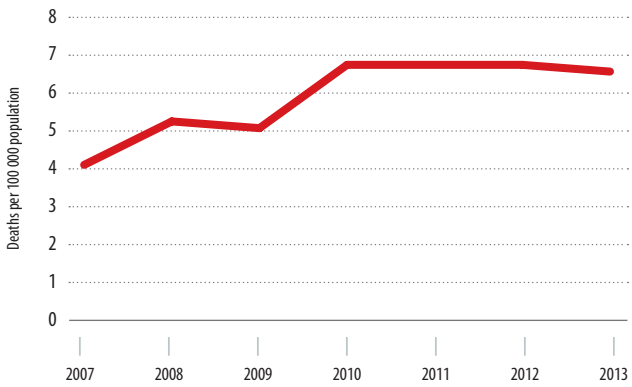
[b] National Police Timor-Leste (PNTL). Defined as died within 24 hours of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Transit Police, Timor-Leste.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

TOGO

Population: 6 816 982 • Income group: Low • Gross national income per capita: US$ 530

INSTITUTIONAL FRAMEWORK

Lead agency	National Office of Road Safety
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2011	58 111
Cars and 4-wheeled light vehicles	11 739
Motorized 2- and 3-wheelers	41 838
Heavy trucks	4 440
Buses	94
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	118
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	971[b] (84% M, 16%F)
WHO estimated road traffic fatalities	2 123 (95%CI 1 719–2 526)
WHO estimated rate per 100 000 population	31.1
Estimated GDP lost due to road traffic crashes	—

[b] Ministry of Public Works and Transport. Defined as died within 7 days of crash.

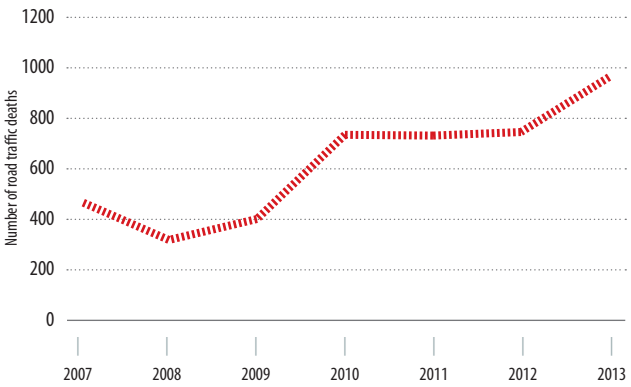
SAFER ROAD USERS

National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[c] Not based on BAC.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport (note: figures for 2007, 2008, 2009 do not include data from Ministry of Security).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

TONGA

Population: 105 323 • Income group: Middle • Gross national income per capita: US$ 4 490

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Police and Ministry of Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	8 154
Cars and 4-wheeled light vehicles	6 039
Motorized 2- and 3-wheelers	184
Heavy trucks	1 882
Buses	49
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	1.9%[b]

[b] 2013, Ministry of Health, Tonga.

DATA

Reported road traffic fatalities (2013)	8[c] (88% M, 13% F)
WHO estimated road traffic fatalities	8
WHO estimated rate per 100 000 population	7.6
Estimated GDP lost due to road traffic crashes	—

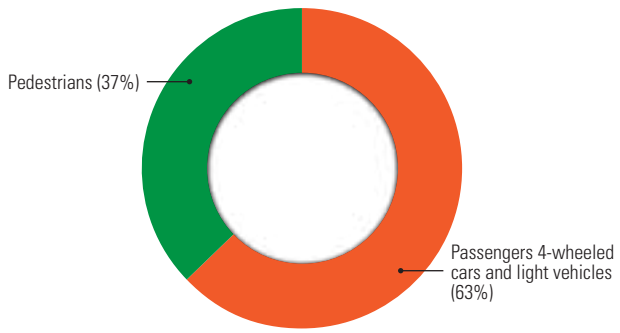
[c] Police Records. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	70 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	25%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	100% Drivers[d], 100% Passengers[d]
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

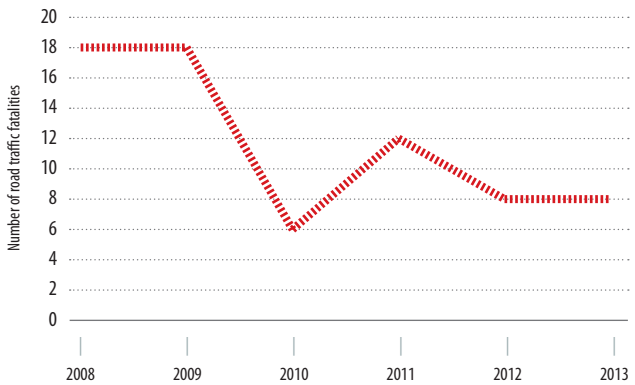
[d] 2013, Police Data.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health.

TRINIDAD AND TOBAGO

Population: 1 341 151 • Income group: High • Gross national income per capita: US$ 15 760

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	151[b] (81% M, 19% F)
WHO estimated road traffic fatalities	189
WHO estimated rate per 100 000 population	14.1
Estimated GDP lost due to road traffic crashes	—

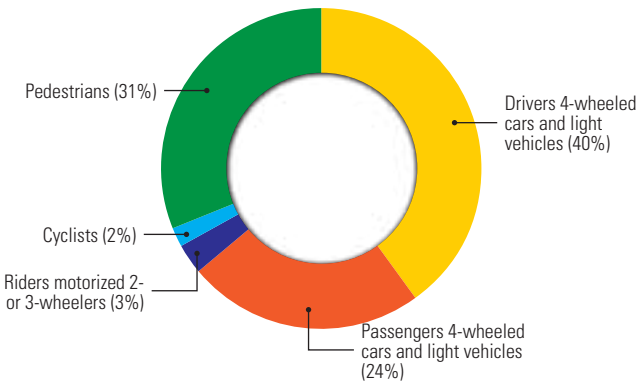
[b] Trinidad and Tobago Police Service. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	95% Drivers[c], 95% Passengers[c]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	95% Drivers[c], 95% Front seats[c]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

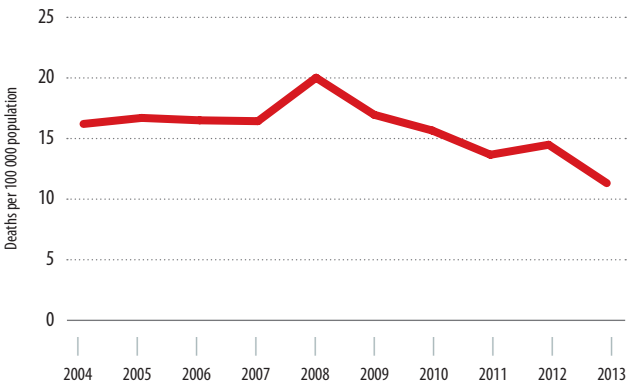
[c] Ministry of Transport (data from 2014).

DEATHS BY ROAD USER CATEGORY



Source: Trinidad and Tobago Police Service (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Trinidad and Tobago Police Service

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

TUNISIA

Population: 10 996 515 • Income group: Middle • Gross national income per capita: US$ 4 200

INSTITUTIONAL FRAMEWORK

Lead agency	National Observatory for Information, Training, Documentation and Studies on Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	1 735 339
Cars and 4-wheeled light vehicles	1 467 504
Motorized 2- and 3-wheelers	7 916
Heavy trucks	51 523
Buses	18 409
Other	189 987
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 505[b] (84% M, 16% F)
WHO estimated road traffic fatalities	2 679 (95%CI 2 346–3 012)
WHO estimated rate per 100 000 population	24.4
Estimated GDP lost due to road traffic crashes	—

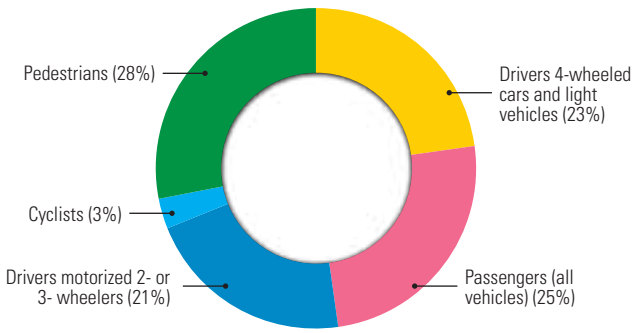
[b] General Directorate of the National Guard, Ministry of Interior (data from 2013). Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	1%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes[d]
Applies to front and rear seat occupants	No
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

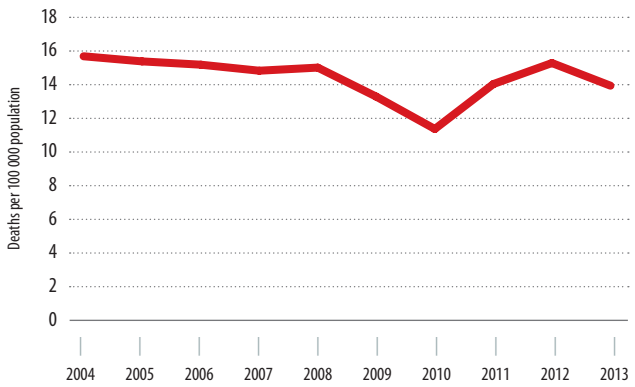
[c] General Directorate of the National Guard, Ministry of Interior (data from 2013).
[d] Law applies only outside urban areas.

DEATHS BY ROAD USER CATEGORY



Source: General Directorate of the National Guard, Ministry of Interior (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of the National Guard, Ministry of Interior.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

TURKEY

Population: 74 932 641 • Income group: Middle • Gross national income per capita: US$ 10 970

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Strategy Coordination Council and Road Traffic Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2012–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	17 939 447
Cars and 4-wheeled light vehicles	14 240 786
Motorized 2- and 3-wheelers	2 722 826
Heavy trucks	755 950
Buses	219 885
Other	0
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 685[b] (77% M, 23% F)
WHO estimated road traffic fatalities	6 687
WHO estimated rate per 100 000 population	8.9
Estimated GDP lost due to road traffic crashes	—

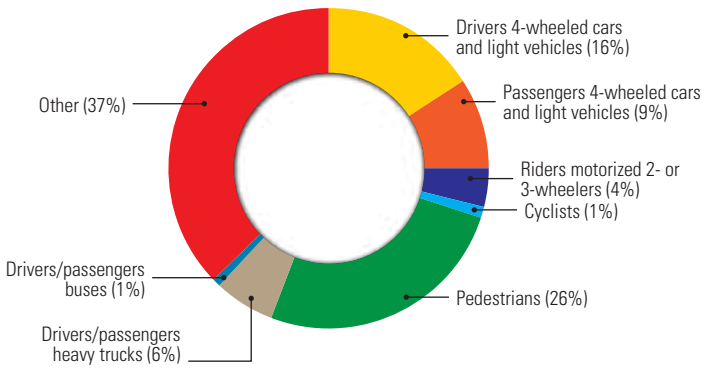
[b] Turkish Statistical Institute. Defined as died at scene of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
Seat-belt wearing rate	44% Drivers[d], 36% Front seats[d]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

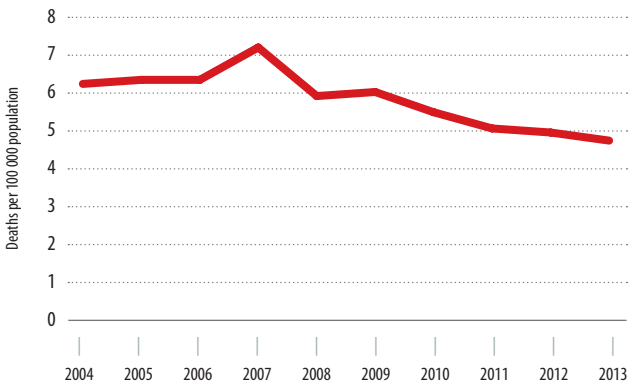
[c] 2012, Turkish National Police.
[d] 2013, Turkish National Police. Final report of safety belts usage for drivers and front seat passengers.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Turkish Statistical Institute, Turkish National Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Turkish Statistical Institute.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

TURKMENISTAN

Population: 5 240 072 • Income group: Middle • Gross national income per capita: US$ 6 880

INSTITUTIONAL FRAMEWORK

Lead agency	The Cabinet of Ministers of Turkmenistan
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2014	847 874
Cars and 4-wheeled light vehicles	676 622
Motorized 2- and 3-wheelers	37 275
Heavy trucks	114 004
Buses	19 973
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	821[b] (67% M, 21% F)
WHO estimated road traffic fatalities	914 (95%CI 844–983)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	—

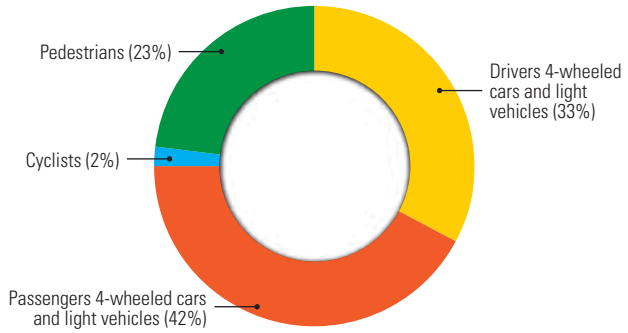
[b] Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents". Defined as died within 7 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2%[c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

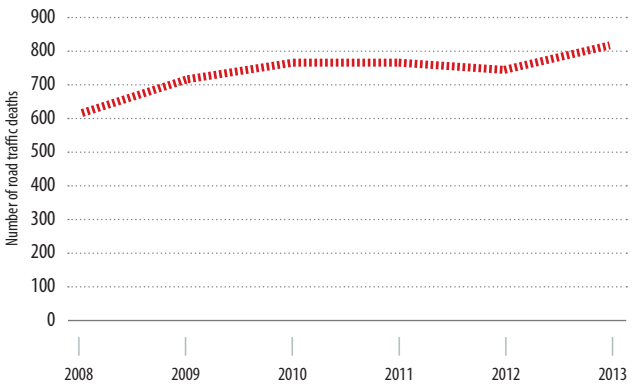
[c] 2013, Traffic Police, Ministry of Internal Affairs.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents".

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents".

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Industry.

UGANDA

Population: 37 578 876 • Income group: Low • Gross national income per capita: US$ 550

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	1 228 425
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	2.8%[b]

[b] Community Survey in Mokuno (data from 1999).

DATA

Reported road traffic fatalities (2013)	2 937[c] (79% M, 21%F)
WHO estimated road traffic fatalities	10 280 (95%CI 7 820–12 739)
WHO estimated rate per 100 000 population	27.4
Estimated GDP lost due to road traffic crashes	—

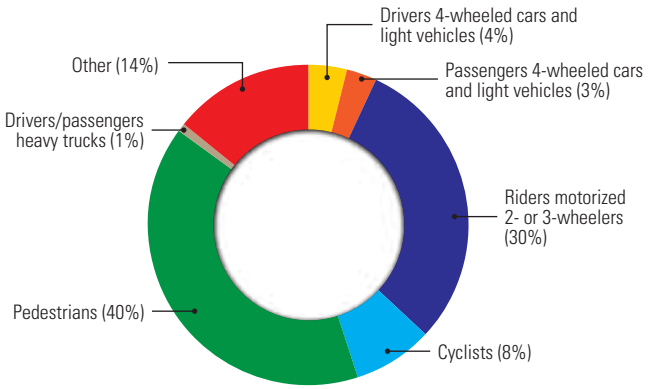
[c] Annual Traffic Report. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	49% Drivers[d], 1% Passengers[d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

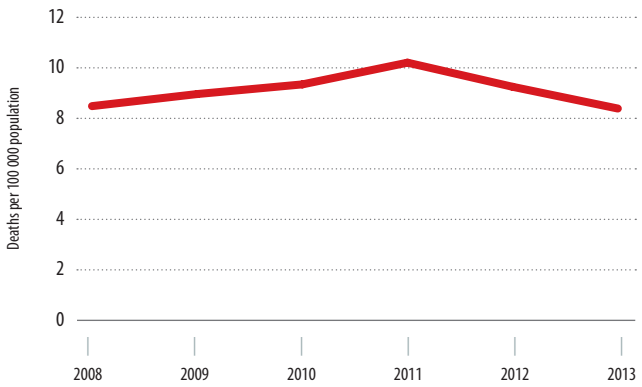
[d] Uganda Helmet Vaccine Initiative (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Annual Traffic Report 2013 (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Report, Statistical Abstract.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

UNITED ARAB EMIRATES

Population: 9 346 129 • Income group: High • Gross national income per capita: US$ 38 360

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Coordination Department, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	3 deaths per 100 000 population (2013–2021)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	2 674 894
Cars and 4-wheeled light vehicles	2 425 630
Motorized 2- and 3-wheelers	38 620
Heavy trucks	126 832
Buses	83 812
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	651[b] (86% M, 14%F)
WHO estimated road traffic fatalities	1 021 (95%CI 845–1 198)
WHO estimated rate per 100 000 population	10.9
Estimated GDP lost due to road traffic crashes	1.3%[c]

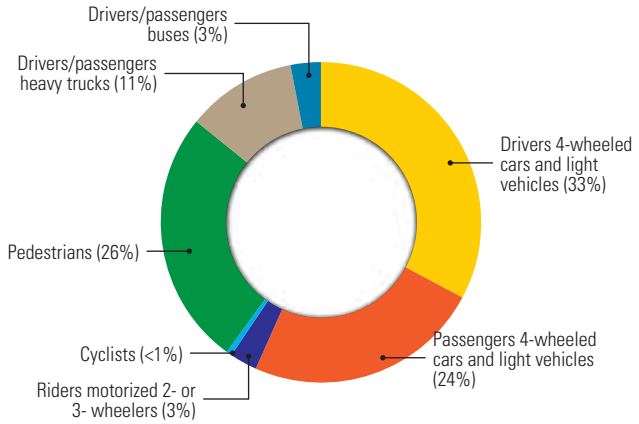
[b] Traffic Coordination Department, Ministry of Interior. Defined as died within 30 days of crash.
[c] Department of Economic Development (data from 2011).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h[d]
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[e]
BAC limit – general population	≤ 0.01 g/dl
BAC limit – young or novice drivers	≤ 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

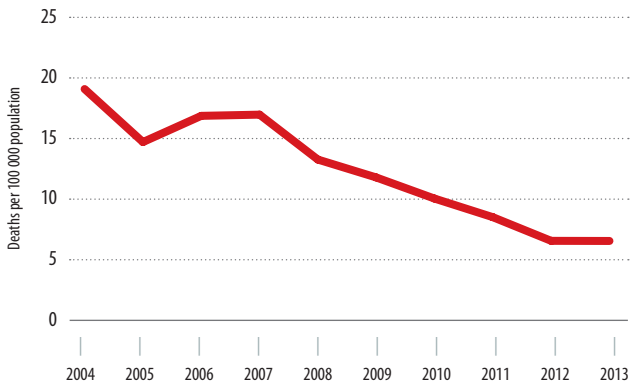
[d] Speed limit varies by Emirate.
[e] Alcohol consumption legally prohibited.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Coordination Department, Ministry of Interior (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Coordination Department, Ministry of Interior.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.

UNITED KINGDOM

Population: 63 136 265 • Income group: High • Gross national income per capita: US$ 41 680

INSTITUTIONAL FRAMEWORK

Lead agency	Department for Transport (Great Britain), Department of the Environment (Northern Ireland), Department for Economy, Science and Transport (Wales), Transport Scotland (Scotland)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Between 37–60% (by 2020)[a]

[a] Great Britain Strategy 37%–46%; Wales: 40%; Northern Ireland: 60%, Scotland: 40%.

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2012	35 582 650
Cars and 4-wheeled light vehicles	32 978 351
Motorized 2- and 3-wheelers	1 252 102
Heavy trucks	483 000
Buses	172 132
Other	697 065
Vehicle standards applied[b]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

[b] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 770[c] (74% M, 26% F)
WHO estimated road traffic fatalities	1 827
WHO estimated rate per 100 000 population	2.9
Estimated GDP lost due to road traffic crashes	1.0%[d]

[c] Department for Transport, Road accidents and safety statistics (Great Britain), Police Service of Northern Ireland, Police Recorded Injury Road Traffic Collision Statistics, 2013 Key Statistics Report (Northern Ireland). Defined as died within 30 days of crash.

[d] 2012, Department for Transport: Road accidents and safety statistics, Reported Road Casualties in Great Britain: 2012 Annual Report. HM Treasury: GDP deflators at market prices, and money GDP: December 2013. Data refer to Great Britain.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	48 km/h
Max rural speed limit	96 km/h
Max motorway speed limit	112 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	16%[e] for Great Britain 17%[f] for Northern Ireland
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	Front seats: 95%[g] for Great Britain; 98%[h] for Northern Ireland Rear seats: 88%[g] for Great Britain; 95%[h] for Northern Ireland
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

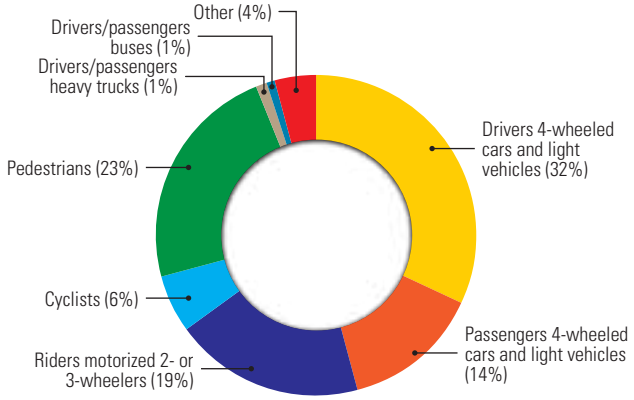
[e] 2012, Department for Transport, Reported road casualties in Great Britain: Estimates for accidents involving illegal alcohol levels.

[f] 2012, Police Service, Northern Ireland Statistics (Northern Ireland).

[g] 2013, Department for Transport. Think! Campaign Team's Annual Survey Report.

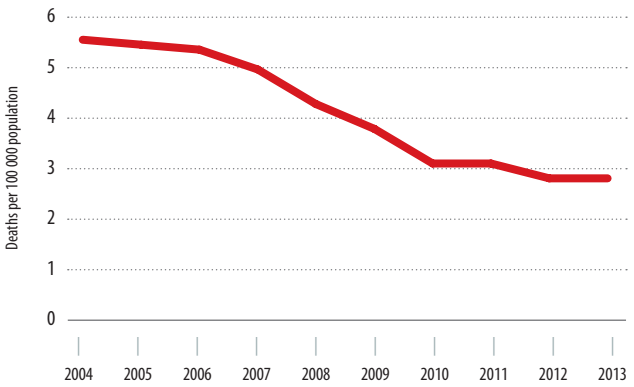
[h] 2013, Northern Ireland Statistics and Research Agency, Northern Ireland Survey of Seat Belt Wearing 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Department for Transport, Road accidents and safety statistics (Great Britain). Police Service, Northern Ireland Statistics (Northern Ireland).

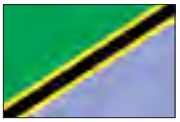
TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Department for Transport, Road accidents and safety statistics (Great Britain), Population and Migration Estimates Northern Ireland 2013 - Statistical Report, Police Service of Northern Ireland, Police Recorded Injury Road Traffic Collision Statistics, 2013 Key Statistics Report (Northern Ireland).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department for Transport.

UNITED REPUBLIC OF TANZANIA



Population: 49 253 126 • Income group: Low • Gross national income per capita: US$ 630

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	-
National road safety strategy	No
Funding to implement strategy	-
Fatality reduction target	-

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2014	1 509 786
Cars and 4-wheeled light vehicles	511 604
Motorized 2- and 3-wheelers	808 984
Heavy trucks	85 931
Buses	48 698
Other	54 569
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA

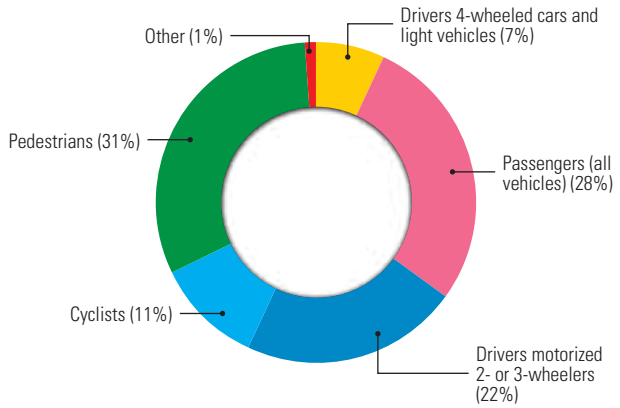
Reported road traffic fatalities (2013)	4 002[b] (80% M, 20%F)
WHO estimated road traffic fatalities	16 211 (95%CI 13 116–19 307)
WHO estimated rate per 100 000 population	32.9
Estimated GDP lost due to road traffic crashes	3.4%[c]

[b] Traffic Police. Defined as died within one year and a day.
[c] 2007, Bureau of Industrial Cooperation (BICO) Report.

SAFER ROAD USERS

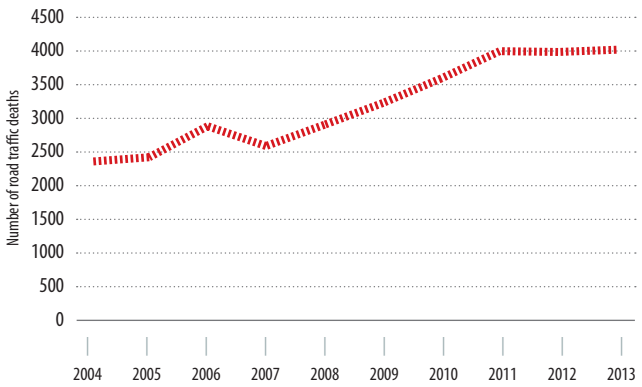
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: Traffic Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Welfare.

UNITED STATES OF AMERICA

Population: 320 050 716 • Income group: High • Gross national income per capita: US$ 53 470

INSTITUTIONAL FRAMEWORK

Lead agency	National Highway Traffic Safety Administration (NHTSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	1.05 per 100 million Vehicle Miles Travelled (VMT) (for transport) (2012)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2011	265 043 362
Cars and 4-wheeled light vehicles	245 669 103
Motorized 2- and 3-wheelers	8 437 502
Heavy trucks	10 270 693
Buses	666 064
Other	0
Vehicle standards applied[a]	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	No

[a] FMVSS 208 and FMVSS126.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	32 719[b] (71% M, 29% F)
WHO estimated road traffic fatalities	34 064
WHO estimated rate per 100 000 population	10.6
Estimated GDP lost due to road traffic crashes	1.9%[c]

[b] National Highway Traffic Safety Administration. Defined as died within 30 days of crash.
[c] 2014, Blincoe, LJ, Miller TR, Zaloshnja E, Lawrence BA. The economic and societal impact of motor vehicle crashes, (Data from 2010). Report No. DOT HS 812 013. Washington, DC: National Highway Traffic Safety Administration.

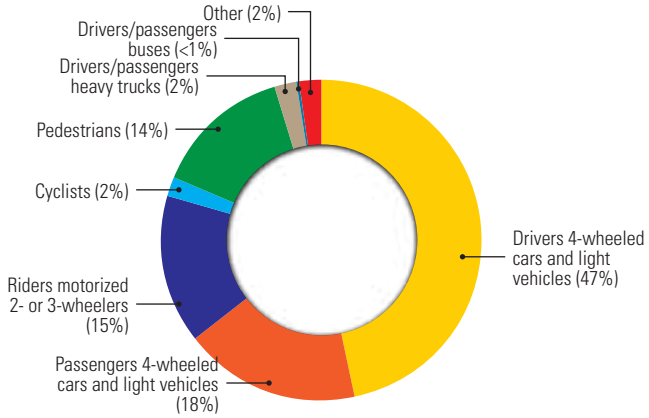
SAFER ROAD USERS*

Speed limit law	Yes
Max urban speed limit	32–105 km/h
Max rural speed limit	40–121 km/h
Max motorway speed limit	105–121 km/h
Local authorities can modify limits	Yes
Enforcement	—
Drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	0.00–0.08 g/dl
Random breath testing carried out	Yes[d]
Enforcement	—
% road traffic deaths involving alcohol	31%[e]
Motorcycle helmet law	Yes
Applies to drivers and passengers	No[f]
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	63% Drivers[g], 46% Passengers[g]
Seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	—
Seat-belt wearing rate	84% Front seats[g], 70% Rear seats[h]
Child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	—
% children using child restraints	91%[h]
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No[j]
Law also applies to hands-free phones	No
Drug-driving law	Yes

[d] While the U.S. Constitution permits random breath testing subject to certain procedural safeguards, approximately 12 states do not conduct random breath testing because they lack the authority to do so or have prohibited such testing based on their own laws or constitutions, or based on an interpretation of the U.S. Constitution.
[e] Fatality Analysis Reporting System (FARS) (Data from 2012).
[f] 21 subnational jurisdictions require helmets for all motorcycle riders and more than half of subnational jurisdictions require a motorcycle helmet for young or novice drivers.
[g] National Occupant Protection Use Survey (NOPUS) (Data from 2012).
[h] 2010 National Occupant Protection Use Survey.
[i] National Survey of the Use of Booster Seats (Data from 2013).
[j] The majority of states prohibit text messaging while driving.

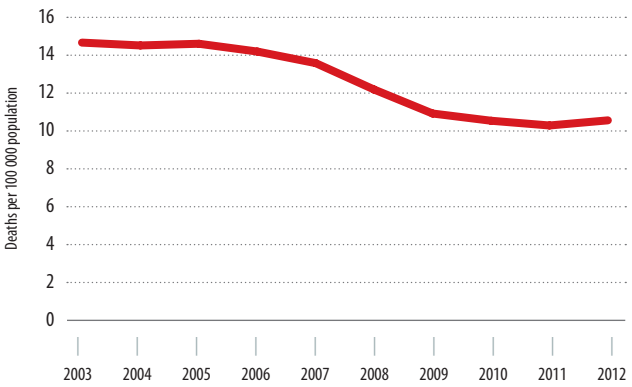
* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

DEATHS BY ROAD USER CATEGORY



Source: Fatality Analysis Reporting System (FARS) (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Fatality Analysis Reporting System (FARS).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department of Health and Human Services.

URUGUAY

Population: 3 407 062 • Income group: High • Gross national income per capita: US$ 15 180

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Unit (UNASEV)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	1 991 836
Cars and 4-wheeled light vehicles	841 333
Motorized 2- and 3-wheelers	1 080 017
Heavy trucks	61 667
Buses	8 819
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	567[b] (77% M, 23%F)
WHO estimated road traffic fatalities	567
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	2.7%[c]

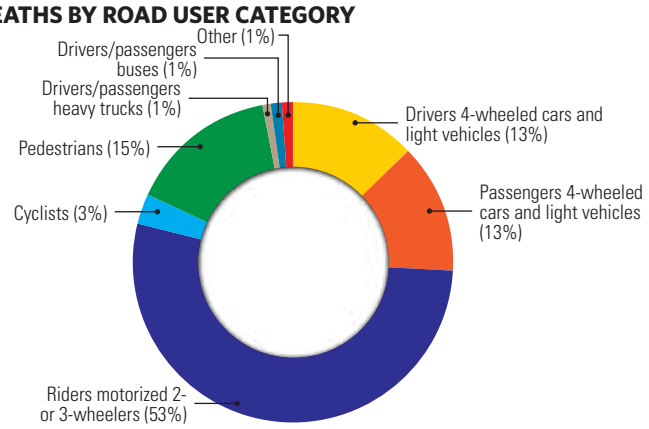
[b] Report on Road Accidents in Uruguay – UNASEV. Defined as died within 30 days of crash.
[c] 2010, Cost of social crises in Uruguay – Cr. Herman Garat

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	45 km/h[d]
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	38% [e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	85% Drivers[f], 74% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	56% Front seats[f], 32% Rear seats[f]
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/ Weight/Height
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% children using child restraints	28%[f]
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

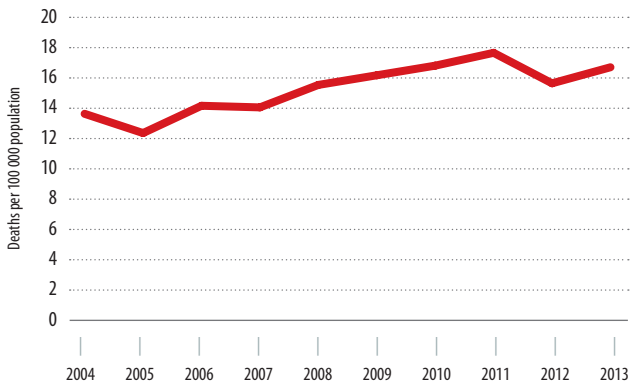
[d] Speed can be increased up to 60 km/h in certain cases.
[e] 1997, Dr. Guido Berro Forensic Technical Institute.
[f] Observational study of road behavior, UNASEV (Data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Report on Road Accidents in Uruguay – UNASEV (Data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Report on Road Accidents in Uruguay – UNASEV.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Road Safety Unit (UNASEV)

UZBEKISTAN

Population: 28 934 102 • Income group: Middle • Gross national income per capita: US$ 1 880

INSTITUTIONAL FRAMEWORK

Lead agency	Central Administrative Board of Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	2 298[b] (82% M, 18% F)
WHO estimated road traffic fatalities	3 240
WHO estimated rate per 100 000 population	11.2
Estimated GDP lost due to road traffic crashes	—

[b] Forensic institutions. Defined as unlimited time period following crash.

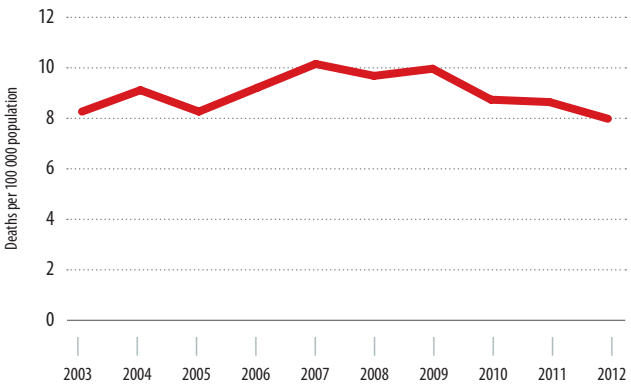
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

[c] Not based on BAC.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Forensic institutions.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

VANUATU

Population: 252 763 • Income group: Middle • Gross national income per capita: US$ 3 130

INSTITUTIONAL FRAMEWORK

Lead agency	Vanuatu Police Force
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	14 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	10%[b]

[b] 2013, Ministry of Health.

DATA

Reported road traffic fatalities (2013)	9[c] (33% M, 67% F)
WHO estimated road traffic fatalities	42 (95% CI 37–47)
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	—

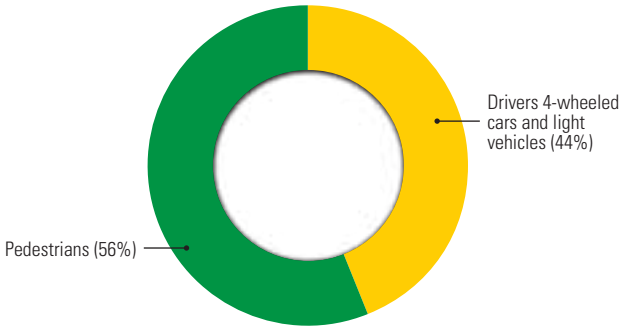
[c] Vanuatu Police Force and Ministry of Health. Defined as died at scene of crash.

SAFER ROAD USERS

National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	22%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	50% Drivers[f], 50% Passengers[f]
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

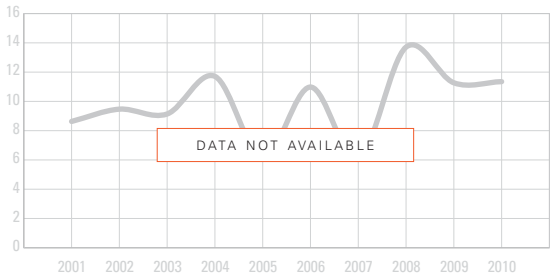
[d] Not based on BAC.
[e] 2013, Vanuatu Police Force & Ministry of Health.
[f] 2013, Vanuatu Police Force.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Vanuatu Police Force and Ministry of Health.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health.

VIET NAM

Population: 91 679 733 • Income group: Middle • Gross national income per capita: US$ 1 740

INSTITUTIONAL FRAMEWORK

Lead agency	National Traffic Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	5–10% annually (2012–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	40 790 841
Cars and 4-wheeled light vehicles	798 592
Motorized 2- and 3-wheelers	38 643 091
Heavy trucks	696 316
Buses	111 030
Other	541 812
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	9 156[b]
WHO estimated road traffic fatalities	22 419
WHO estimated rate per 100 000 population	24.5
Estimated GDP lost due to road traffic crashes	2.9%[c]

[b] National Traffic Safety Committee Annual Report. Defined as died within 7 days of crash.
[c] 2012, The research master plan for road safety in Vietnam (Japan International Cooperation Agency).

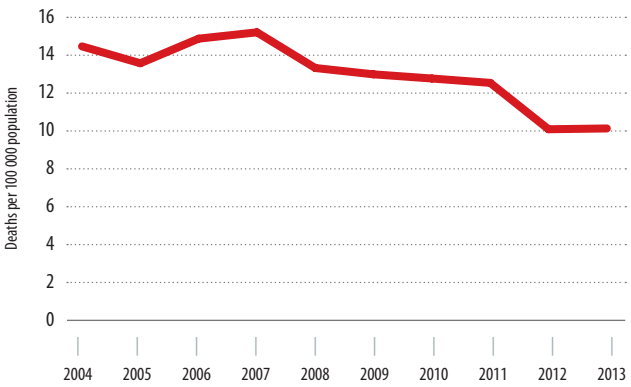
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00–0.05 g/dl[d]
BAC limit – young or novice drivers	0.00–0.05 g/dl[d]
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	34%[e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	96% Drivers[f], 83% Passengers[f]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	Yes

[d] For motorcycles drivers and for drivers of all other vehicles.
[e] 2003, National Forensic Institute.
[f] 2013, Hanoi School of Public Health, Helmet observations in select provinces.

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Traffic Safety Committee Annual Reports.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Transport.

WEST BANK AND GAZA STRIP

Population: 4 326 295 • Income group: Middle • Gross national income per capita: US$ 3 070

INSTITUTIONAL FRAMEWORK

Lead agency	Higher Traffic Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	233 818
Cars and 4-wheeled light vehicles	210 446
Motorized 2- and 3-wheelers	880
Heavy trucks	20 496
Buses	1 996
Other	0
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	101
Permanently disabled due to road traffic crash	1.8%[b]

[b] Ministry of Health (data from 2013).

DATA

Reported road traffic fatalities (2013)	133[c] (68% M, 32%F)
WHO estimated road traffic fatalities	241
WHO estimated rate per 100 000 population	5.6
Estimated GDP lost due to road traffic crashes	—

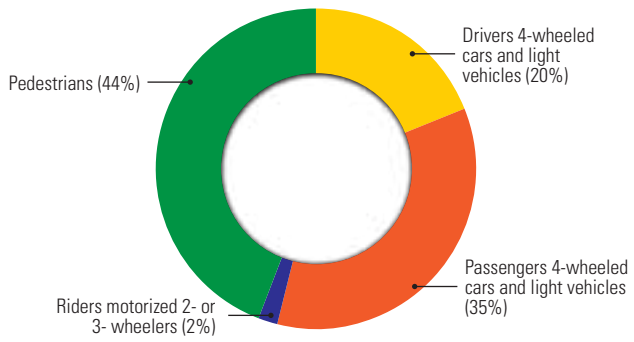
[c] Ministry of Health. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes[d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 5 4 6 (7) 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[d] Not based on BAC.

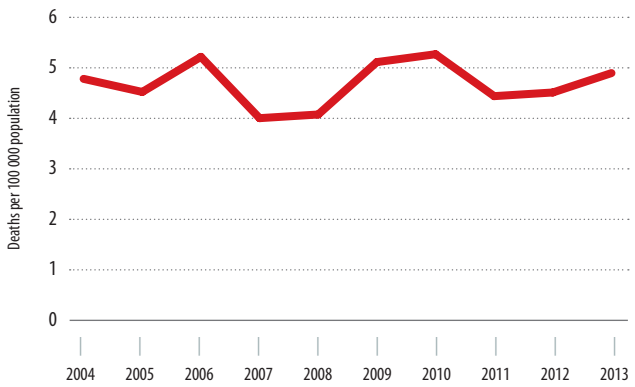
DEATHS BY ROAD USER CATEGORY



Source: Ministry of Health in coordination with Traffic Police (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS[e]

[e] The data between 2008–2013 are for the West Bank only.



Source: Palestinian Central Bureau of Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

YEMEN

Population: 24 407 381 • Income group: Middle • Gross national income per capita: US$ 1 330

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	1 201 890
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	109 989
Heavy trucks	377 014
Buses	—
Other	714 887
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	195
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	2 494[b] (86% M, 14% F)
WHO estimated road traffic fatalities	5 248 (95%CI 4 426–6 069)
WHO estimated rate per 100 000 population	21.5
Estimated GDP lost due to road traffic crashes	—

[b] Traffic Police (data from 2013). Defined as died within 24 hours of crash.

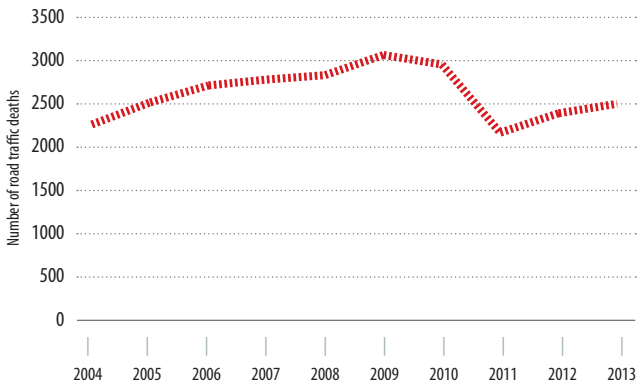
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	⓪ 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes[c,d]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	⓪ 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	4% Drivers[e], 0% passengers[e]
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[c] Not based on BAC.
[d] Alcohol consumption legally prohibited.
[e] Traffic Directorate (data from 2013).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Public Health and Population.

ZAMBIA

Population: 14 538 640 • Income group: Middle • Gross national income per capita: US$ 1 810

INSTITUTIONAL FRAMEWORK

Lead agency	Road Transport and Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2014–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	534 532
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 851[b]
WHO estimated road traffic fatalities	3 586 (95%CI 2 914–4 257)
WHO estimated rate per 100 000 population	24.7
Estimated GDP lost due to road traffic crashes	—

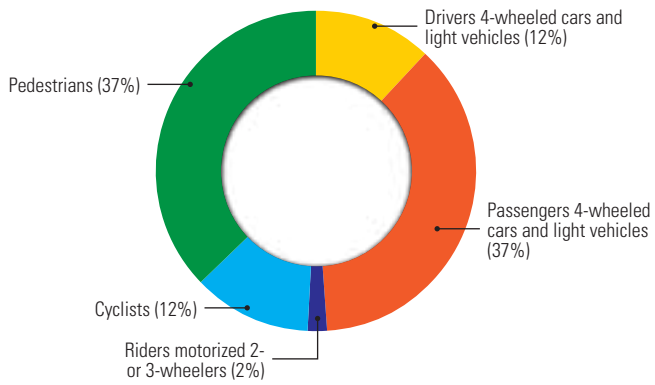
[b] Zambia Police Records. Defined as died within a year of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
National drink–driving law	Yes[c]
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

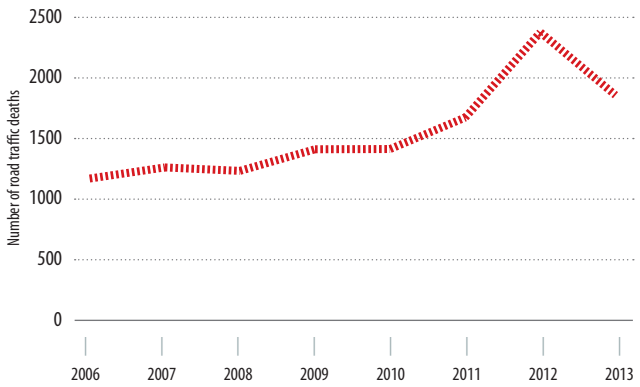
[c] Not based on BAC.

DEATHS BY ROAD USER CATEGORY



Source: Zambia Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Zambia Police and Health Facilities.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

ZIMBABWE

Population: 14 149 648 • Income group: Low • Gross national income per capita: US$ 860

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Safety Council of Zimbabwe
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	927 129
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 787[b] (61% M, 39%F)
WHO estimated road traffic fatalities	3 985 (95%CI 3 319–4 652)
WHO estimated rate per 100 000 population	28.2
Estimated GDP lost due to road traffic crashes	—

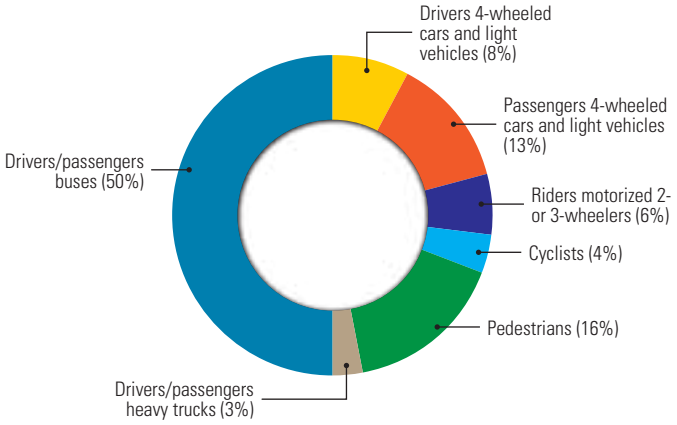
[b] Zimbabwe Republic Police Records. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

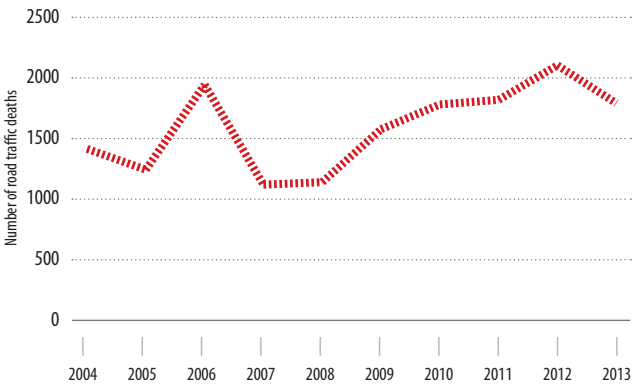
Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Child Care.

DEATHS BY ROAD USER CATEGORY



Source: Zimbabwe Republic Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Zimbabwe Republic Police Records.

STATISTICAL ANNEX

TABLE A1
NATIONAL DATA COORDINATORS BY COUNTRY/AREA AND WHO REGION

Country/area	Region	Name of National data coordinator(s)
Afghanistan	Eastern Mediterranean	Paigham, Fahim
Albania	Europe	Qirjako, Gentiana
Algeria	Africa	Djamila, Nadir; Boutalbi, Hachemi
Andorra	Europe	Rubio, Moisés Tomás
Angola	Africa	Teixera, Noélia
Antigua and Barbuda	Americas	Henry, Ena
Argentina	Americas	Rojas Dias, Pablo
Armenia	Europe	Gyurjyan, Kristina
Australia	Western Pacific	Goldsworthy, John
Austria	Europe	Labuda, Martin
Azerbaijan	Europe	Talinshinskiy, Rustam
Bahamas	Americas	Mortimer, Karen
Bahrain	Eastern Mediterranean	Deeb Obeid, Amjad
Bangladesh	South-East Asia	Sabur, Md Abdus
Barbados	Americas	Carter-Taylor, Denise
Belarus	Europe	Beletski, Alexandr
Belgium	Europe	Van den Berghe, Wouter
Belize	Americas	Hegar, Antonio
Benin	Africa	Chaffa Boni, Christian
Bhutan	South-East Asia	Pemba, Karma
Bolivia (Plurinational State of)	Americas	Silva, Edwin
Bosnia and Herzegovina	Europe	Šeranic, Alen; Begovic Sockic, Elma
Botswana	Africa	Khudu, Gomotsegang
Brazil	Americas	Alves da Silva, Marta Maria; Alves Bahia, Camila
Bulgaria	Europe	Tsenova, Pavlina
Burkina Faso	Africa	Sanon, Casimir
Cabo Verde	Africa	Rodrigues, Sandra
Cambodia	Western Pacific	Prak, Piseth Raingsey
Cameroon	Africa	Eloundou Fouda, Jean-Jacques
Canada	Americas	Boase, Paul
Central African Republic	Africa	Ngouingana, Joël
Chad	Africa	Gocke, Mahamat
Chile	Americas	Mimica Porras, Danica; Medina, Carla
China (People's Republic of)	Western Pacific	Duan, Leilei
Colombia	Americas	Gaitan Rodriguez, Yazmin
Congo	Africa	Longo-Abondet, Théodore
Cook Islands	Western Pacific	Tangaroa, Edwina
Costa Rica	Americas	Guzmán Duarte, Teresita
Côte d'Ivoire	Africa	Tidjane, Amadou
Croatia	Europe	Brkic Bilos, Ivana
Cuba	Americas	Basanta Montesinos, Marlén
Cyprus	Europe	Pavlou, Pavlos
Czech Republic	Europe	Benešová, Veronika
Democratic Republic of the Congo	Africa	Mwaluka Kyembe, Christophe
Denmark	Europe	Hemdorff, Stig
Djibouti	Eastern Mediterranean	Mohamed Garad, Abdoulkader
Dominica	Americas	Riketts, Paul
Dominican Republic	Americas	Pichardo, Luis; Cuadrado Espiña, Joaquin
Ecuador	Americas	Villa, Jorge
Egypt	Eastern Mediterranean	Abdelaziz, Suzan
El Salvador	Americas	Morán de García, Silvia Argentina
Eritrea	Africa	Tesfazion, Andeberhan
Estonia	Europe	Ude, Reigo

Country/area	Region	Name of National data coordinator(s)
Ethiopia	Africa	Belete, Yonas
Fiji	Western Pacific	Bosenavulagi, Aseri
Finland	Europe	Jääskeläinen, Petri
France	Europe	Valmain, Joël
Gabon	Africa	Soami, Vladimir; Nzue Mba, Emmanuel
Gambia	Africa	Drammeh, Essa
Georgia	Europe	Chachava, Tamar
Germany	Europe	No NDC
Ghana	Africa	Afukaar, Francis K.
Greece	Europe	Papanikolau, Spiridon
Guatemala	Americas	Chacón, Ana María
Guinea	Africa	Beavogui, Kezely
Guinea-Bissau	Africa	Manjuba, Cristovão
Guyana	Americas	Doorgen, Ramona
Honduras	Americas	Cálix Alvarado, Dario Roberto
Hungary	Europe	Varsányi, Péter
Iceland	Europe	Thordardottir, Edda Bjork
India	South-East Asia	Lochan, Rajeev
Indonesia	South-East Asia	Rahajeng, Ekowati
Iran (Islamic Republic of)	Eastern Mediterranean	Haddadi, Mashyaneh
Iraq	Eastern Mediterranean	Hatem Bayati, Dhuha
Ireland	Europe	Hayes, Nicola
Israel	Europe	Peleg, Kobi
Italy	Europe	Lecce, Maria Giuseppina
Jamaica	Americas	Grant, Andriene
Japan	Western Pacific	Shimizu, Takayuki
Jordan	Eastern Mediterranean	Habashneh, Malek
Kazakhstan	Europe	Batpenov, Nurlan
Kenya	Africa	Mwai Githinji, Wilfred
Kiribati	Western Pacific	Rubeiariki, Mweritonga
Kuwait	Eastern Mediterranean	Kuheil Al-Otaibi, Hamed
Kyrgyzstan	Europe	Anarkulov, Bektur
Lao People's Democratic Republic	Western Pacific	Mektakul, Somnuk
Latvia	Europe	Feldmane, Jana
Lebanon	Eastern Mediterranean	Ghosen, Nada; Ali Youssef, Dalal; Hawila, Eli
Lesotho	Africa	Mputsoe, Kabelo
Liberia	Africa	Shannon, Fulton
Libya	Eastern Mediterranean	Hamir, Omar
Lithuania	Europe	Mekšriūnaitė, Diana
Luxemburg	Europe	Krippler, Serge
Madagascar	Africa	Rasoeliarimanana, Razafindranazy
Malawi	Africa	Chirwa, James
Malaysia	Western Pacific	Binti Taib, Zakira
Maldives	South-East Asia	Shabana, Fathimath
Mali	Africa	Maiga, Ousmane
Malta	Europe	Galea, Audrey
Marshall Islands	Western Pacific	Andrike Alfred, Charlynne
Mauritania	Africa	Traoré, Abdellahi
Mauritius	Africa	Saeed Jewon, Mahmad
Mexico	Americas	Rosas Osuna, Sergio Rodrigo
Micronesia (Federated States of)	Western Pacific	David, Wincener
Monaco	Europe	Palmaro, Christian
Mongolia	Western Pacific	Tsogzolmaa, Nanjaa
Montenegro	Europe	Stojanovic, Svetlana
Morocco	Eastern Mediterranean	Boulaajoul, Benacer; Bardan, Ahmed

Country/area	Region	Name of National data coordinator(s)
Mozambique	Africa	Moiane, Messias
Myanmar	South-East Asia	Lwin, Thit
Namibia	Africa	Shigwedha, Laina
Nepal	South-East Asia	Mahato, Shambhu
Netherlands	Europe	Methorst, Rob
New Zealand	Western Pacific	McNaught, Helen
Nicaragua	Americas	Escovar, Iván
Niger	Africa	Abdoul-Aziz, Abdou
Nigeria	Africa	Olagunju, Kayode
Norway	Europe	Haldorsen, Ivar
Oman	Eastern Mediterranean	Yazidi, Mohammed
Pakistan	Eastern Mediterranean	Jawaid Sheikh, Shafqat
Palau	Western Pacific	Temengil, Temengil; Madraisau, Sher
Panama	Americas	Muñoz, Rogelio
Papua New Guinea	Western Pacific	Wakia, Herman
Paraguay	Americas	Maldonado de González, Mercedes; Crist Jacobs, Luis
Peru	Americas	Collazos Carhuay, Joel Gilberto
Philippines	Western Pacific	Benegas-Segarra, Agnes
Poland	Europe	Burzawa, Borys
Portugal	Europe	Paixão von Amann, Gregória
Qatar	Eastern Mediterranean	Ateeq Al Mutawa, Kholoud
Republic of Korea	Western Pacific	Park, Su Jeong
Republic of Moldova	Europe	Zatic, Tatiana
Romania	Europe	Arafat, Raed
Russian Federation	Europe	Alexandrovich Ryzhov, Sergey
Rwanda	Africa	Rurangirwa, Dominique
Saint Lucia	Americas	Leon, Phil
Saint Vincent and the Grenadines	Americas	Solom, Reanna
Samoa	Western Pacific	Maua, Rumanusina
San Marino	Europe	Gualtieri, Andrea
Sao Tome and Principe	Africa	Soares Marques de Lima, António
Saudi Arabia	Eastern Mediterranean	Murdhi Alanazi, Faisal
Senegal	Africa	Séné, Doudou
Serbia	Europe	Paunovic, Milena
Seychelles	Africa	André, Patrick
Sierra Leone	Africa	Kebbay, Ibrahim
Singapore	Western Pacific	Ong, Lay Tin
Slovakia	Europe	Brucháčová, Zora
Slovenia	Europe	Marinko, Vesna
Solomon Islands	Western Pacific	Kenilorea, Geoff
Somalia	Eastern Mediterranean	Omar Askar, Ahmed
South Africa	Africa	Selebalo, Phasha
Spain	Europe	Lizarbe, Vicenta
Sri Lanka	South-East Asia	Kumara Mampearachchi, Wasantha
Sudan	Eastern Mediterranean	Eltahir, Suad
Suriname	Americas	Leeuwin, Guno
Swaziland	Africa	Mahlalela, Nokuthula
Sweden	Europe	Skyving, Marie
Switzerland	Europe	Jahn, Christoph
Tajikistan	Europe	Razzakov, Abduvali
Thailand	South-East Asia	Thanthithum, Nongnuch
The former Yugoslav Republic of Macedonia	Europe	Tozija, Fimka
Timor-Leste	South-East Asia	Seixas dos Santos, Herculano
Togo	Africa	Fatonzoun, Mawutoe
Tonga	Western Pacific	Patelisio, Patinia

Country/area	Region	Name of National data coordinator(s)
Trinidad and Tobago	Americas	Ruiz, Carla
Tunisia	Eastern Mediterranean	Somrani, Naoufel; Chebbi, Henda
Turkey	Europe	Tutum, Hakan; Tahhan, Emine
Turkmenistan	Europe	Ergeshov, Muhammet
Uganda	Africa	Byamugisha, Benedict
United Arab Emirates	Eastern Mediterranean	Taha Al-Suwaidi, Ahmed
United Kingdom	Europe	Ford, Katharine
United Republic of Tanzania	Africa	Kahatano, Johansen
United States of America	Americas	Dellinger, Ann
Uruguay	Americas	Arbiza, Gustavo
Uzbekistan	Europe	Azizov, Mirkhakim; Valiev, Erkin
Vanuatu	Western Pacific	Kalura, Edward
Viet Nam	Western Pacific	Trung, Do Minh
West Bank and Gaza Strip	Eastern Mediterranean	Naji, Bassem
Yemen	Eastern Mediterranean	Nasser Ali, Sumaya
Zambia	Africa	Shumba, Chabwela
Zimbabwe	Africa	Muchena, Ernest

TABLE A2
ROAD TRAFFIC DEATHS AND PROPORTION OF ROAD USERS BY COUNTRY/AREA

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2013	GNI per capita[b] for 2013 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Modelled number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Afghanistan	30 551 674	690	Low	1 808	4 734	4 006 – 5 461	15.5
Albania	3 173 271	4 710	Middle	295	478	435 – 521	15.1
Algeria	39 208 194	5 330	Middle	4 540	9 337	7 985 – 10 689	23.8
Andorra	79 218	43 110	High	2	6	—	7.6
Angola	21 471 618	5 170	Middle	5 591	5 769	4 626 – 6 912	26.9
Antigua and Barbuda	89 985	13 050	High	6	6	—	6.7
Argentina	41 446 246	6 290[f]	Middle	5 209	5 619	—	13.6
Armenia	2 976 566	3 800	Middle	316	546	503 – 588	18.3
Australia	23 342 553	65 390	High	1 192	1 252	—	5.4
Austria	8 495 145	50 430	High	455	455	—	5.4
Azerbaijan	9 413 420	7 350	Middle	1 256[f]	943	—	10.0
Bahamas	377 374	21 570	High	50	52	—	13.8
Bahrain	1 332 171	19 700	High	83	107	—	8.0
Bangladesh	156 594 962	1 010	Low	3 296[f]	21 316	17 349 – 25 283	13.6
Barbados	284 644	15 080	High	17	19	—	6.7
Belarus	9 356 678	6 730	Middle	894	1 282	—	13.7
Belgium	11 104 476	46 290	High	724	746	—	6.7
Belize	331 900	4 510	Middle	73	81	—	24.4
Benin	10 323 474	790	Low	708[f]	2 855	2 398 – 3 312	27.7
Bhutan	753 947	2 330	Middle	59	114	98 – 130	15.1
Bolivia (Plurinational State of)	10 671 200	2 550	Middle	2 400	2 476	2 190 – 2 763	23.2
Bosnia and Herzegovina	3 829 307	4 780	Middle	334	676	607 – 745	17.7
Botswana	2 021 144	7 770	Middle	399	477	412 – 542	23.6
Brazil	200 361 925	11 690	Middle	41 059	46 935	—	23.4
Bulgaria	7 222 943	7 360	Middle	601	601	—	8.3
Burkina Faso	16 934 839	670	Low	1 461	5 072	4 064 – 6 080	30.0
Cabo Verde	498 897	3 620	Middle	41	130	113 – 147	26.1
Cambodia	15 135 169	950	Low	1 950	2 635	2 150 – 3 120	17.4
Cameroon	22 253 959	1 290	Middle	1 063	6 136	5 035 – 7 236	27.6
Canada	35 181 704	52 200	High	2 077[f]	2 114	—	6.0
Central African Republic	4 616 417	320	Low	58	1 495	1 169 – 1 821	32.4
Chad	12 825 314	1 020	Low	1 527	3 089	2 420 – 3 758	24.1
Chile	17 619 708	15 230	High	2 108	2 179	—	12.4
China	1 385 566 537	6 560	Middle	62 945	261 367	—	18.8
Colombia	48 321 405	7 590	Middle	6 038	8 107	—	16.8
Congo	4 447 632	2 590	Middle	206	1 174	976 – 1 373	26.4
Cook Islands	20 629	—	Middle	5	5	—	24.2
Costa Rica	4 872 166	9 550	Middle	625	676	—	13.9
Côte d'Ivoire	20 316 086	1 450	Middle	844	4 924	4 043 – 5 805	24.2
Croatia	4 289 714	13 430	High	368	395	—	9.2
Cuba	11 265 629	5 890	Middle	891[f]	840	—	7.5
Cyprus	1 141 166	25 210	High	44	59	—	5.2
Czech Republic	10 702 197	18 950	High	654	654	—	6.1
Democratic Republic of the Congo	67 513 677	430	Low	498	22 419	17 966 – 26 872	33.2
Denmark	5 619 096	61 680	High	191	196	—	3.5
Djibouti	872 932	1 030[f]	Middle	1 030	216	185 – 247	24.7
Dominica	72 003	6 930	Middle	11	11	—	15.3
Dominican Republic	10 403 761	5 770	Middle	2 810[f]	3 052	—	29.3

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
—	—	—	—	—
50.8	13.2	4.1	31.2	0.7
—	—	—	—	—
—	50.0	—	50.0	—
—	1.9	—	35.4	62.7
66.7	—	16.7	16.7	—
88.0	—	2.0	10.1	—
54.7	—	0.3	35.8	9.2
64.2[g]	17.9	4.2	13.2	0.6
42.4	21.5	11.2	18.0	5.9
62.1	0.5	0.3	30.5	6.7
57.7	17.3	3.8	21.2	—
59.3	3.5	5.8	31.4	—
41.5	10.8	1.8	32.2	13.7
33.3	16.7	11.1	38.9	—
49.2[h]	—	7.9	41.6	1.2
51.9	15.9	10.1	13.7	8.4
46.6	21.9	17.8	9.6	4.1
15.5	55.8	2.3	21.1	5.3
94.9	1.7	—	3.4	—
56.1	9.9	0.9	32.5	0.6
52.6[h]	9.1	11.0	27.3	—
67.6	—	—	27.3	5.1
23.5	28	3.3	19.7	25.5
62.9	8.7	5.2	18.1	5.2
—	—	—	—	—
—	—	—	—	—
8.5	70.4	2.3	12.7	6.1
—	—	—	—	—
66.6	8.4	2.5	15.7	6.7
—	—	—	—	—
—	—	—	—	—
36.1	7.0	7.6	38.9	10.4
19.2	26.8	8.1	26.1	19.8
7.6	44.3	5.0	29.3	13.8
—	—	—	—	—
40.0	60.0	—	—	—
27.8	28.3	9.3	32.1	2.5
22.0	22.0	2.0	35.0	19.0
54.3[g]	17.1	6.3	18.8	3.5
21.2	12.4	12.7	38.6	15.0
38.6	34.1	4.5	18.2	4.5
47.1	11.0	11.3	24.8	5.8
70.9	14.9	—	4.9	9.1
50.3	13.6	17.3	17.8	1.0
—	—	—	—	—
63.6	—	18.2	18.2	—
12.9	63.2	0.5	19.7	3.6

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2013	GNI per capita[b] for 2013 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Modelled number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Ecuador	15 737 878	5 760	Middle	2 983	3 164	—	20.1
Egypt	82 056 378	3 140	Middle	8 701	10 466	—	12.8
El Salvador	6 340 454	3 720	Middle	1 050	1 339	—	21.1
Eritrea	6 333 135	490	Low	148	1 527	1 249 – 1 805	24.1
Estonia	1 287 251	17 690	High	81	90	—	7.0
Ethiopia	94 100 756	470	Low	3 362[f]	23 837	18 528 – 29 146	25.3
Fiji	881 065	4 370	Middle	41	51	—	5.8
Finland	5 426 323	48 820	High	258	258	—	4.8
France	64 291 280	43 460	High	3 268	3 268	—	5.1
Gabon	1 671 711	10 650	Middle	45	383	316 – 450	22.9
Gambia	1 849 285	500	Low	115	544	438 – 650	29.4
Georgia	4 340 895	3 570	Middle	514	514	—	11.8
Germany	82 726 626	47 270	High	3 339	3 540	—	4.3
Ghana	25 904 598	1 770	Middle	2 240[f]	6 789	5 877 – 7 701	26.2
Greece	11 127 990	22 690	High	865	1 013	—	9.1
Guatemala	15 468 203	3 340	Middle	1 977	2 939	—	19.0
Guinea	11 745 189	460	Low	629	3 211	2 640 – 3 781	27.3
Guinea-Bissau	1 704 255	590	Low	117	468	387 – 548	27.5
Guyana	799 613	3 750	Middle	109	138	—	17.3
Honduras	8 097 688	2 180	Middle	1 042	1 408	1 288 – 1 529	17.4
Hungary	9 954 941	13 260	Middle	591	765	—	7.7
Iceland	329 535	46 400	High	15	15	—	4.6
India	1 252 139 596	1 570	Middle	137 572	207 551	—	16.6
Indonesia	249 865 631	3 580	Middle	26 416	38 279	32 079 – 44 479	15.3
Iran (Islamic Republic of)	77 447 168	5 780	Middle	17 994	24 896	—	32.1
Iraq	33 765 232	6 720	Middle	5 789	6 826	5 507 – 8 146	20.2
Ireland	4 627 173	43 110	High	188	188	—	4.1
Israel	7 733 144	33 930	High	277	277	—	3.6
Italy	60 990 277	35 860	High	3 385	3 721	—	6.1
Jamaica	2 783 888	5 220	Middle	307	320	—	11.5
Japan	127 143 577	46 330	High	5 679	5 971	—	4.7
Jordan	7 273 799	4 950	Middle	768	1 913	1 633 – 2 193	26.3
Kazakhstan	16 440 586	11 550	Middle	3 233	3 983	—	24.2
Kenya	44 353 691	1 160	Low	3 191	12 891	10 809 – 14 974	29.1
Kiribati	102 351	2 620	Middle	3	3	—	2.9
Kuwait	3 368 572	45 130	High	473[f]	629	—	18.7
Kyrgyzstan	5 547 548	1 210	Middle	1 184	1 220	—	22.0
Lao People's Democratic Republic	6 769 727	1 450	Middle	908	971	795 – 1 147	14.3
Latvia	2 050 317	15 280	High	176	205	—	10.0
Lebanon	4 821 971	9 870	Middle	630	1 088	962 – 1 215	22.6
Lesotho	2 074 465	1 500	Middle	327	584	491 – 677	28.2
Liberia	4 294 077	410	Low	—	1 448	1 144 – 1 752	33.7
Libya	6 201 521	12 930	Middle	4 398	4 554	3 973 – 5 136	73.4
Lithuania	3 016 933	14 900	High	256	320	—	10.6
Luxembourg	530 380	69 900	High	45	46	—	8.7
Madagascar	22 924 851	440	Low	791	6 506	5 361 – 7 650	28.4
Malawi	16 362 567	270	Low	977	5 732	4 606 – 6 858	35.0
Malaysia	29 716 965	10 430	Middle	6 915	7 129	6 050 – 8 209	24.0
Maldives	345 023	5 600	Middle	12	12	—	3.5
Mali	15 301 650	670	Low	529	3 920	3 193 – 4 648	25.6
Malta	429 004	20 980	High	18	22	—	5.1
Marshall Islands	52 634	4 310	Middle	3	3	—	5.7

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
2.2	6.9	0.5	30.0	60.3
48.6	0.6	6.3	29.2	15.3
11.6	11.0	4.6	58.9	13.9
25.7	—	7.4	39.9	27.0
50.6	6.2	11.1	28.4	3.7
—	—	—	—	—
39.0	—	2.4	58.5	—
62.4	11.2	7.8	13.2	5.4
49.3	24.2	4.5	14.2	7.8
—	—	—	—	—
—	—	—	—	—
44.7	3.1	0.6	24.3	27.2
47.6	19.2	10.6	16.7	6.0
24.2	14.0	3.7	41.5	16.7
43.9	32.5	2.1	17.2	4.3
—	25.1	—	50.9	24.0
—	—	—	—	—
—	—	—	—	—
25.0	18.8	11.6	34.8	9.8
30.8	8.1	4.9	46.7	10.3
43.0	13.9	11.5	24.9	6.8
80.0	6.7	—	6.7	6.7
17.2	33.9	3.5	9.1	36.2
6.0	36.0	2.0	21.0	35.0
41.3	21.5	0.7	23.2	13.4
—	—	—	—	—
65.4	13.8	2.7	16.5	1.6
41.2	14.1	4.7	32.9	7.2
45.4	25.5	7.4	16.2	5.5
31.9	20.8	8.5	29.0	9.8
32.4	17.4	13.7	36.2	0.3
64.3	—	—	35.7	—
60.5	2.3	1.1	22.5	13.5
34.3[g]	4.9	14.4	46.4	—
—	—	33.3	66.7	—
—	—	—	—	—
67.3[h]	—	1.1	31.6	0.1
18.7	66.9	2.7	9.6	2.1
42.0	7.4	7.4	39.8	3.4
—	—	—	43.3	56.7
56.9	1.2	0.6	30.3	11.0
—	—	—	—	—
70.8	1.5	1.3	26.4	—
43.0	7.4	7.0	37.5	4.7
66.7	17.8	—	11.1	4.4
—	—	—	—	—
32.5	1.3	17.2	49.1	—
23.7	62.1	2.2	6.6	5.5
16.7	16.7	16.7	33.3	16.7
18.7	20.4	—	27.4	33.5
44.4	27.8	—	27.8	—
33.3	66.7	—	—	—

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2013	GNI per capita[b] for 2013 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Modelled number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Mauritania	3 889 880	1 060	Middle	204	952	788 – 1 116	24.5
Mauritius	1 244 403	9 290	Middle	136	152	—	12.2
Mexico	122 332 399	9 940	Middle	17 139[f]	15 062	—	12.3
Micronesia (Federated States of)	103 549	3 280	Middle	2	2	—	1.9
Monaco	37 831	186 950	High	0	0	—	—
Mongolia	2 839 073	3 770	Middle	579	597	538 – 656	21.0
Montenegro	621 383	7 250	Middle	74	74	—	11.9
Morocco	33 008 150	3 020	Middle	3 832	6 870	5 831 – 7 910	20.8
Mozambique	25 833 752	610	Low	1 744	8 173	6 502 – 9 843	31.6
Myanmar	53 259 018	—	Low	3 612	10 809	8 790 – 12 829	20.3
Namibia	2 303 315	5 870	Middle	400[f]	551	474 – 628	23.9
Nepal	27 797 457	730	Low	1 744	4 713	3 880 – 5 546	17.0
Netherlands	16 759 229	51 060	High	570	574	—	3.4
New Zealand	4 505 761	35 550	High	253	272	—	6.0
Nicaragua	6 080 478	1 790	Middle	577	931	843 – 1 020	15.3
Niger	17 831 270	400	Low	1 047	4 706	3 741 – 5 670	26.4
Nigeria	173 615 345	2 710	Middle	6 450	35 641	27 949 – 43 332	20.5
Norway	5 042 671	102 610	High	187	192	—	3.8
Oman	3 632 444	25 150	High	913	924	—	25.4
Pakistan	182 142 594	1 360	Middle	9 917	25 781	20 979 – 30 582	14.2
Palau	20 918	10 970	Middle	1	1	—	4.8
Panama	3 864 170	10 700	Middle	386	386	—	10.0
Papua New Guinea	7 321 262	2 010	Middle	248	1 232	1 058 – 1 405	16.8
Paraguay	6 802 295	4 010	Middle	1 114	1 408	—	20.7
Peru	30 375 603	6 270	Middle	4 039	4 234	3 826 – 4 643	13.9
Philippines	98 393 574	3 270	Middle	1 469	10 379	—	10.5
Poland	38 216 635	13 240	High	3 357	3 931	—	10.3
Portugal	10 608 156	21 260	High	637	828	—	7.8
Qatar	2 168 673	86 790	High	204[f]	330	—	15.2
Republic of Korea	49 262 698	25 920	High	5 092	5 931	—	12.0
Republic of Moldova	3 487 204	2 470	Middle	302	437	—	12.5
Romania	21 698 585	9 060	Middle	1 861	1 881	—	8.7
Russian Federation	142 833 689	13 850	High	27 025	27 025	—	18.9
Rwanda	11 776 522	630	Low	526	3 782	3 022 – 4 541	32.1
Saint Lucia	182 273	7 060	Middle	30	33	—	18.1
Saint Vincent and the Grenadines	109 373	6 460	Middle	9	9	—	8.2
Samoa	190 372	3 970	Middle	17	30	27 – 33	15.8
San Marino	31 448	51 470	High	1	1	—	3.2
Sao Tome and Principe	192 993	1 470	Middle	33	60	47 – 73	31.1
Saudi Arabia	28 828 870	26 260	High	7 661	7 898	7 002 – 8 795	27.4
Senegal	14 133 280	1 050	Middle	356	3 844	3 214 – 4 474	27.2
Serbia	9 510 506	6 050	Middle	650	735	—	7.7
Seychelles	92 838	13 210	Middle	8	8	—	8.6
Sierra Leone	6 092 075	660	Low	220	1 661	1 334 – 1 988	27.3
Singapore	5 411 737	54 040	High	159	197	—	3.6
Slovakia	5 450 223	17 810	High	251	360	—	6.6
Slovenia	2 071 997	23 210	High	125	132	—	6.4
Solomon Islands	561 231	1 600	Middle	14	108	96 – 120	19.2
Somalia	10 495 583	—	Low	201	2 664	2 092 – 3 237	25.4
South Africa	52 776 130	7 190	Middle	13 802[f]	13 273	—	25.1
Spain	46 926 963	29 920	High	1 680	1 730	—	3.7

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
—	—	—	—	—
22.8[h]	30.9	9.6	34.6	2.2
18.3	6.0	1.5	30.3	44.0
—	—	—	—	—
—	—	—	—	—
47.0	19.3	0.2	30.6	2.9
44.6	9.5	1.4	20.3	24.3
35.9	21.2	5.9	26.2	10.9
—	—	—	—	—
26.0	23.0	9.0	26.0	16.0
61.7	0.6	0.6	32.1	4.9
—	—	—	—	—
36.5	13.5	32.3	9.8	7.9
65.7	15.4	3.1	11.8	3.9
23.2	26.0	5.5	32.8	12.5
67.0	—	—	33.0	—
—	—	—	—	—
61.0	12.8	5.3	9.6	11.2
64.3	2.3	2.6	23.2	7.6
—	—	—	—	—
—	—	—	100.0	—
58.3	—	—	40.9	0.8
48.4	—	—	29.0	22.6
23.4	54.1	0.7	20.7	1.1
6.9	1.0	0.3	23.3	68.4
25.3[g]	52.5	2.0	19.0	1.1
43.1	9.4	9.1	34.0	4.4
44.3	20.4	4.6	22.6	8.2
71.6	—	—	28.4	—
33.2	16.3	5.5	38.9	6.1
41.1	11.9	6.0	32.8	8.3
44.0	4.7	8.5	39.0	3.8
57.3	4.3	1.7	28.9	7.8
—	—	—	—	—
57.1	—	—	42.9	—
—	—	—	—	—
—	—	—	76.5	23.5
—	100.0	—	—	—
25.0	32.1	—	42.9	—
—	—	—	—	—
—	—	—	—	—
46.2	8.6	9.1	26.9	9.2
25.0	—	—	75.0	—
—	—	—	—	—
17.5	45.6	9.4	26.9	0.6
45.8	8.4	6.8	30.3	8.8
45.6	16.8	12.8	16.0	8.8
—	—	—	—	—
—	—	—	—	—
66.6	—	—	33.4	—
46.7	21.1	4.1	22.5	5.6

Country/area	General Information			Road traffic deaths			
	Population numbers[a] for 2013	GNI per capita[b] for 2013 in US dollars	Income level[c]	Reported number of road traffic deaths[d]	Modelled number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]
					Point estimate	95% Confidence Interval	
Sri Lanka	21 273 228	3 170	Middle	2 362	3 691	3 245 – 4 137	17.4
Sudan	37 964 306	1 550	Middle	2 281	9 221	7 746 – 10 697	24.3
Suriname	539 276	9 370	Middle	76	103	—	19.1
Swaziland	1 249 514	2 990	Middle	191	303	263 – 343	24.2
Sweden	9 571 105	61 760	High	260	272	—	2.8
Switzerland	8 077 833	90 760	High	269	269	—	3.3
Tajikistan	8 207 834	990	Low	508	1 543	1 387 – 1 699	18.8
Thailand	67 010 502	5 340	Middle	13 650[f]	24 237	—	36.2
The former Yugoslav Republic of Macedonia	2 107 158	4 870	Middle	198	198	—	9.4
Timor-Leste	1 132 879	3 940	Middle	96	188	158 – 219	16.6
Togo	6 816 982	530	Low	1 044	2 123	1 719 – 2 526	31.1
Tonga	105 323	4 490	Middle	8	8	—	7.6
Trinidad and Tobago	1 341 151	15 760	High	147	189	—	14.1
Tunisia	10 996 515	4 200	Middle	1 505	2 679	2 346 – 3 012	24.4
Turkey	74 932 641	10 970	Middle	4 786	6 687	—	8.9
Turkmenistan	5 240 072	6 880	Middle	883	914	844 – 983	17.4
Uganda	37 578 876	550	Low	2 851	10 280	7 820 – 12 739	27.4
United Arab Emirates	9 346 129	38 360	High	651	1 021	845 – 1 198	10.9
United Kingdom	63 136 265	41 680	High	1 770	1 827	—	2.9
United Republic of Tanzania	49 253 126	630	Low	3 885	16 211	13 116 – 19 307	32.9
United States of America	320 050 716	53 470	High	32 719	34 064	—	10.6
Uruguay	3 407 062	15 180	High	567	567	—	16.6
Uzbekistan	28 934 102	1 880	Middle	2 231	3 240	—	11.2
Vanuatu	252 763	3 130	Middle	12	42	37 – 47	16.6
Viet Nam	91 679 733	1 740	Middle	9 845	22 419	—	24.5
West Bank and Gaza Strip	4 326 295	3 070	Middle	133	241	—	5.6
Yemen	24 407 381	1 330	Middle	3 239	5 248	4 426 – 6 069	21.5
Zambia	14 538 640	1 810	Middle	1 797	3 586	2 914 – 4 257	24.7
Zimbabwe	14 149 648	860	Low	1 787	3 985	3 319 – 4 652	28.2

[a] Population Division of the Department of Economic and Social Affairs of the United Nations Secretariat (June 2013). World population Prospects: The 2012 Revision, Highlights. New York: United Nations.

[b] Gross National Income (GNI) per capita is the dollar value of a country's final income in a year divided by its population using Atlas methodology. Data from World Development Indicators database, World Bank, March 2015. http://data.worldbank.org/indicator/NY.GNP.PCAP.CD/countries.

[c] World Development Indicators database: Low income is $1 045 or less, middle income is $1 046 to $12 745, high income is $12 745 or more.

[d] Adjusted for 30-day definition of a road traffic death.

[e] Modelled using negative binomial regression (see preamble on page 70). Data from countries with good vital registration and countries with a population of less than 100 000 were not included in the model.

[f] 2013 data not available. Latest available used from World Development Indicators database.

[g] Drivers and passengers (4 + wheels).

[h] Drivers and passengers (all vehicles).

[i] Drivers motorized 2-or 3-wheelers.

Road user death (%)				
Drivers/ Passengers of 4-wheeled vehicles	Drivers/ Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
5.7	40.8	11.0	29.8	12.7
—	—	—	33.4	66.6
35.5	42.1	3.9	18.4	—
62.4	2.0	2.0	33.5	—
57.3	16.5	5.4	16.2	4.6
38.3	20.4	6.3	25.7	9.3
62.5[h]	—	4.2	33.3	—
13.0	72.8	2.3	8.1	3.8
49.0	10.6	5.6	22.7	12.1
—	—	—	—	—
—	—	—	—	—
62.5	—	—	37.5	—
64.2	2.6	2.0	31.1	—
48.6[h]	20.5[i]	2.5	28.2	—
25.0	4.3	0.9	26.2	43.6
74.7	—	1.9	23.4	—
7.2	30.6	7.6	40.2	14.5
57.3	2.6	0.3	26.1	13.7
46.3	19.3	6.4	22.9	5.2
35[h]	21.7[i]	11.2	31.2	0.9
64.4	14.8	2.2	14.1	4.5
25.9	52.9	2.8	15.7	2.6
—	—	—	—	—
44.4	—	—	55.6	—
—	—	—	—	—
54.1	2.3	—	43.6	—
—	—	—	—	—
48.4	2.2	11.6	36.4	—
20.5	6.2	3.6	16.5	53.3

TABLE A3
POST-CRASH RESPONSE BY COUNTRY/AREA

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Afghanistan	National	< 11	Yes	No	No	No	—
Albania	National	11 – 49	No	Yes	Yes	Yes	—
Algeria	Multiple numbers	≥ 75	No	No	No	Yes	—
Andorra	Multiple numbers	≥ 75	No	Yes	No	Yes	—
Angola	Subnational	< 11	Yes	Yes	Yes	No	—
Antigua and Barbuda	National	≥ 75	Yes	Yes	Yes	Yes	—
Argentina	National	≥ 75	Yes	Yes	Yes	Yes	—
Armenia	National	≥ 75	Yes	Yes	No	Yes	—
Australia	National	—	Yes	Yes	Yes	Yes	15.0
Austria	National	≥ 75	Yes	No	Yes	Yes	3.5
Azerbaijan	National	≥ 75	Yes	Yes	Yes	Yes	2.5
Bahamas	National	50 – 74	—	Yes	No	Yes	—
Bahrain	National	< 11	Yes	Yes	No	Yes	—
Bangladesh	None	< 11	Yes	No	No	Yes	—
Barbados	Multiple numbers	≥ 75	Yes	No	Yes	Yes	—
Belarus	National	≥ 75	Yes	Yes	No	Yes	—
Belgium	National	50 – 74	Yes	Yes	Yes	Yes	—
Belize	National	—	No	Yes	Yes	Yes	—
Benin	Multiple numbers	11 – 49	Yes	Yes	No	Yes	—
Bhutan	National	50 – 74	Yes	Yes	No	Yes	—
Bolivia (Plurinational State of)	National	11 – 49	Yes	Yes	Yes	Yes	—
Bosnia and Herzegovina	National	≥ 75	Yes	Yes	No	Yes	—
Botswana	Multiple numbers	11 – 49	Yes	No	No	Yes	—
Brazil	National	≥ 75	Yes	Yes	Yes	Yes	—
Bulgaria	National	—	Yes	Yes	Yes	Yes	—
Burkina Faso	National	≥ 75	Yes	No	No	Yes	—
Cabo Verde	None	No ambulance services in my country	No	No	No	Yes	—
Cambodia	Multiple numbers	11 – 49	Yes	Yes	Yes	Yes	16.2
Cameroon	National	< 11	Yes	Yes	Yes	Yes	—
Canada	National	≥ 75	Yes	Yes	No	Yes	15.8
Central African Republic	National	< 11	No	No	No	Yes	—
Chad	None	< 11	No	No	No	Yes	5.0
Chile	National	—	Yes	Yes	Yes	Yes	—
China	National	≥ 75	Yes	No	Yes	Yes	—
Colombia	National	11 – 49	Yes	No	No	Yes	—
Congo	Multiple numbers	< 11	No	No	No	Yes	—
Cook Islands	National	≥ 75	Yes	Yes	Yes	Yes	—
Costa Rica	National	≥ 75	Yes	No	Yes	Yes	—
Côte d'Ivoire	Multiple numbers	11 – 49	Yes	No	Yes	Yes	—
Croatia	National	50 – 74	Yes	No	Yes	Yes	0.5
Cuba	National	≥ 75	Yes	Yes	No	Yes	—
Cyprus	National	≥ 75	No	Yes	No	Yes	—
Czech Republic	National	50 – 74	Yes	Yes	No	Yes	—
Democratic Republic of the Congo	Multiple numbers	< 11	Yes	No	No	No	—
Denmark	National	≥ 75	No	No	Yes	Yes	—
Djibouti	Multiple numbers	≥ 75	Yes	No	No	Yes	—
Dominica	National	50 – 74	Yes	Yes	No	Yes	—

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Dominican Republic	National	< 11	Yes	No	No	Yes	12.0
Ecuador	National	≥ 75	Yes	Yes	No	Yes	4.28
Egypt	National	< 11	Yes	Yes	Yes	Yes	—
El Salvador	Multiple numbers	50 – 74	No	No	Yes	Yes	—
Eritrea	None	11 – 49	No	No	Yes	No	—
Estonia	National	≥ 75	Yes	Yes	No	Yes	—
Ethiopia	Subnational	< 11	Yes	Yes	No	No	—
Fiji	Multiple numbers	11 – 49	—	Yes	No	Yes	—
Finland	National	50 – 74	No	Yes	Yes	Yes	4.0
France	National	≥ 75	Yes	Yes	Yes	Yes	—
Gabon	Multiple numbers	< 11	No	No	No	Yes	—
Gambia	National	< 11	No	No	Yes	Yes	—
Georgia	National	50 – 74	Yes	Yes	Yes	Yes	—
Germany	National	≥ 75	Yes	—	No	Yes	—
Ghana	National	11 – 49	Yes	Yes	No	Yes	—
Greece	National	11 – 49	No	Yes	No	Yes	10.0
Guatemala	National	≥ 75	No	No	No	Yes	60.0
Guinea	None	< 11	No	No	Yes	Yes	—
Guinea-Bissau	Multiple numbers	< 11	No	No	Yes	No	5.0
Guyana	National	< 11	Yes	Yes	Yes	Yes	—
Honduras	National	< 11	No	No	—	Yes	—
Hungary	Multiple numbers	≥ 75	Yes	Yes	No	Yes	—
Iceland	National	≥ 75	Yes	Yes	Yes	Yes	—
India	Multiple numbers	11 – 49	Yes	Yes	No	Yes	2.0 – 3.0
Indonesia	Multiple numbers	< 11	Yes	Yes	No	Yes	—
Iran (Islamic Republic of)	National	≥ 75	Yes	Yes	Yes	Yes	5.0
Iraq	Multiple numbers	11 – 49	Yes	Yes	Yes	Yes	—
Ireland	National	50 – 74	Yes	Yes	Yes	Yes	—
Israel	Multiple numbers	≥ 75	Yes	Yes	Yes	Yes	—
Italy	National	50 – 74	Yes	Yes	Yes	Yes	2.5
Jamaica	National	11 – 49	Yes	Yes	Yes	Yes	—
Japan	National	≥ 75	Yes	Yes	No	Yes	—
Jordan	National	≥ 75	Yes	Yes	No	Yes	13.5
Kazakhstan	Multiple numbers	11 – 49	Yes	Yes	Yes	Yes	5.0
Kenya	National	< 11	No	No	No	Yes	—
Kiribati	National	≥ 75	Yes	Yes	Yes	Yes	—
Kuwait	National	≥ 75	Yes	Yes	No	Yes	—
Kyrgyzstan	National	11 – 49	No	Yes	Yes	Yes	—
Lao People's Democratic Republic	National	11 – 49	Yes	—	No	No	—
Latvia	National	≥ 75	Yes	Yes	Yes	Yes	—
Lebanon	Multiple numbers	≥ 75	Yes	Yes	No	Yes	18.0
Lesotho	Subnational	No ambulance services in my country	Yes	No	No	Yes	—
Liberia	None	< 11	No	No	No	Yes	—
Libya	National	< 11	Yes	Yes	No	Yes	—
Lithuania	National	≥ 75	Yes	Yes	No	Yes	—
Luxembourg	National	≥ 75	Yes	No	Yes	Yes	3.7
Madagascar	None	< 11	Yes	No	Yes	Yes	—

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Malawi	None	No ambulance services in my country	Yes	Yes	Yes	Yes	—
Malaysia	National	≥ 75	Yes	Yes	No	Yes	—
Maldives	National	< 11	Yes	Yes	Yes	Yes	—
Mali	National	≥ 75	Yes	Yes	Yes	Yes	—
Malta	National	≥ 75	Yes	No	Yes	Yes	—
Marshall Islands	Multiple numbers	50 – 74	Yes	Yes	No	Yes	—
Mauritania	Multiple numbers	11 – 49	Yes	No	No	No	—
Mauritius	National	≥ 75	Yes	Yes	Yes	Yes	—
Mexico	Multiple numbers	≥ 75	Yes	Yes	No	Yes	16.4
Micronesia (Federated States of)	Subnational	< 11	No	Yes	No	Yes	—
Monaco	National	≥ 75	Yes	—	No	Yes	—
Mongolia	National	< 11	Yes	Yes	Yes	Yes	—
Montenegro	Multiple numbers	≥ 75	Yes	No	Yes	Yes	—
Morocco	National	≥ 75	Yes	Yes	No	Yes	—
Mozambique	None	No ambulance services in my country	No	No	Yes	Yes	—
Myanmar	National	< 11	Yes	No	No	Yes	—
Namibia	None	—	—	—	—	Yes	—
Nepal	None	11 – 49	Yes	No	No	Yes	—
Netherlands	National	≥ 75	Yes	Yes	Yes	Yes	5.0 – 8.0
New Zealand	National	≥ 75	Yes	Yes	No	Yes	—
Nicaragua	Multiple numbers	≥ 75	Yes	—	Yes	Yes	—
Niger	Multiple numbers	≥ 75	Yes	No	Yes	Yes	—
Nigeria	Multiple numbers	11 – 49	Yes	—	No	Yes	—
Norway	National	≥ 75	Yes	Yes	Yes	Yes	—
Oman	National	11 – 49	Yes	Yes	Yes	Yes	—
Pakistan	Multiple numbers	11 – 49	No	No	No	No	—
Palau	National	≥ 75	Yes	Yes	Yes	Yes	—
Panama	National	≥ 75	Yes	Yes	No	Yes	—
Papua New Guinea	Multiple numbers	< 11	Yes	Yes	Yes	No	—
Paraguay	National	50 – 74	Yes	—	Yes	Yes	—
Peru	National	< 11	Yes	Yes	Yes	Yes	4.0
Philippines	National	11 – 49	Yes	Yes	Yes	Yes	—
Poland	National	≥ 75	Yes	Yes	No	Yes	—
Portugal	National	≥ 75	No	Yes	No	Yes	—
Qatar	National	≥ 75	Yes	Yes	Yes	Yes	—
Republic of Korea	National	11 – 49	Yes	Yes	Yes	Yes	0.4
Republic of Moldova	Multiple numbers	≥ 75	Yes	Yes	Yes	Yes	—
Romania	National	≥ 75	Yes	Yes	No	No	—
Russian Federation	National	11 – 49	Yes	Yes	Yes	Yes	—
Rwanda	National	—	—	—	Yes	No	—
Saint Lucia	Multiple numbers	≥ 75	Yes	Yes	Yes	Yes	—
Saint Vincent and the Grenadines	National	< 11	Yes	Yes	No	Yes	—
Samoa	Multiple numbers	< 11	Yes	Yes	No	Yes	10.1
San Marino	Multiple numbers	≥ 75	Yes	Yes	Yes	Yes	0.6
Sao Tome and Principe	National	< 11	No	No	No	Yes	—
Saudi Arabia	National	50 – 74	Yes	Yes	Yes	Yes	—
Senegal	Multiple numbers	≥ 75	Yes	No	No	Yes	—
Serbia	Multiple numbers	50 – 74	Yes	Yes	No	Yes	—
Seychelles	National	≥ 75	Yes	Yes	No	Yes	—

Country/area	Universal access telephone number	Estimated % seriously injured patients transported by ambulance	Training in emergency medicine available		Emergency-room based injury surveillance system	Vital registration system exists	Estimated % road traffic crash victims with permanent disability
			For doctors	For nurses			
Sierra Leone	National	11 – 49	Yes	Yes	Yes	Yes	—
Singapore	Multiple numbers	50 – 74	Yes	Yes	No	Yes	—
Slovakia	National	≥ 75	Yes	Yes	No	Yes	≤ 5.0
Slovenia	National	50 – 74	Yes	No	Yes	Yes	—
Solomon Islands	National	< 11	No	No	No	Yes	—
Somalia	Subnational	< 11	No	No	Yes	No	—
South Africa	Multiple numbers	50 – 74	Yes	Yes	No	Yes	—
Spain	National	≥ 75	No	No	No	Yes	—
Sri Lanka	National	< 11	Yes	No	No	Yes	—
Sudan	National	11 – 49	Yes	No	No	Yes	—
Suriname	National	11 – 49	No	No	No	Yes	—
Swaziland	Multiple numbers	11 – 49	Yes	Yes	No	Yes	—
Sweden	National	≥ 75	Yes	Yes	Yes	Yes	10.0
Switzerland	National	≥ 75	Yes	Yes	No	Yes	—
Tajikistan	National	< 11	No	Yes	Yes	Yes	—
Thailand	National	50 – 74	Yes	No	Yes	Yes	4.6
The former Yugoslav Republic of Macedonia	National	11 – 49	Yes	Yes	Yes	Yes	11.5
Timor-Leste	National	11 – 49	No	No	Yes	Yes	—
Togo	National	≥ 75	Yes	No	No	Yes	—
Tonga	Multiple numbers	< 11	Yes	No	Yes	Yes	1.9
Trinidad and Tobago	Multiple numbers	≥ 75	Yes	Yes	Yes	Yes	—
Tunisia	Multiple numbers	< 11	Yes	Yes	No	Yes	—
Turkey	National	≥ 75	Yes	No	Yes	Yes	—
Turkmenistan	None	50 – 74	No	No	No	Yes	—
Uganda	Multiple numbers	< 11	No	No	No	Yes	2.8
United Arab Emirates	National	≥ 75	Yes	Yes	Yes	Yes	—
United Kingdom	National	—	Yes	Yes	Yes	Yes	—
United Republic of Tanzania	None	< 11	Yes	Yes	No	Yes	—
United States of America	National	≥ 75	Yes	Yes	Yes	Yes	—
Uruguay	National	≥ 75	Yes	No	Yes	Yes	—
Uzbekistan	Multiple numbers	11 – 49	Yes	Yes	Yes	Yes	—
Vanuatu	Multiple numbers	50 – 74	Yes	Yes	Yes	Yes	10.0
Viet Nam	National	< 11	Yes	Yes	Yes	Yes	—
West Bank and Gaza Strip	National	< 11	Yes	Yes	Yes	Yes	1.8
Yemen	National	11 – 49	Yes	Yes	Yes	Yes	—
Zambia	National	< 11	Yes	Yes	Yes	Yes	—
Zimbabwe	None	< 11	No	No	No	No	—

TABLE A4
SPEED LAWS AND ENFORCEMENT BY COUNTRY/AREA

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	On motorways (km/h)	
Afghanistan	Yes	No	No	90	No	1
Albania	Yes	Yes	40	80	110	6
Algeria	Yes	Yes	50	100	120	8
Andorra	Yes	No	50	90	No	6
Angola	Yes	Yes	60	90	120	5
Antigua and Barbuda	Yes	No	~32[a]	~64	No	1
Argentina	Yes	Yes	60	110	130	7
Armenia	Yes	No	90[b]	90	110	7
Australia	Yes	Yes	50	100 – 130	100 – 130	8
Austria	Yes	Yes	50	100	130	7
Azerbaijan	Yes	No	60	90	110	8
Bahamas	Yes	Yes	24 – 72	48 – 72	—	4
Bahrain	Yes	No	60	100	No	7
Bangladesh	Yes	No	No	~112	No	3
Barbados	Yes	No	80	80	80	5
Belarus	Yes	No	60[c]	90	110	8
Belgium	Yes	Yes	50[d]	90	120	7
Belize	Yes	No	~40	No	~88	6
Benin	No	—	—	—	—	—
Bhutan	Yes	Yes	30	50	50	5
Bolivia (Plurinational State of)	Yes	No	40	80	No	5
Bosnia and Herzegovina	Yes	No	50[d]	80	130	6
Botswana	Yes	Yes	60	80	120	7
Brazil	Yes	Yes	80[d]	60	110	7
Bulgaria	Yes	No	50	90	140	7
Burkina Faso	Yes	Yes	50	90	No	3
Cabo Verde	Yes	No	50	90	120	5
Cambodia	Yes	No	40	90	100	4
Cameroon	Yes	Yes	60	110	No[e]	3
Canada	Yes	Yes	50	50 – 110	80 – 110	6
Central African Republic	Yes	Yes	60	110	No[e]	5
Chad	Yes	Yes	60	110	No	3
Chile	Yes	Yes	60[d]	100	120	3
China	Yes	Yes	—[f]	—[f]	120	8
Colombia	Yes	Yes	80	120	120	2
Congo	Yes	Yes	60	110	No	3
Cook Islands	Yes	No	50[g]	50[g]	50[g]	6
Costa Rica	Yes	No	50	60	No	6
Côte d'Ivoire	Yes	No	60	110	120	6
Croatia	Yes	Yes	50[h]	90	130	7
Cuba	Yes	No	50	90	100	6
Cyprus	Yes	No	65	No	100	7
Czech Republic	Yes	Yes	50[h]	90	130	7
Democratic Republic of the Congo	Yes	No	60	90	120	3
Denmark	Yes	Yes	50[h]	80	130	—
Djibouti	Yes	Yes	50[i]	80	No	3
Dominica	No	—	—	—	—	—
Dominican Republic	Yes	No	35[j]	60	100	3
Ecuador	Yes	Yes	50	100	90	6

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	On motorways (km/h)	
Egypt	Yes	Yes	60	90	100	5
El Salvador	Yes	No	50	90	No	5
Eritrea	Yes	Yes	60	100	No	5
Estonia	Yes	Yes	50[k]	90	No[e]	7
Ethiopia	Yes	Yes	60	70	100	3
Fiji	No	—	—	—	—	—
Finland	Yes	Yes	50[l]	80	120	8
France	Yes	Yes	50	90	130	9
Gabon	Yes	Yes	60	110	No	3
Gambia	Yes	Yes	No	No	No	5
Georgia	Yes	No	60	90	110	7
Germany	Yes	Yes	50	100	No	—
Ghana	Yes	No	50	90	100	4
Greece	Yes	Yes	50	90	130	6
Guatemala	Yes	Yes	60[m]	80	100	3
Guinea	No	—	—	—	—	—
Guinea-Bissau	Yes	No	60	No	No	2
Guyana	Yes	No	~64	~64	No	5
Honduras	Yes	No	—	—	—	4
Hungary	Yes	Yes	50	90	130	8
Iceland	Yes	No	50	90	100	6
India	Yes	Yes	No	No	No	3
Indonesia	Yes	Yes	70	100	No	5
Iran (Islamic Republic of)	Yes	No	60	95	125	7
Iraq	Yes	No	60[j]	100	120	3
Ireland	Yes	Yes	50	100	120	—
Israel	Yes	No	50	80	110	7
Italy	Yes	Yes	50	90	150	8
Jamaica	Yes	No	~48	~80	No	6
Japan	Yes	Yes	60	60	100	7
Jordan	Yes	Yes	90	120	120	6
Kazakhstan	Yes	No	60[k]	110	140	8
Kenya	Yes	Yes	50	100	110	6
Kiribati	Yes	No	40	60	60	3
Kuwait	Yes	No	45	80	80	5
Kyrgyzstan	Yes	No	60[d]	90	110	6
Lao People's Democratic Republic	Yes	No	40	90	No[e]	4
Latvia	Yes	No	50	90	No	7
Lebanon	Yes	Yes	50	70	100	5
Lesotho	Yes	No	50	80	No	4
Liberia	Yes	No	~40	~56	~72	1
Libya	Yes	No	50	85	100	2
Lithuania	Yes	No	50[d]	90	130	8
Luxembourg	Yes	Yes	50	90	130	6
Madagascar	Yes	Yes	50[h]	No	No	5
Malawi	Yes	No	50	80	100	5
Malaysia	Yes	Yes	90	90	110	6
Maldives	Yes	No	30[d]	30	No[e]	6
Mali	Yes	Yes	50	90	120	3

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	On motorways (km/h)	
Malta	Yes	No	50	80	No	6
Marshall Islands	Yes	Yes	~40	~64	~64	4
Mauritania	Yes	Yes	80	100	100	3
Mauritius	Yes	No	90	90	110	7
Mexico	Yes	Yes	20 – 70	20 – 90	40 – 110	5
Micronesia (Federated States of)	Subnational	—	—	—	—	—
Monaco	Yes	Yes	70	No	No	5
Mongolia	Yes	No	60	80	100	2
Montenegro	Yes	No	50[h]	80	130	8
Morocco	Yes	Yes	60	100	120	6
Mozambique	Yes	No	60[n]	120	No	4
Myanmar	Yes	Yes	48	80	No	5
Namibia	Yes	No	60	120	120	7
Nepal	Yes	No	80	80	No	7
Netherlands	Yes	No	50	80	130	7
New Zealand	Yes	Yes	50	100	100	8
Nicaragua	Yes	No	45	100	60	9
Niger	Yes	No	50	No	No	5
Nigeria	Yes	No	50	80	100	6
Norway	Yes	Yes	50	80	100	8
Oman	Yes[o]	No	—	—	No	9
Pakistan	Yes	Yes	90	110	130	4
Palau	Yes	No	No	No	No[e]	7
Panama	Yes	No	80	100	120	4
Papua New Guinea	Yes	No	60[p]	75	No	2
Paraguay	Yes	Yes	50	110	110	4
Peru	Yes	Yes	60	60	80	2
Philippines	Yes	Yes	40	80	No	5
Poland	Yes	Yes	50[q]	90	140	5
Portugal	Yes	Yes	50	90	120	7
Qatar	Yes	No	100	120	120	8
Republic of Korea	Yes	Yes	80[k]	80	120	8
Republic of Moldova	Yes	No	50[h]	110	110	7
Romania	Yes	Yes	50[h]	90	130	5
Russian Federation	Yes	Yes	60	90	110	8
Rwanda	Yes	Yes	40	80	No	6
Saint Lucia	Yes	No	No	No	No	0
Saint Vincent and the Grenadines	Yes	No	~48	~48	No	6
Samoa	Yes	No	~56	~56	No	6
San Marino	Yes	No	70	70	No	5
Sao Tome and Principe	Yes	Yes	50	90	120	5
Saudi Arabia	Yes	Yes	80	120	No	8
Senegal	Yes	Yes	No	90	110	3
Serbia	Yes	Yes	50	100	120	6
Seychelles	Yes	No	40	65	85	6
Sierra Leone	Yes	No	50	80	No	3
Singapore	Yes	No	70	No	90	8
Slovakia	Yes	No	50	90	130	7
Slovenia	Yes	No	50[r]	90	130	8
Solomon Islands	Yes	Yes	No	No	No	0
Somalia	Yes[s]	Yes	40	60	No	2
South Africa	Yes	Yes	60	100	120	3
Spain	Yes	Yes	50	90	120	7

Country/area	Speed limits are set at a national level	Speed limits are modifiable at a local level	Maximum speed			Effectiveness of overall enforcement (respondent consensus) (scale 0–10)
			On urban roads (km/h)	On rural roads (km/h)	On motorways (km/h)	
Sri Lanka	Yes	No	50	70	No	4
Sudan	Yes	Yes	50	90	No	6
Suriname	Yes	No	40	80	80	7
Swaziland	Yes	Yes	100	100	100	6
Sweden	Yes	Yes	50	110	120	6
Switzerland	Yes	No	50	80	120	7
Tajikistan	Yes	No	60	90	110	8
Thailand	Yes	No	80	90	120	3
The former Yugoslav Republic of Macedonia	Yes	Yes	60[d]	80	130	6
Timor-Leste	Yes	No	50	90	120	5
Togo	No	—	—	—	—	9
Tonga	Yes	No	50	70	70	7
Trinidad and Tobago	Yes	No	50	80	No	4
Tunisia	Yes	Yes	50	90	110	4
Turkey	Yes	No	50	110	120	4
Turkmenistan	Yes	Yes	60	90	110	10
Uganda	Yes	No	50	100	No	5
United Arab Emirates	Yes	Yes	90[t]	120	120	10
United Kingdom	Yes	Yes	48	96	112	—
United Republic of Tanzania	Yes	No	50	No	No	4
United States of America	Yes	Yes	32 – 105	40 – 121	105 – 121	—
Uruguay	Yes	Yes	45[l]	90	No	4
Uzbekistan	Yes	No	70	100	No	9
Vanuatu	No	—	—	—	—	—
Viet Nam	Yes	No	50	80	No	6
West Bank and Gaza Strip	Yes	Yes	50	80	110	6
Yemen	Yes	Yes	No	No	No	0
Zambia	Yes	No	50	100	No	8
Zimbabwe	Yes	Yes	60	120	120	7

[a] Applies in the city of Saint John's and in designated speed limit areas.
[b] Can be reduced to 60 km/h in residential areas.
[c] Refers to built- up areas.
[d] Can be increased to unspecified limit.
[e] Has no motorways.
[f] Speed may not to exceed sign-posted speed limit.
[g] Road type not specified.
[h] Can be increased up to 80 km/h.
[i] Speed limit is 50 km/h in Djibouti and Ambouli cities, and 30 km/h in other urban centres.
[j] Can be increased up to 100 km/h.
[k] Can be increased up to 90 km/h.
[l] Can be increased up to 60 km/h.
[m] Speed limit for highways in urban areas is 80 km/h.
[n] 60 km/h within urban centres and 120 km/h outside of urban centres.
[o] Urban and rural speed limits vary by terrain.
[p] Higher speed limit may be posted.
[q] 60 km/h from 23:00–05:00.
[r] Can be increased up to 70 km/h.
[s] Speed law based on limits in the following administrative subdivisions of Somalia: Awdal, Marodi Jeeh, Sanaagh, Sool, Togdheer and Woqooyi Galbeed.
[t] Speed limit varies by emirate.

TABLE A5
DRINKING AND DRIVING LAWS, ENFORCEMENT AND ROAD TRAFFIC DEATHS ATTRIBUTED TO ALCOHOL BY COUNTRY/AREA

Country/area	National drink–driving law	Drink–driving is defined by BAC or equivalent BrAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or Novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Afghanistan	Yes[a]	No	—	—	—
Albania	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Algeria	Yes	Yes	< 0.01	< 0.01	< 0.01
Andorra	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.02
Angola	Yes	Yes	≤ 0.06	≤ 0.06	≤ 0.06
Antigua and Barbuda	Yes	No	—	—	—
Argentina	Yes	Yes	≤ 0.05[b]	≤ 0.05[b]	0.00
Armenia	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Australia	Yes	Yes	0.049	0.00	0.00
Austria	Yes	Yes	< 0.05	< 0.01	< 0.01
Azerbaijan	Yes	No	—	—	—
Bahamas	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Bahrain	Yes	No	—	—	—
Bangladesh	Yes[a]	No	—	—	—
Barbados	Yes	No	—	—	—
Belarus	Yes	Yes	< 0.03	< 0.03	< 0.03
Belgium	Yes	Yes	< 0.05	< 0.05	< 0.02
Belize	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Benin	No	—	—	—	—
Bhutan	Yes	Yes	≤ 0.08	0.00	0.00
Bolivia (Plurinational State of)	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Bosnia and Herzegovina	Yes	Yes	≤ 0.03	0.00	0.00
Botswana	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.025
Brazil	Yes	Yes	0.00	0.00	0.00
Bulgaria	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Burkina Faso	Yes	No	—	—	—
Cabo Verde	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Cambodia	Yes	Yes	< 0.05	< 0.05	< 0.05
Cameroon	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Canada	Yes	Yes	0.04 – 0.08	0.00 – 0.08	≤ 0.08
Central African Republic	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Chad	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Chile	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.03
China	Yes	Yes	< 0.02	< 0.02	< 0.02
Colombia	Yes	Yes	≤ 0.02	≤ 0.02	≤ 0.02
Congo	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Cook Islands	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Costa Rica	Yes	Yes	≤ 0.05	≤ 0.02	≤ 0.02
Côte d'Ivoire	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Croatia	Yes	Yes	≤ 0.05	0.00	0.00
Cuba	Yes	Yes[d]	≤ 0.01	0.00	0.00
Cyprus	Yes	Yes	< 0.05	< 0.05	< 0.05
Czech Republic	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.03
Democratic Republic of the Congo	Yes	Yes	< 0.10	< 0.10	< 0.10
Denmark	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Djibouti	Yes[a]	Yes	< 0.08	< 0.08	< 0.08
Dominica	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Dominican Republic	Yes	No	—	—	—

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %	National drug–driving law
No	1	—	Yes
Yes	5	6.1	Yes
Yes	7	—	Yes
Yes	8	0.0	Yes
Yes	5	—	Yes
No	0	—	Yes
Yes	6	27.0	Yes
Yes	7	1.9	Yes
Yes	8	30.0	Yes
Yes	8	6.8	Yes
Yes	8	31.0	Yes
Yes	4	—	No
No	7	2.9	Yes
No	2	—	Yes
No	1	—	Yes
Yes	9	13.9	Yes
Yes	5	25.0	Yes
Yes	8	—	Yes
Yes	—	—	No
Yes	5	—	Yes
Yes	7	—	Yes
Yes	6	5.9/15.0[c]	Yes
Yes	6	10.0	Yes
Yes	8	—	Yes
Yes	6	2.5	Yes
No	1	—	No
Yes	6	—	Yes
Yes	4	15.0	Yes
Yes	2	—	Yes
Yes	7	33.6	Yes
Yes	5	—	No
No	1	—	No
Yes	4	14.2	Yes
Yes	9	3.8	Yes
Yes	7	8.0	Yes
No	3	—	No
—	4	25.0	Yes
Yes	7	0.9	Yes
Yes	3	—	No
Yes	8	19.3	Yes
Yes	8	3.9	Yes
Yes	7	14.0	Yes
Yes	8	9.0	Yes
Yes	3	—	No
Yes	—	—	Yes
Yes	4	—	No
No	1	—	Yes
No	2	—	Yes

Country/area	National drink–driving law	Drink–driving is defined by BAC or equivalent BrAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or Novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Ecuador	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.01
Egypt	Yes	No	—	—	—
El Salvador	Yes	Yes	< 0.05	< 0.05	< 0.05
Eritrea	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.03
Estonia	Yes	Yes	< 0.02	< 0.02	< 0.02
Ethiopia	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Fiji	Yes	Yes	≤ 0.08	0.00	0.00
Finland	Yes	Yes	< 0.05	< 0.05	< 0.05
France	Yes	Yes	< 0.05	< 0.05	< 0.05
Gabon	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Gambia	Yes	No	—	—	—
Georgia	Yes	Yes	< 0.03	< 0.03	< 0.03
Germany	Yes	Yes	≤ 0.05	0.00	≤ 0.05
Ghana	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Greece	Yes	Yes	≤ 0.049	≤ 0.049	≤ 0.049
Guatemala	Yes	No	—	—	—
Guinea	Yes	Yes	< 0.08	< 0.08	< 0.08
Guinea-Bissau	Yes	No	—	—	—
Guyana	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Honduras	Yes	Yes	< 0.07	< 0.07	< 0.07
Hungary	Yes	Yes	0.00	0.00	0.00
Iceland	Yes	Yes	< 0.05	< 0.05	< 0.05
India	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.03
Indonesia	Yes	No	—	—	—
Iran (Islamic Republic of)	Yes[a]	No	—	—	—
Iraq	Yes	No	—	—	—
Ireland	Yes	Yes	≤ 0.05	≤ 0.02	≤ 0.02
Israel	Yes	Yes	≤ 0.05	≤ 0.01	≤ 0.01
Italy	Yes	Yes	≤ 0.05	0.00	0.00
Jamaica	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Japan	Yes	Yes	< 0.03	< 0.03	< 0.03
Jordan	Yes	Yes	< 0.08	< 0.08	< 0.08
Kazakhstan	Yes	No	—	—	—
Kenya	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Kiribati	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Kuwait	Yes[a]	No	—	—	—
Kyrgyzstan	Yes	No	—	—	—
Lao People's Democratic Republic	Yes	Yes	≤ 0.05	≤ 0.05	0.00
Latvia	Yes	Yes	≤ 0.05	≤ 0.02	≤ 0.02
Lebanon	Yes	Yes	≤ 0.05	0.00	0.00
Lesotho	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Liberia	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Libya	Yes[a]	No	—	—	—
Lithuania	Yes	Yes	< 0.041	0.00	0.00
Luxembourg	Yes	Yes	< 0.05	< 0.02	< 0.02
Madagascar	Yes	Yes	< 0.08	< 0.08	< 0.08
Malawi	Yes	Yes	< 0.08	< 0.08	< 0.08
Malaysia	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Maldives	No[a]	—	—	—	—
Mali	Yes[a]	Yes	<0.03	<0.03	<0.03
Malta	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Marshall Islands	No	—	—	—	—
Mauritania	Yes[a]	No	—	—	—
Mauritius	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %	National drug–driving law
Yes	4	—	Yes
Yes	6	—	Yes
Yes	6	2.6	Yes
Yes	6	—	Yes
Yes	8	25.0	Yes
Yes	1	4.3	Yes
Yes	6	14.6	Yes
Yes	9	22.0	Yes
Yes	8	29.0	Yes
Yes	2	—	No
No	1	2.1	Yes
Yes	8	5.3	Yes
Yes	—	9.4	Yes
Yes	3	—	No
Yes	6	—	Yes
Yes	2	15.0	Yes
No	2	—	No
Yes	1	5.0	No
Yes	4	16.1	Yes
Yes	6	4.0	Yes
Yes	8	8.0	Yes
Yes	5	20.0	Yes
Yes	4	4.7	Yes
Yes	5	—	Yes
Yes	8	—	Yes
No	2	—	Yes
Yes	—	15.6	Yes
Yes	8	3.2	Yes
Yes	7	25.0	Yes
No	3	—	Yes
Yes	9	6.2	Yes
Yes	4	—	Yes
Yes	10	0.5	Yes
Yes	5	—	Yes
Yes	5	—	Yes
No	10	—	Yes
Yes	5	5.3	Yes
No	2	—	No
Yes	7	5.6	Yes
Yes	5	—	Yes
Yes	3	—	Yes
No	0	—	Yes
No	4	1.6	Yes
Yes	8	15.6	Yes
Yes	6	22.2	Yes
Yes	5	—	Yes
Yes	3	—	Yes
Yes	5	23.3	No
No	—	—	No
Yes	2	—	Yes
Yes	5	—	Yes
—	—	100.0	No
—	8	—	Yes
Yes	5	24.3	Yes

Country/area	National drink–driving law	Drink–driving is defined by BAC or equivalent BrAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or Novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Mexico	Yes	No	—	—	—
Micronesia (Federated States of)	Subnational	—	—	—	—
Monaco	Yes	Yes	< 0.05	< 0.05	< 0.05
Mongolia	Yes	Yes[d]	< 0.04	< 0.04	< 0.04
Montenegro	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.03
Morocco	Yes[a]	Yes	< 0.02	< 0.02	< 0.02
Mozambique	Yes	Yes	< 0.06	< 0.06	< 0.06
Myanmar	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Namibia	Yes	Yes	≤ 0.079	≤ 0.079	≤ 0.079
Nepal	Yes	No	—	—	—
Netherlands	Yes	Yes	< 0.05	< 0.02	< 0.05
New Zealand	Yes	Yes	≤ 0.05	0.00	≤ 0.05
Nicaragua	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.02
Niger	Yes	No	—	—	—
Nigeria	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Norway	Yes	Yes	< 0.02	< 0.02	< 0.02
Oman	Yes	No	—	—	—
Pakistan	Yes[a]	No	—	—	—
Palau	Yes	Yes	0.1	0.1	0.1
Panama	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Papua New Guinea	Yes	No	—	—	—
Paraguay	Yes	Yes	0.00	0.00	0.00
Peru	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.025
Philippines	Yes	Yes	< 0.05	< 0.05	0.00
Poland	Yes	Yes	< 0.02	< 0.02	< 0.02
Portugal	Yes	Yes	< 0.05	< 0.02	< 0.02
Qatar	Yes[a]	No	—	—	—
Republic of Korea	Yes	Yes	< 0.05	< 0.05	< 0.05
Republic of Moldova	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.03
Romania	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Russian Federation	Yes	Yes[d]	0.03	0.03	0.03
Rwanda	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Saint Lucia	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Saint Vincent and the Grenadines	Yes	No	—	—	—
Samoa	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
San Marino	Yes	Yes	< 0.05	< 0.05	< 0.05
Sao Tome and Principe	No	—	—	—	—
Saudi Arabia	Yes[a]	No	—	—	—
Senegal	Yes[a]	No	—	—	—
Serbia	Yes	Yes	≤ 0.03	0.00	0.00
Seychelles	Yes	Yes	0.08	—	—
Sierra Leone	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Singapore	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Slovakia	Yes	No[e]	0.00	0.00	0.00
Slovenia	Yes	Yes	< 0.05	0.00	0.00
Solomon Islands	Yes	No	—	—	—
Somalia	Yes[a,f]	No	—	—	—
South Africa	Yes	Yes	< 0.05	< 0.05	< 0.02
Spain	Yes	Yes	≤ 0.05	≤ 0.03	≤ 0.03
Sri Lanka	Yes	Yes	< 0.08	< 0.08	< 0.08
Sudan	Yes[a]	No	—	—	—
Suriname	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Swaziland	Yes	Yes	< 0.05	< 0.05	< 0.02

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %	National drug–driving law
Yes	5	5.1	Yes
—	—	—	Subnational
Yes	8	—	No
Yes	3	20.2	Yes
Yes	8	—	Yes
Yes	2	3.0	Yes
Yes	5	—	Yes
Yes	—	—	No
Yes	2	—	Yes
Yes	9	—	Yes
Yes	7	18.9	Yes
Yes	9	31.0	Yes
Yes	9	8.0	Yes
No	4	—	Yes
Yes	2	1.3	Yes
Yes	7	17.0	Yes
Yes	8	0.4	Yes
No	3	—	Yes
No	7	100.0	Yes
Yes	4	—	Yes
No	3	56.0	Yes
Yes	3	—	Yes
Yes	3	10.0	Yes
Yes	1	1.4	Yes
Yes	8	16.0	Yes
Yes	7	30.5	Yes
No	8	—	Yes
No	8	14.3	Yes
Yes	8	11.6	Yes
Yes	8	5.1	Yes
Yes	6	8.6	Yes
Yes	8	—	No
No	0	—	Yes
No	5	—	Yes
Yes	8	—	Yes
Yes	7	0.0	Yes
No	—	—	No
No	8	—	Yes
No	2	—	Yes
Yes	5	7.1	Yes
Yes	6	60.0	Yes
Yes	4	40.0	Yes
Yes	8	10.6	Yes
Yes	7	23.0	Yes
Yes	8	30.0	Yes
No	5	16.4	Yes
No	1	—	Yes
Yes	4	57.5	Yes
Yes	8	6.7 – 17.0	Yes
Yes	6	—	Yes
Yes	6	—	Yes
Yes	6	—	Yes
Yes	5	—	Yes

Country/area	National drink–driving law	Drink–driving is defined by BAC or equivalent BrAC	National maximum legal BAC levels		
			For the general population (g/dl)	For young or Novice drivers (g/dl)	For professional or commercial drivers (g/dl)
Sweden	Yes	Yes	0.02	0.02	0.02
Switzerland	Yes	Yes	< 0.05	< 0.01	< 0.01
Tajikistan	Yes	No	—	—	—
Thailand	Yes	Yes	≤ 0.05	≤ 0.05	0.00
The former Yugoslav Republic of Macedonia	Yes	Yes	≤ 0.05	0.00	0.00
Timor-Leste	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.05
Togo	Yes	No	—	—	—
Tonga	Yes	Yes[d]	≤ 0.03	≤ 0.03	≤ 0.03
Trinidad and Tobago	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
Tunisia	Yes	Yes	< 0.05	< 0.05	< 0.05
Turkey	Yes	Yes	≤ 0.05	≤ 0.05	≤ 0.02
Turkmenistan	Yes	Yes	≤ 0.03	≤ 0.03	≤ 0.03
Uganda	Yes	Yes	≤ 0.08	≤ 0.08	0.00
United Arab Emirates	Yes[a]	Yes	≤ 0.01	≤ 0.01	≤ 0.01
United Kingdom	Yes	Yes	≤ 0.08	≤ 0.08	≤ 0.08
United Republic of Tanzania	Yes	Yes	≤ 0.08	≤ 0.08	0.00
United States of America	Yes	Yes	≤ 0.08	0.00 – 0.08	—
Uruguay	Yes	Yes	≤ 0.03	≤ 0.03	0.00
Uzbekistan	Yes	No	—	—	—
Vanuatu	Yes	No	—	—	—
Viet Nam	Yes	Yes	0.00 – 0.05	0.00 – 0.05	0.00 – 0.05
West Bank and Gaza Strip	Yes	No	—	—	—
Yemen	Yes[a]	No	—	—	—
Zambia	Yes	No	—	—	—
Zimbabwe	Yes	Yes	< 0.08	< 0.08	< 0.08

[a] Consumption of alcohol legally prohibited.
[b] ≤ 0.02 g/dl for motorcycle drivers.
[c] 15% for Republic of Srpska and 5.9% for federation B&H.
[d] Law based on breath alcohol concentration, values converted to BAC.
[e] Not based on BAC or BrAC and law completely prohibits alcohol use.
[f] Law refers to the following administrative subdivisions of Somalia: Awdal, Marodi Jeeh, Sanaagh, Sool, Togdheer and Woqooyi Galbeed. There is no national drink - driving law in Somalia.
[g] 16% (Great Britain provisional) and 17% (Northern Ireland).

Random breath testing or police check points used for enforcement	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Proportion of road traffic deaths that are attributable to alcohol %	National drug–driving law
Yes	8	19.0	Yes
Yes	6	16.4	Yes
Yes	8	3.2	Yes
Yes	6	25.8	Yes
Yes	6	1.0	Yes
Yes	4	—	Yes
No	4	—	Yes
Yes	8	25.0	Yes
Yes	5	—	Yes
No	4	1.0	Yes
Yes	3	3.3	Yes
Yes	10	2.2	Yes
Yes	4	—	Yes
Yes	10	—	Yes
Yes	—	16.0/17.0[g]	Yes
Yes	4	—	Yes
Yes	—	30.8	Yes
Yes	7	38.0	Yes
Yes	9	—	Yes
No	4	22.0	Yes
Yes	5	34.0	Yes
Yes	5	—	Yes
No	0	—	Yes
Yes	7	—	Yes
Yes	4	—	Yes

TABLE A6
HELMET LAWS, ENFORCEMENT AND WEARING RATES BY COUNTRY /AREA

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		Law requires helmet to meet a standard
		Drivers	Adult passengers	All road types	All engine types	
Afghanistan	No	—	—	—	—	—
Albania	Yes	Yes	Yes	Yes	Yes	Yes
Algeria	Yes	Yes	Yes	Yes	Yes	No
Andorra	Yes	Yes	Yes	Yes	Yes	Yes
Angola	Yes	Yes	Yes	Yes	No	No
Antigua and Barbuda	No	—	—	—	—	—
Argentina	Yes	Yes	Yes	Yes	Yes	Yes
Armenia	Yes	Yes	Yes	Yes	Yes	No
Australia	Yes	Yes	Yes	Yes	Yes	Yes
Austria	Yes	Yes	Yes	Yes	Yes	Yes
Azerbaijan	Yes	Yes	Yes	Yes	Yes	No
Bahamas	Yes	Yes	Yes	Yes	Yes	Yes
Bahrain	Yes	Yes	Yes	Yes	Yes	No
Bangladesh	Yes	Yes	Yes	Yes	Yes	Yes
Barbados	Yes	Yes	Yes	Yes	Yes	No
Belarus	Yes	Yes	Yes	Yes	Yes	No
Belgium	Yes	Yes	Yes	Yes	Yes	Yes
Belize	Yes	Yes	Yes	Yes	Yes	No
Benin	Yes	Yes	Yes	Yes	Yes	No
Bhutan	Yes	Yes	Yes	Yes	Yes	Yes
Bolivia (Plurinational State of)	Yes	Yes	Yes	Yes	Yes	Yes
Bosnia and Herzegovina	Yes	Yes	Yes	Yes	Yes	No
Botswana	Yes	Yes	Yes	Yes	Yes	Yes
Brazil	Yes	Yes	Yes	Yes	Yes	Yes
Bulgaria	Yes	Yes	Yes	Yes	Yes	No
Burkina Faso	Yes	Yes	Yes	Yes	Yes	Yes
Cabo Verde	Yes	Yes	Yes	Yes	Yes	Yes
Cambodia	Yes	Yes	No	Yes	Yes	No
Cameroon	Yes	Yes	Yes	Yes	Yes	No
Canada	Yes	Yes	Yes	Yes	Yes	Yes
Central African Republic	Yes	Yes	Yes	Yes	Yes	No
Chad	Yes	Yes	Yes	Yes	Yes	No
Chile	Yes	Yes	Yes	Yes	Yes	Yes
China	Yes	Yes	Yes	Yes	Yes	Yes
Colombia	Yes	Yes	Yes	Yes	Yes	Yes
Congo	Yes	Yes	Yes	Yes	Yes	No
Cook Islands	Yes	Yes	Yes	Yes	Yes	Yes
Costa Rica	Yes	Yes	Yes	Yes	Yes	Yes
Côte d'Ivoire	Yes	Yes	Yes	Yes	Yes	Yes
Croatia	Yes	Yes	Yes	Yes	Yes	Yes
Cuba	Yes	Yes	Yes	Yes	Yes	No
Cyprus	Yes	Yes	Yes	Yes	Yes	No
Czech Republic	Yes	Yes	Yes	Yes	Yes	Yes
Democratic Republic of the Congo	Yes	Yes	Yes	Yes	Yes	No
Denmark	Yes	Yes	Yes	Yes	Yes	Yes
Djibouti	Yes	Yes	Yes	Yes	Yes	Yes
Dominica	No	—	—	—	—	—
Dominican Republic	Yes	Yes	No	Yes	Yes	No
Ecuador	Yes	Yes	Yes	Yes	Yes	No

Law requires helmet to be fastened	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers Required to wear a helmet	Estimated helmet wearing rate (%)
—	—	—	—
No	4	Yes	17.7% All riders
No	5	Yes	—
Yes	9	Yes	98.0% Drivers, 98.0% Passengers
Yes	4	Yes	60% Drivers, 40% Passengers
—	—	—	—
Yes	6	Yes	61.0% Drivers, 40.0% Passengers
Yes	7	Yes	—
Yes	8	Yes	99.0% Drivers
No	9	Yes	>95.0% All riders
No	5	Yes	—
No	5	Yes	—
No	9	Yes	—
No	4	Yes	—
No	8	Yes	—
Yes	9	Yes	—
No	9	Yes	99.3% Drivers, 99.3% Passengers
Yes	5	Yes	—
No	3	Yes	15.2% Drivers, 1.4% Passengers
Yes	10	Yes	—
No	5	Yes	—
No	6	Yes	—
Yes	6	Yes	—
Yes	6	Yes	80.7% All riders
No	8	Yes	80.0% Drivers, 30.0% Passengers
No	1	Yes	9.0% All riders
Yes	7	Yes	—
No	5	No	63.8% Drivers, 6.4% Passengers
No	1	Yes	—
Yes	10	Yes	95.0% All riders
No	3	Yes	—
No	4	Yes	—
Yes	8	Yes	99.0% Drivers, 99.0% Passengers
No	6	Yes	20.0% All riders
No	4	Yes	91.4% Drivers, 78.5% Passengers
No	3	Yes	—
No	5	Yes	—
No	8	Yes	94.0% Drivers, 71.0% Passengers
No	2	Yes	—
Yes	7	Yes	50.0% Drivers
Yes	9	Yes	90.0% Drivers, 90.0% Passengers
No	7	Yes	75.1% Drivers, 68.3% Passengers
Yes	9	Yes	95.0% Drivers, 85.0% Passengers
No	3	Yes	—
Yes	—	Yes	96.0% – 99.0% All riders[a]
No	4	Yes	—
—	—	—	—
No	5	No	—
Yes	5	Yes	84.0% Drivers, 21.0% Passengers

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		Law requires helmet to meet a standard
		Drivers	Adult passengers	All road types	All engine types	
Egypt	Yes	Yes	Yes	Yes	Yes	No
El Salvador	Yes	Yes	Yes	Yes	No	No
Eritrea	Yes	Yes	Yes	Yes	Yes	No
Estonia	Yes	Yes	Yes	Yes	Yes	No
Ethiopia	Yes	Yes	Yes	Yes	Yes	No
Fiji	No	—	—	—	—	—
Finland	Yes	Yes	Yes	Yes	Yes	No
France	Yes	Yes	Yes	Yes	Yes	Yes
Gabon	Yes	Yes	Yes	Yes	Yes	No
Gambia	No	—	—	—	—	—
Georgia	Yes	Yes	Yes	Yes	Yes	No
Germany	Yes	Yes	Yes	Yes	No	No
Ghana	Yes	Yes	Yes	Yes	Yes	Yes
Greece	Yes	Yes	Yes	Yes	Yes	Yes
Guatemala	Yes	Yes	Yes	Yes	Yes	No
Guinea	Yes	Yes	Yes	Yes	Yes	Yes
Guinea-Bissau	No	—	—	—	—	—
Guyana	No	—	—	—	—	—
Honduras	Yes	Yes	Yes	Yes	Yes	No
Hungary	Yes	Yes	Yes	Yes	Yes	Yes
Iceland	Yes	Yes	Yes	Yes	Yes	No
India	Yes	Yes	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes	Yes	Yes
Iran (Islamic Republic of)	Yes	Yes	Yes	Yes	Yes	Yes
Iraq	Yes[b]	Yes	No	Yes	Yes	No
Ireland	Yes	Yes	Yes	Yes	Yes	Yes
Israel	Yes	Yes	Yes	Yes	Yes	Yes
Italy	Yes	Yes	Yes	Yes	Yes	Yes
Jamaica	Yes	Yes	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes	Yes	Yes
Jordan	Yes	Yes	Yes	Yes	Yes	Yes
Kazakhstan	Yes	Yes	Yes	Yes	Yes	No
Kenya	Yes	Yes	Yes	Yes	Yes	Yes
Kiribati	No	—	—	—	—	—
Kuwait	Yes	Yes	Yes	Yes	Yes	No
Kyrgyzstan	Yes	Yes	Yes	Yes	Yes	No
Lao People's Democratic Republic	Yes	Yes	Yes	Yes	Yes	No
Latvia	Yes	Yes	Yes	Yes	Yes	No
Lebanon	Yes	Yes	Yes	Yes	Yes	Yes
Lesotho	Yes	Yes	Yes	Yes	Yes	No
Liberia	No	—	—	—	—	—
Libya	Yes	Yes	No	Yes	Yes	No
Lithuania	Yes	Yes	Yes	Yes	Yes	No
Luxembourg	Yes	Yes	Yes	Yes	Yes	Yes
Madagascar	Yes	Yes	Yes	Yes	Yes	Yes
Malawi	Yes	Yes	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes	Yes	Yes
Maldives	Yes[c]	No	No	No	Yes	No
Mali	Yes	Yes	Yes	Yes	No	Yes
Malta	Yes	Yes	Yes	Yes	Yes	No
Marshall Islands	Yes	Yes	Yes	Yes	Yes	No
Mauritania	Yes	Yes	Yes	Yes	Yes	No
Mauritius	Yes	Yes	Yes	Yes	Yes	Yes

Law requires helmet to be fastened	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers Required to wear a helmet	Estimated helmet wearing rate (%)
No	5	Yes	—
No	7	Yes	—
No	8	Yes	95% All riders, 90% Passengers
Yes	9	Yes	—
No	1	Yes	—
—	—	—	—
No	9	Yes	—
Yes	9	Yes	98.0% Drivers, 92.0% Passengers
No	6	Yes	—
—	—	—	—
No	7	Yes	—
No	—	Yes	99.0% Drivers, 99.0% Passengers
Yes	4	Yes	34.2% Drivers, 1.9% Passengers
Yes	6	Yes	75.0% Drivers, 46.0% Passengers
No	5	Yes	—
No	2	Yes	—
—	—	—	—
—	—	—	—
No	7	Yes	—
Yes	9	Yes	—
No	9	Yes	—
No	4	Yes	20.0–80.0%% All riders, 60.0% Drivers
No	8	Yes	80.0% Drivers, 52.0% Passengers
No	5	Yes	35.0% Drivers, 12.0% Passengers
No	2	No	—
No	—	Yes	98.0% All riders, 98.0% Drivers
Yes	9	Yes	98.0% Drivers, 98.0% Passengers
Yes	8	Yes	90.0% All riders
Yes	1	Yes	6.0% All riders
Yes	9	Yes	—
No	4	Yes	—
Yes	10	Yes	—
No	4	Yes	—
—	—	—	—
No	7	Yes	—
Yes	5	Yes	—
No	7	Yes	—
Yes	9	Yes	—
Yes	2	Yes	—
No	5	Yes	—
—	—	—	—
No	1	No	—
Yes	8	Yes	—
Yes	9	Yes	—
Yes	5	Yes	—
Yes	8	Yes	—
Yes	5	Yes	97.4% Drivers, 88.7% Passengers
No	7	No	—
Yes	2	Yes	17.8% All riders
No	8	Yes	—
No	10	Yes	98.0% Drivers, 98.0% Passengers
No	2	Yes	—
No	9	Yes	—

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		Law requires helmet to meet a standard
		Drivers	Adult passengers	All road types	All engine types	
Mexico	No	No	No	No	No	No
Micronesia (Federated States of)	Subnational	—	—	—	—	—
Monaco	Yes	Yes	Yes	Yes	Yes	No
Mongolia	Yes	Yes	Yes	Yes	Yes	No
Montenegro	Yes	Yes	Yes	Yes	Yes	Yes
Morocco	Yes	Yes	Yes	Yes	Yes	Yes
Mozambique	Yes	Yes	Yes	Yes	Yes	No
Myanmar	Yes	Yes	Yes	Yes	Yes	No
Namibia	Yes	Yes	Yes	Yes	Yes	No
Nepal	Yes	Yes	Yes	Yes	Yes	No
Netherlands	Yes	Yes	Yes	Yes	No	No
New Zealand	Yes	Yes	Yes	Yes	Yes	Yes
Nicaragua	Yes	Yes	Yes	Yes	Yes	No
Niger	Yes	Yes	Yes	Yes	Yes	Yes
Nigeria	Yes	Yes	Yes	Yes	Yes	No
Norway	Yes	Yes	Yes	Yes	Yes	Yes
Oman	Yes	Yes	Yes	Yes	Yes	No
Pakistan	Yes	Yes	Yes	Yes	Yes	No
Palau	Yes	Yes	Yes	Yes	Yes	No
Panama	Yes	Yes	Yes	Yes	Yes	No
Papua New Guinea	Yes	Yes	Yes	Yes	Yes	Yes
Paraguay	Yes	Yes	Yes	Yes	Yes	Yes
Peru	Yes	Yes	Yes	Yes	Yes	No
Philippines	Yes	Yes	Yes	Yes	Yes	Yes
Poland	Yes	Yes	Yes	Yes	Yes	No
Portugal	Yes	Yes	Yes	Yes	Yes	Yes
Qatar	Yes	Yes	Yes	Yes	Yes	No
Republic of Korea	Yes	Yes	Yes	Yes	Yes	Yes
Republic of Moldova	Yes	Yes	Yes	Yes	Yes	No
Romania	Yes	Yes	Yes	Yes	Yes	No
Russian Federation	Yes	Yes	Yes	Yes	Yes	Yes
Rwanda	Yes	Yes	Yes	Yes	Yes	No
Saint Lucia	Yes	Yes	Yes	Yes	Yes	Yes
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Yes	Yes	No
San Marino	Yes	Yes	Yes	Yes	Yes	Yes
Sao Tome and Principe	Yes	Yes	Yes	Yes	No	Yes
Saudi Arabia	Yes	Yes	Yes	Yes	Yes	No
Senegal	Yes	No	Yes	Yes	Yes	No
Serbia	Yes	Yes	Yes	Yes	Yes	No
Seychelles	Yes	Yes	Yes	Yes	Yes	No
Sierra Leone	Yes	Yes	Yes	Yes	Yes	Yes
Singapore	Yes	Yes	Yes	Yes	Yes	Yes
Slovakia	Yes	Yes	Yes	Yes	Yes	No
Slovenia	Yes	Yes	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Yes	Yes	Yes
Somalia	No	—	—	—	—	—
South Africa	Yes	Yes	Yes	Yes	Yes	No
Spain	Yes	Yes	Yes	Yes	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes	Yes	Yes
Sudan	Yes	Yes	Yes	Yes	Yes	No
Suriname	Yes	Yes	Yes	Yes	Yes	Yes

Law requires helmet to be fastened	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers Required to wear a helmet	Estimated helmet wearing rate (%)
No	6	Yes	70.8% Drivers, 15.9% Passengers
—	—	—	—
Yes	9	Yes	100% All riders
No	1	Yes	6.6% Drivers
Yes	7	Yes	80.0% Drivers, 50.0% Passengers
Yes	8	Yes	43.0% Drivers, 8.0% Passengers
Yes	3	Yes	—
Yes	5	Yes	48.0 — 51.0% All riders
Yes	4	Yes	12.0% All riders
No	9	Yes	—
Yes	7	Yes	94 – 100% Drivers, 84% Passengers
Yes	9	Yes	—
No	9	Yes	—
No	6	Yes	—
Yes	6	Yes	—
No	10	Yes	99.0% Drivers, 99.0% Passengers
No	10	Yes	95.0% Drivers
No	2	Yes	10.4% All riders, 10.4% Drivers
Yes	10	Yes	—
No	9	Yes	—
Yes	5	Yes	—
Yes	6	Yes	82.0% Drivers, 52.0% Passengers
No	3	Yes	98.0% Drivers, 95.0% Passengers
No	6	Yes	51.3% All riders, 86.7% Drivers
No	9	Yes	97.0% All riders
Yes	9	Yes	99.1% Drivers, 96.4% Passengers
No	8	Yes	—
No	6	Yes	73.8% All riders
Yes	9	Yes	—
No	9	Yes	—
Yes	6	Yes	—
Yes	10	Yes	—
No	4	Yes	—
No	9	Yes	—
Yes	3	Yes	—
No	10	Yes	100% Drivers, 100% Passengers
Yes	5	Yes	—
Yes	3	Yes	—
No	3	Yes	53.7% Drivers, 13.8% Passengers
Yes	8	Yes	87.2% All riders
No	7	Yes	90.0% Drivers, 90.0% Passengers
No	8	Yes	—
Yes	9	Yes	—
Yes	9	Yes	—
Yes	7	Yes	—
Yes	9	Yes	—
—	—	—	—
Yes	5	Yes	—
No	9	Yes	99.0% Drivers, 99.3% Passengers
No	7	Yes	—
No	5	Yes	—
Yes	8	Yes	95.0% Drivers, 92.0% Passengers

Country/area	There is a national helmet law	The law applies to the following road users		The law applies to		Law requires helmet to meet a standard
		Drivers	Adult passengers	All road types	All engine types	
Swaziland	Yes	Yes	Yes	Yes	Yes	Yes
Sweden	Yes	Yes	Yes	Yes	Yes	Yes
Switzerland	Yes	Yes	Yes	Yes	Yes	Yes
Tajikistan	Yes	Yes	Yes	Yes	Yes	No
Thailand	Yes	Yes	Yes	Yes	Yes	Yes
The former Yugoslav Republic of Macedonia	Yes	Yes	Yes	Yes	Yes	No
Timor-Leste	Yes	Yes	Yes	Yes	Yes	Yes
Togo	Yes	Yes	Yes	Yes	Yes	No
Tonga	Yes	Yes	Yes	Yes	Yes	Yes
Trinidad and Tobago	Yes	Yes	Yes	Yes	Yes	Yes
Tunisia	Yes	Yes	Yes	Yes	Yes	Yes
Turkey	Yes	Yes	Yes	Yes	Yes	Yes
Turkmenistan	Yes	Yes	Yes	Yes	Yes	No
Uganda	Yes	Yes	Yes	Yes	Yes	No
United Arab Emirates	Yes	Yes	No	Yes	Yes	No
United Kingdom	Yes	Yes	Yes	Yes	Yes	Yes
United Republic of Tanzania	Yes	Yes	No	Yes	Yes	No
United States of America	Yes	No	No	No	Yes	Yes
Uruguay	Yes	Yes	Yes	Yes	Yes	Yes
Uzbekistan	Yes	Yes	Yes	Yes	Yes	No
Vanuatu	Yes	Yes	Yes	Yes	Yes	Yes
Viet Nam	Yes	Yes	Yes	Yes	Yes	Yes
West Bank and Gaza Strip	Yes	Yes	Yes	Yes	Yes	Yes
Yemen	Yes	Yes	No	No	No	No
Zambia	Yes	Yes	Yes	Yes	Yes	Yes
Zimbabwe	Yes	Yes	No	Yes	Yes	Yes

[a] 99% motorcycles and 96% mopeds.
[b] Only applies inside cities.
[c] Only required on roads where vehicles may be driven at a speed higher than the normal limit.

Law requires helmet to be fastened	Effectiveness of overall enforcement (respondent consensus) (scale 0–10)	Child passengers Required to wear a helmet	Estimated helmet wearing rate (%)
Yes	8	Yes	—
Yes	8	Yes	90.0 – 97.0% Drivers, 90.0 – 97.0% Passengers
No	9	Yes	96.0 – 100% Drivers
Yes	6	Yes	—
Yes	6	Yes	52.0% Drivers, 20.0% Passengers
No	7	Yes	50.0% All riders
Yes	6	Yes	—
No	7	Yes	—
Yes	10	Yes	100% Drivers, 100% Passengers
No	9	Yes	95.0% Drivers, 95.0% Passengers
No	3	Yes	—
No	3	Yes	—
Yes	10	Yes	—
No	3	Yes	49.0% Drivers, 1.0% Passengers
No	10	No	—
Yes	—	Yes	—
No	5	No	—
No	—	Yes	63.0% Drivers, 46.0% Passengers
No	8	Yes	85.0% Drivers, 74.0% Passengers
Yes	8	Yes	—
No	5	Yes	50.0% Drivers, 50.0% Passengers
Yes	9	Yes	96.0% Drivers, 83.0% Passengers
Yes	6	Yes	—
No	2	No	4.0% Drivers, 0.0% Passengers
No	9	Yes	—
Yes	9	No	—

TABLE A7
SEAT-BELT AND CHILD RESTRAINT LAWS, ENFORCEMENT AND WEARING RATES BY COUNTRY/AREA

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0 – 10)	Estimated seat-belt wearing rate(s)	
	There is a National seat-belt law	The law applies to front and rear occupants		Drivers only (%)	Front seat occupants (%)
Afghanistan	No	—	—	—	—
Albania	Yes	Yes	7	24.0	16.0
Algeria	Yes	Yes	10	90.0	90.0
Andorra	Yes	No	8	70.0	70.0
Angola	Yes	Yes	8	80.0	90.0
Antigua and Barbuda	No	—	—	—	—
Argentina	Yes	Yes	6	42.0	37.0
Armenia	Yes	Yes	6	—	—
Australia	Yes	Yes	7	—	97.0
Austria	Yes	Yes	6	87.0	86.0
Azerbaijan	Yes	Yes	7	—	—
Bahamas	Yes	Yes	6	—	—
Bahrain	Yes	No	7	20.0	—
Bangladesh	No	—	—	—	—
Barbados	Yes	Yes	7	—	—
Belarus	Yes	Yes	8	—	—
Belgium	Yes	Yes	6	—	86.4
Belize	Yes	No	7	—	—
Benin	No	—	—	—	—
Bhutan	Yes	Yes	3	—	—
Bolivia (Plurinational State of)	Yes	No	3	—	—
Bosnia and Herzegovina	Yes	Yes	6	50.0% for Republic of Srpska and 24.5% for FB&H	52.0% for Republic of Srpska and 17.9% for Federation FB&H
Botswana	Yes	Yes	7	—	—
Brazil	Yes	Yes	7	—	73.2
Bulgaria	Yes	Yes	7	—	—
Burkina Faso	Yes	Yes	0	—	—
Cabo Verde	Yes	No	6	—	—
Cambodia	Yes	No	5	—	—
Cameroon	Yes	No	4	—	—
Canada	Yes	Yes	8	95.7	95.5
Central African Republic	Yes	No	7	—	—
Chad	Yes	No	2	—	—
Chile	Yes	Yes	3	82.0	77.0
China	Yes	Yes	8	36.7	—
Colombia	Yes	Yes	3	—	—
Congo	Yes	No	3	—	—
Cook Islands	No	—	—	—	—
Costa Rica	Yes	Yes	8	70.0	66.0
Côte d'Ivoire	Yes	No	4	—	—
Croatia	Yes	Yes	7	70.0	65.0
Cuba	Yes	Yes	8	90.0	85.0
Cyprus	Yes	Yes	7	85.9	85.9
Czech Republic	Yes	Yes	9	97.0	95.0
Democratic Republic of the Congo	Yes	No	4	—	—
Denmark	Yes	Yes	—	69.0 – 94.0	—
Djibouti	Yes	Yes	3	—	—

Estimated seat-belt wearing rate(s)		Child restraints				
Rear seat occupants (%)	All seat occupants (%)	There is a National child restraint law	Restrictions on children sitting in front seat	Child restraint law based on (Age/ Weight / Height)	Effectiveness of child restraint law enforcement (respondent consensus) (scale 1 – 10)	% Children using child restraints
—	—	No	No	—	—	—
—	—	Yes	Yes	Yes	3	—
—	—	No	Yes	—	—	—
10.0	70.0	Yes	No	Yes	7	—
15.0	60.0	Yes	Yes	Yes	4	—
—	—	No	No	—	—	—
26.0	38.0	Yes	Yes	Yes	—	33.7
—	—	No	Yes	—	—	—
96.0	—	Yes	Yes	Yes	6	—
65.0	86.0	Yes	No	Yes	8	45.0
—	—	Yes	No	Yes	5	—
—	—	Yes	No	Yes	7	—
—	—	Yes	Yes	—	0	—
—	—	No	No	—	—	—
—	—	Yes	No	Yes	3	—
—	—	Yes	No	Yes	7	—
—	—	Yes	No	Yes	5	52.0
—	81.6	No	No	—	—	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
5.0% for Republic of Srpska and 14.8% for Federation FB&H	—	Yes	Yes	Yes	6	24.0% for RS
—	—	Yes	Yes	Yes	2	—
37.3	—	Yes	Yes	Yes	6	57.0
—	80.0	Yes	Yes	Yes	5	—
—	—	Yes	Yes	Yes	—	—
—	—	Yes	Yes	Yes	0	—
—	—	Yes	No	Yes	0	—
—	—	No	No	—	—	—
89.2	95.3	Yes	No	Yes	8	77.0
—	—	No	No	—	—	—
—	—	No	No	—	—	—
14.0	—	Yes	Yes	Yes	3	—
—	—	No	No	—	—	< 1
—	—	Yes	Yes	Yes[a]	—	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
53.0	—	Yes	Yes	Yes	7	—
—	—	No	No	—	—	—
30.0	48.0	Yes	Yes	Yes	5	—
10.0	60.0	Yes	Yes	Yes	4	—
13.4	—	Yes	Yes	Yes	7	—
80.0	—	Yes	Yes	Yes	8	—
—	—	No	Yes	—	—	—
81.0	—	Yes	Yes	Yes	—	—
—	—	No	Yes	—	—	—

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0 – 10)	Estimated seat-belt wearing rate(s)	
	There is a National seat-belt law	The law applies to front and rear occupants		Drivers only (%)	Front seat occupants (%)
Dominica	Yes	Yes	0	—	—
Dominican Republic	Yes	No	7	—	—
Ecuador	Yes	Yes	7	74.7	38.6
Egypt	Yes	No	8	13.7 – 18.5	3.1 – 3.8
El Salvador	Yes	No	6	—	—
Eritrea	Yes	Yes	6	80.0	60.0
Estonia	Yes	Yes	9	94.1	95.0
Ethiopia	Yes	Yes	8	—	—
Fiji	No	—	—	—	—
Finland	Yes	Yes	8	91.0	89.0
France	Yes	Yes	9	99.0	99.0
Gabon	Yes	No	7	—	—
Gambia	Yes	No	10	—	—
Georgia	Yes	No	8	80.0	80.0
Germany	Yes	Yes	—	97.0	98.0
Ghana	Yes	Yes	5	17.6	4.9
Greece	Yes	Yes	6	77.0	74.0
Guatemala	Yes	No	5	61.0	61.0
Guinea	Yes	No	3	—	—
Guinea-Bissau	No	—	—	—	—
Guyana	Yes	No	8	—	—
Honduras	Yes	Yes	7	—	—
Hungary	Yes	Yes	8	86.5	87.3
Iceland	Yes	Yes	6	87.0	—
India	Yes	Yes	4.0	26.0[c]	26.0
Indonesia	Yes	No	8	—	—
Iran (Islamic Republic of)	Yes	Yes	7	92.0	85.0
Iraq	Yes[d]	No	5	—	—
Ireland	Yes	Yes	—	94.0	94.0
Israel	Yes	Yes	8	97.0	95.0
Italy	Yes	Yes	6	—	64.0
Jamaica	Yes	Yes	3	51.0	54.0
Japan	Yes	Yes	8	99.4[e]	97.9[e]
Jordan	Yes	No	6	42.4	—
Kazakhstan	Yes	Yes	10	—	—
Kenya	Yes	Yes	6	—	—
Kiribati	Yes	Yes	1	—	—
Kuwait	Yes	No	3	—	—
Kyrgyzstan	Yes	Yes	7	—	—
Lao People's Democratic Republic	Yes	No	2	—	—
Latvia	Yes	Yes	6	—	82.8
Lebanon	Yes	Yes	3	13.7	—
Lesotho	Yes	No	3	—	—
Liberia	No	—	—	—	—
Libya	Yes	Yes	3	—	—
Lithuania	Yes	Yes	8	—	—
Luxembourg	Yes	Yes	7	81.0	78.0
Madagascar	Yes	No	5	—	—
Malawi	Yes	No	4	—	—
Malaysia	Yes	No	4	87.2	76.7

Estimated seat-belt wearing rate(s)		Child restraints				
Rear seat occupants (%)	All seat occupants (%)	There is a National child restraint law	Restrictions on children sitting in front seat	Child restraint law based on (Age/ Weight / Height)	Effectiveness of child restraint law enforcement (respondent consensus) (scale 1 – 10)	% Children using child restraints
—	—	No	No	—	—	—
—	—	No	Yes	—	—	—
3.4	55.6	Yes	Yes	Yes	5	1.0
—	—	No	Yes	—	—	—
—	—	Yes	No	Yes	0	—
10.0	50.0	Yes	Yes	Yes	1	—
88.2	95.0	Yes	No	Yes	9	97.1
—	<1	Yes	Yes	Yes	1	—
—	—	No	No	—	—	—
86.0	88.0	Yes	No	Yes	9	97.0
87.0	—	Yes	Yes	Yes	8	—
—	—	No	No	—	—	—
—	—	Yes	No	Yes	1	—
—	—	No	Yes	—	—	—
97.0	97.0	Yes	Yes	Yes	—	82.0–85.0
—	—	No[b]	Yes	—	—	—
23.0	72.0	Yes	Yes	—	4	67.0
—	—	No	No	—	—	—
—	—	Yes	Yes	Yes	—	—
—	—	No	No	—	—	—
—	—	Yes	No	—	—	—
—	—	Yes	Yes	Yes	—	—
57.3	86.0	Yes	Yes	Yes	8	83.0
—	—	Yes	No	Yes	9	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
10.0	50.0	No	Yes	—	—	—
—	—	No	Yes	—	—	—
89.0	93.0	Yes	Yes	Yes	—	—
74.0	—	Yes	Yes	Yes	8	93.0
10.0	—	Yes	No	Yes	6	—
4.0	—	Yes	No	—	1	—
68.2[e]	94.2[e]	Yes	No	Yes	8	81% <1 year, 62% 1 – 4 years, 38% 5 years, 60% Total
—	—	No	Yes	—	—	—
—	—	Yes	No	Yes	7	—
—	—	No	No	—	—	—
—	—	Yes	No	Yes	0	—
—	—	No	Yes	—	—	—
—	—	No	Yes	—	—	—
—	—	Yes	No	—	1	—
37.1	—	Yes	Yes	Yes	9	—
—	—	Yes	Yes	Yes	0	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
—	—	Yes	No	Yes	8	—
60.0	79.0	Yes	Yes	Yes	8	—
—	—	No	Yes	—	—	—
—	—	No	No	—	—	—
12.5	—	No	No	—	—	—

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0 – 10)	Estimated seat-belt wearing rate(s)	
	There is a National seat-belt law	The law applies to front and rear occupants		Drivers only (%)	Front seat occupants (%)
Maldives	Yes[f]	No	4	—	—
Mali	No[g]	—	—	—	—
Malta	Yes	Yes	8	—	—
Marshall Islands	No	—	—	—	—
Mauritania	Yes	No[h]	4	—	—
Mauritius	Yes	Yes	8	93.8	97.4
Mexico	No	No	7	57.5	35.6
Micronesia (Federated States of)	Subnational	—	—	—	—
Monaco	No	—	—	—	—
Mongolia	Yes	Yes	3	42.1	—
Montenegro	Yes	Yes	7	60.0 – 70.0	40.0 – 50.0
Morocco	Yes	No[h]	7	50.0	46.0
Mozambique	Yes	Yes	4	—	—
Myanmar	No	—	—	—	—
Namibia	Yes	Yes	5	—	55.0
Nepal	Yes	No	5	—	—
Netherlands	Yes	Yes	7	96.9	96.6
New Zealand	Yes	Yes	9	95.0 – 97.0	96.0
Nicaragua	Yes	No	9	—	—
Niger	No	—	—	—	—
Nigeria	Yes	No	8	87.0	87.0
Norway	Yes	Yes	8	96.3 – 96.9	94 – 95.5
Oman	Yes	Yes	9	97.0	—
Pakistan	Yes	No	3	—	—
Palau	No	—	—	—	—
Panama	Yes	Yes	8	90.0	90.0
Papua New Guinea	Yes	Yes	4	—	—
Paraguay	Yes	Yes	9	70.0	66.0
Peru	Yes	Yes	7	85.0	—
Philippines	Yes	Yes	5	79.7	—
Poland	Yes	Yes	7	83.0	84.0
Portugal	Yes	Yes	8	96.0 – 97.0	96.0
Qatar	Yes	No	7	—	—
Republic of Korea	Yes	Yes	7	86.7	84.4
Republic of Moldova	Yes	Yes	8	65.5	61.8
Romania	Yes	Yes	7	—	—
Russian Federation	Yes	Yes	7	74.0	70.0
Rwanda	Yes	No	8	—	—
Saint Lucia	Yes	No	8	—	—
Saint Vincent and the Grenadines	Yes	Yes	8	—	—
Samoa	Yes	No	6	—	—
San Marino	Yes	Yes	7	60.0	60.0
Sao Tome and Principe	Yes	No	3	—	—
Saudi Arabia	Yes	Yes	5	—	—
Senegal	Yes	No	5	—	—
Serbia	Yes	Yes	6	69.9	65.8
Seychelles	Yes	Yes	6	50.0	40.0
Sierra Leone	Yes	Yes	9	—	—
Singapore	Yes	Yes	8	—	—
Slovakia	Yes	Yes	8	—	—
Slovenia	Yes	Yes	9	93.1	94.5

Estimated seat-belt wearing rate(s)		Child restraints				
Rear seat occupants (%)	All seat occupants (%)	There is a National child restraint law	Restrictions on children sitting in front seat	Child restraint law based on (Age/ Weight / Height)	Effectiveness of child restraint law enforcement (respondent consensus) (scale 1 – 10)	% Children using child restraints
—	—	No	No	—	—	—
—	—	Yes	No	—	1	—
—	—	Yes	No	Yes	8	—
—	—	No	No	—	—	—
—	—	No	Yes	—	—	—
0.2	63.8	No	No	—	—	—
12.6	58.4	No	No	—	4	12.3
—	—	Subnational	No	—	—	—
—	—	No	Yes	—	—	—
—	—	No	No	—	—	—
5.0	45.0	Yes	Yes	Yes	6	—
—	—	No	Yes	—	—	—
—	—	Yes	Yes	Yes	3	—
—	—	No	No	—	—	—
1.0	—	Yes	Yes	—	1	—
—	—	No	No	—	—	—
82.0	95.8	Yes	Yes	Yes	7	—
90.0	96.0	Yes	Yes	Yes	9	92.0 – 96.0
—	—	Yes	Yes	Yes	—	—
—	—	No	No	—	—	—
10.0	50.0	Yes	No	Yes	2	—
—	94.4 – 95.6	Yes	Yes	Yes	6	—
—	—	Yes	No	Yes	5	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
10.0	—	Yes	Yes	Yes	2	—
—	—	No	No	—	—	—
65.0	—	Yes	Yes	Yes	—	—
—	—	Yes[i]	No	Yes	—	—
—	—	No	Yes	—	—	—
59.0	80.0	Yes	Yes	Yes	8	88.0 – 89.0
77.0	94.8	Yes	Yes	Yes	8	85.0 – 88.0
—	—	No	Yes	—	—	—
19.4	69.9	No	No	—	—	—
17.5	—	Yes	Yes	Yes	5	50
—	—	Yes	Yes	Yes	7	—
24.0	—	Yes	Yes	Yes	6	21.0 – 51.0
—	—	No	No	—	—	—
—	—	No	No	—	—	—
—	—	Yes	No	Yes	8	—
—	—	No	No	—	—	—
5.0	60.0	Yes	No	Yes	7	—
—	—	No	Yes	—	—	—
—	—	Yes	Yes	—	2	—
—	—	No	No	—	—	—
3.1	55.6	Yes	Yes	Yes	2	18.0
2.0	30.0	Yes	No	—	4	—
—	—	Yes	Yes	—	6	—
—	—	Yes	No	Yes	8	—
—	—	Yes	Yes	Yes	8	—
66.2	84.0	Yes	No	Yes	9	94.0

Country/area	Seat-belt law		Effectiveness of seat-belt law enforcement (respondent consensus) (scale 0 – 10)	Estimated seat-belt wearing rate(s)	
	There is a National seat-belt law	The law applies to front and rear occupants		Drivers only (%)	Front seat occupants (%)
Solomon Islands	No	—	—	—	—
Somalia	No	—	—	—	—
South Africa	Yes	Yes	2	33.0	31.0
Spain	Yes	Yes	9	90.3	90.5
Sri Lanka	Yes	No	8	—	—
Sudan	Yes	No	8	—	—
Suriname	Yes	Yes	8	80.0	80.0
Swaziland	Yes	No	6	—	—
Sweden	Yes	Yes	8	98.0	98.0
Switzerland	Yes	Yes	8	—	91.0 – 92.0
Tajikistan	Yes	Yes	3	—	—
Thailand	Yes	No	6	58.0	54.0
The former Yugoslav Republic of Macedonia	Yes	Yes	6	60.0	60.0
Timor-Leste	Yes	Yes	2	—	—
Togo	Yes	Yes	7	—	—
Tonga	No	—	—	—	—
Trinidad and Tobago	Yes	No	7	95.0	95.0
Tunisia	Yes[g]	No	2	—	—
Turkey	Yes	Yes	2	43.6	35.9
Turkmenistan	Yes	Yes	10	—	—
Uganda	Yes	Yes	3	—	—
United Arab Emirates	Yes	No	10	—	—
United Kingdom	Yes	Yes	—	90% (Great Britain), 98% (Northern Ireland)	95% (Great Britain), 98% (Northern Ireland)
United Republic of Tanzania	Yes	No	6	—	—
United States of America	Yes	No	—	87.0	84.0
Uruguay	Yes	Yes	6	62.4	56.2
Uzbekistan	Yes	Yes	9	—	—
Vanuatu	No	—	—	—	—
Viet Nam	Yes	No	6	—	—
West Bank and Gaza Strip	Yes	Yes	7	—	—
Yemen	Yes	No	2	—	—
Zambia	Yes	Yes	8	—	—
Zimbabwe	Yes	No	8	—	—

[a] Law applies only to children under two years of age.
[b] Children in front seats under five have to be held in an appropriate restraint.
[c] Only in Bangalore.
[d] Only applies inside cities.
[e] On expressways. % lower on other roads.
[f] Only required on roads where vehicles may be driven at a speed higher than the normal limit.
[g] Law applies only outside urban areas.
[h] Law applies to rear seats only outside urban areas.
[i] Effective on January 5, 2015.

Estimated seat-belt wearing rate(s)		Child restraints				
Rear seat occupants (%)	All seat occupants (%)	There is a National child restraint law	Restrictions on children sitting in front seat	Child restraint law based on (Age/ Weight / Height)	Effectiveness of child restraint law enforcement (respondent consensus) (scale 1 – 10)	% Children using child restraints
—	—	No	No	—	—	—
—	—	No	Yes	—	—	—
—	—	No	No	—	—	—
80.6	88.3	Yes	Yes	Yes	8	88.0
—	—	No	No	—	—	—
—	—	No	Yes	—	—	—
—	—	Yes	No	Yes	5	—
—	—	No	No	—	—	—
84.0	97.0	Yes	No	Yes	7	96.0
72.0	—	Yes	No	Yes	7	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
10.0	—	No	Yes	—	—	—
—	—	Yes	Yes	Yes	2	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
—	—	Yes	Yes	Yes	4	—
—	—	No	Yes	—	—	—
—	—	Yes	Yes	Yes	3	—
—	—	Yes	Yes	—	—	—
—	—	No	No	—	—	—
—	—	No	Yes	—	—	—
88% (Great Britain), 95% (Northern Ireland)	98% for Northern Ireland	Yes	Yes	Yes	—	—
—	—	No	No	—	—	—
70.0	86.0	Yes	No	Yes	—	91.0
31.5	56.3	Yes	Yes	Yes	4	28.0
—	—	No	Yes	—	—	—
—	—	No	No	—	—	—
—	—	No	No	—	—	—
—	—	Yes	No	Yes	6	—
—	—	No	No	—	—	—
—	—	Yes	Yes	Yes	6	—
—	—	No	No	—	—	—

TABLE A8
MOBILE PHONE LAWS BY COUNTRY/AREA

Country/area	Legislation on mobile phone use while driving	Law applies to		Any data on the use of mobile phones while driving available
		Hand-held mobile phone use	Hands-free phones	
Afghanistan	No	—	—	No
Albania	Yes	Yes	No	No
Algeria	Yes	Yes	Yes	Yes
Andorra	Yes	Yes	No	No
Angola	Yes	Yes	No	No
Antigua and Barbuda	No	—	—	No
Argentina	Yes	Yes	Yes	Yes
Armenia	Yes	Yes	No	Yes[a]
Australia	Yes	Yes	No	Yes
Austria	Yes	Yes	No	Yes[a]
Azerbaijan	Yes	Yes	No	No
Bahamas	No	—	—	No
Bahrain	Yes	Yes	No	Yes[a]
Bangladesh	No	—	—	No
Barbados	No	—	—	No
Belarus	Yes	Yes	No	No
Belgium	Yes	Yes	No	No
Belize	No	—	—	No
Benin	Yes	Yes	Yes	No
Bhutan	Yes	Yes	No	Yes
Bolivia (Plurinational State of)	No	—	—	No
Bosnia and Herzegovina	Yes	Yes	No	Yes[a]
Botswana	Yes	Yes	No	Yes
Brazil	Yes	Yes	No	Yes[a]
Bulgaria	Yes	Yes	No	Yes
Burkina Faso	Yes	Yes	No	No
Cabo Verde	Yes	Yes	No	Yes
Cambodia	Yes	Yes	No	No
Cameroon	Yes	Yes	No	No
Canada	Yes	Yes	No	Yes
Central African Republic	Yes	Yes	Yes	No
Chad	Yes	Yes	Yes	No
Chile	Yes	Yes	No	Yes
China	Yes	Yes	No	Yes
Colombia	Yes	Yes	No	No
Congo	Yes	Yes	Yes	No
Cook Islands	No	—	—	No
Costa Rica	Yes	Yes	No	No
Côte d'Ivoire	Yes	Yes	Yes	No
Croatia	Yes	Yes	No	Yes
Cuba	Yes	Yes	Yes	No
Cyprus	Yes	Yes	No	No
Czech Republic	Yes	Yes	No	Yes
Democratic Republic of the Congo	No	—	—	No
Denmark	Yes	Yes	No	No
Djibouti	No	—	—	No
Dominica	No	—	—	No
Dominican Republic	Yes	Yes	No	No
Ecuador	Yes	Yes	No	Yes
Egypt	Yes	Yes	No	No
El Salvador	Yes	Yes	Yes	No

Country/area	Legislation on mobile phone use while driving	Law applies to		Any data on the use of mobile phones while driving available
		Hand-held mobile phone use	Hands-free phones	
Eritrea	Yes	Yes	No	Yes
Estonia	Yes	Yes	No	No
Ethiopia	Yes	Yes	Yes	Yes
Fiji	No	—	—	Yes
Finland	Yes	Yes	No	Yesa
France	Yes	Yes	No	Yes
Gabon	Yes	Yes	Yes	No
Gambia	Yes	Yes	No	No
Georgia	Yes	Yes	No	Yes
Germany	Yes	Yes	No	Yes[a]
Ghana	Yes	Yes	Yes	No
Greece	Yes	Yes	No	Yes[a]
Guatemala	Yes	Yes	No	Yes
Guinea	Yes	Yes	No	No
Guinea-Bissau	No	—	—	No
Guyana	Yes	Yes	No	Yes
Honduras	Yes	No	No	Yes
Hungary	Yes	Yes	No	No
Iceland	Yes	Yes	No	Yes
India	Yes	Yes	Yes	No
Indonesia	Yes	No	No	Yes
Iran (Islamic Republic of)	Yes	Yes	Yes	No
Iraq	Yes	Yes	Yes	No
Ireland	Yes	Yes	No	Yes
Israel	Yes	Yes	No	No
Italy	Yes	Yes	No	Yes[a]
Jamaica	No	—	—	Yes
Japan	Yes	Yes	No	Yes
Jordan	Yes	Yes	No	Yes[a]
Kazakhstan	Yes	Yes	No	Yes
Kenya	No	—	—	No
Kiribati	No	—	—	No
Kuwait	Yes	Yes	No	No
Kyrgyzstan	Yes	Yes	No	No
Lao People's Democratic Republic	Yes	Yes	Yes	No
Latvia	Yes	Yes	No	No
Lebanon	Yes	Yes	Yes	No
Lesotho	No	—	—	No
Liberia	No	—	—	No
Libya	Yes	No	No	Yes
Lithuania	Yes	Yes	No	Yes
Luxembourg	Yes	Yes	No	Yes
Madagascar	Yes	Yes	No	No
Malawi	Yes	Yes	No	No
Malaysia	Yes	Yes	No	Yes[a]
Maldives	Yes	Yes	No	Yes
Mali	Yes	Yes	No	No
Malta	Yes	Yes	No	Yes[a]
Marshall Islands	No	—	—	No
Mauritania	Yes	Yes	Yes	—
Mauritius	Yes	Yes	Yes	No
Mexico	No	No	No	No
Micronesia (Federated States of)	Subnational	—	—	No
Monaco	No	—	—	No

Country/area	Legislation on mobile phone use while driving	Law applies to		Any data on the use of mobile phones while driving available
		Hand-held mobile phone use	Hands-free phones	
Mongolia	Yes	Yes	No	Yes[a]
Montenegro	Yes	Yes	Yes	Yes
Morocco	Yes	Yes	No	Yes[a]
Mozambique	Yes	Yes	No	No
Myanmar	No	—	—	No
Namibia	Yes	Yes	No	No
Nepal	No	—	—	—
Netherlands	Yes	Yes	No	Yes
New Zealand	Yes	Yes	No	Yes
Nicaragua	Yes	Yes	No	Yes
Niger	Yes	Yes	Yes	No
Nigeria	Yes	Yes	Yes	Yes
Norway	Yes	Yes	No	No
Oman	Yes	Yes	No	Yes
Pakistan	Yes[b]	Yes	Yes	No
Palau	No	—	—	No
Panama	Yes	No	Yes	No
Papua New Guinea	No	—	—	No
Paraguay	Yes	Yes	Yes	No
Peru	Yes	Yes	No	No
Philippines	No	—	—	Yes
Poland	Yes	Yes	No	Yes[a]
Portugal	Yes	Yes	No	No
Qatar	Yes	Yes	No	Yes
Republic of Korea	Yes	Yes	No	Yes
Republic of Moldova	Yes	Yes	No	No
Romania	Yes	Yes	No	No
Russian Federation	Yes	Yes	No	Yes
Rwanda	No	—	—	No
Saint Lucia	Yes	Yes	Yes	No
Saint Vincent and the Grenadines	No	—	—	No
Samoa	Yes	Yes	No	Yes
San Marino	Yes	Yes	No	No
Sao Tome and Principe	Yes	Yes	No	No
Saudi Arabia	Yes	Yes	No	No
Senegal	Yes	Yes	Yes	No
Serbia	Yes	Yes	No	No
Seychelles	Yes	Yes	No	Yes[a]
Sierra Leone	Yes	No	No	Yes
Singapore	Yes	Yes	No	No
Slovakia	Yes	Yes	No	Yes
Slovenia	Yes	Yes	No	No
Solomon Islands	No	—	—	No
Somalia	No	—	—	No
South Africa	Yes	Yes	No	Yes[a]
Spain	Yes	Yes	No	Yes
Sri Lanka	Yes	Yes	No	No
Sudan	Yes	Yes	Yes	No
Suriname	Yes	Yes	No	No
Swaziland	Yes	Yes	No	No
Sweden	Yes	No	No	No
Switzerland	Yes	Yes	No	Yes
Tajikistan	Yes	Yes	No	No
Thailand	Yes	Yes	No	No

Country/area	Legislation on mobile phone use while driving	Law applies to		Any data on the use of mobile phones while driving available
		Hand-held mobile phone use	Hands-free phones	
The former Yugoslav Republic of Macedonia	Yes	Yes	No	Yes
Timor-Leste	Yes	Yes	No	No
Togo	Yes	Yes	Yes	No
Tonga	No	—	—	No
Trinidad and Tobago	Yes	Yes	No	No
Tunisia	Yes	Yes	No	No
Turkey	Yes	Yes	Yes	No
Turkmenistan	Yes	Yes	Yes	Yes[a]
Uganda	Yes	Yes	No	No
United Arab Emirates	Yes	Yes	No	Yes
United Kingdom	Yes	Yes	No	Yes
United Republic of Tanzania	No	—	—	No
United States of America	Yes	No[c]	No	Yes[a]
Uruguay	Yes	Yes	No	Yes
Uzbekistan	Yes	Yes	Yes	No
Vanuatu	No	—	—	No
Viet Nam	No	—	—	No
West Bank and Gaza Strip	Yes	Yes	No	No
Yemen	Yes	Yes	No	No
Zambia	Yes	Yes	No	No
Zimbabwe	Yes	Yes	No	No

[a] Only some specific studies.
[b] Applies only while driving on motorways.
[c] The majority of states prohibit text messaging while driving.

TABLE A9
ROAD SAFETY MANAGEMENT, STRATEGIES AND TARGETS BY COUNTRY / AREA

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Afghanistan	Yes	Yes	Yes	Yes	No
Albania	Yes	Yes	Yes	Yes	Yes
Algeria	Yes	Yes	Yes	Yes	Yes
Andorra	Yes	Yes	Yes	Yes	Yes
Angola	Yes	Yes	No	Yes	Yes
Antigua and Barbuda	Yes	Yes	Yes	Yes	Yes
Argentina	Yes	No	Yes	Yes	Yes
Armenia	Yes	Yes	Yes	Yes	Yes
Australia	Yes	Yes	Yes	No	Yes
Austria	Yes	Yes	Yes	Yes	Yes
Azerbaijan	Yes	Yes	Yes	Yes	Yes
Bahamas	Yes	Yes	Yes	Yes	Yes
Bahrain	Yes	No	Yes	Yes	Yes
Bangladesh	Yes	No	Yes	Yes	Yes
Barbados	Yes	Yes	Yes	Yes	Yes
Belarus	Yes	No	Yes	Yes	Yes
Belgium	Yes	No	Yes	No	No
Belize	Yes	No	Yes	Yes	Yes
Benin	Yes	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	Yes	Yes
Bolivia (Plurinational State of)	Yes	Yes	Yes	Yes	Yes
Bosnia and Herzegovina	Yes	Yes	Yes	Yes	Yes
Botswana	Yes	Yes	Yes	Yes	Yes
Brazil	Yes	Yes	Yes	Yes	Yes
Bulgaria	Yes	No	No	Yes	Yes
Burkina Faso	Yes	Yes	Yes	Yes	Yes
Cabo Verde	Yes	Yes	Yes	Yes	Yes
Cambodia	Yes	Yes	Yes	Yes	Yes
Cameroon	Yes	Yes	Yes	Yes	Yes
Canada	Yes	Yes	Yes	Yes	Yes
Central African Republic	Yes	Yes	Yes	Yes	Yes
Chad	Yes	Yes	Yes	Yes	No
Chile	Yes	No	Yes	Yes	No
China	Yes	Yes	Yes	Yes	No
Colombia	Yes	Yes	Yes	Yes	Yes
Congo	No	—	—	—	—
Cook Islands	Yes	Yes	Yes	Yes	Yes
Costa Rica	Yes	No	Yes	Yes	Yes
Côte d'Ivoire	Yes	Yes	Yes	Yes	Yes
Croatia	No	—	—	—	—
Cuba	Yes	No	Yes	Yes	Yes
Cyprus	Yes	Yes	Yes	Yes	Yes
Czech Republic	Yes	No	Yes	Yes	No
Democratic Republic of the Congo	Yes	Yes	Yes	Yes	Yes
Denmark	No	—	—	—	—
Djibouti	No	—	—	—	—
Dominica	Yes	No	Yes	Yes	Yes
Dominican Republic	No	—	—	—	—
Ecuador	Yes	Yes	Yes	Yes	Yes
Egypt	Yes	No	Yes	Yes	Yes
El Salvador	Yes	Yes	Yes	Yes	Yes

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	—
Yes	Fully	Yes	Yes
No	—	—	—
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Fully	Yes	Yes
Yes	Not funded	No	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	—	—
Yes	—	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	No	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	No	No
Yes	Partially	Yes	Yes
No	—	—	—
No	—	—	—
No	—	—	—
No	—	—	—
Yes	Not funded	Yes	No
Yes	Partially	Yes	Yes

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Eritrea	Yes	Yes	Yes	Yes	Yes
Estonia	Yes	Yes	Yes	No	No
Ethiopia	Yes	Yes	Yes	No	No
Fiji	Yes	Yes	Yes	Yes	Yes
Finland	Yes	Yes	Yes	Yes	No
France	Yes	Yes	Yes	Yes	Yes
Gabon	Yes	—	Yes	Yes	Yes
Gambia	Yes	No	Yes	No	No
Georgia	Yes	Yes	Yes	Yes	Yes
Germany	Yes	Yes	Yes	Yes	No
Ghana	Yes	Yes	Yes	Yes	Yes
Greece	Yes	No	Yes	Yes	Yes
Guatemala	Yes	Yes	Yes	Yes	Yes
Guinea	Yes	Yes	Yes	Yes	No
Guinea-Bissau	Yes	No	Yes	Yes	No
Guyana	Yes	Yes	Yes	Yes	Yes
Honduras	Yes	Yes	Yes	Yes	Yes
Hungary	No	—	—	—	—
Iceland	Yes	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	No	No
Iran (Islamic Republic of)	Yes	No	Yes	Yes	Yes
Iraq	Yes	No	Yes	Yes	Yes
Ireland	Yes	Yes	Yes	Yes	No
Israel	Yes	Yes	Yes	Yes	Yes
Italy	Yes	Yes	Yes	Yes	Yes
Jamaica	Yes	Yes	Yes	Yes	No
Japan	Yes	Yes	No	No	No
Jordan	Yes	No	Yes	Yes	Yes
Kazakhstan	Yes	Yes	Yes	Yes	Yes
Kenya	Yes	Yes	Yes	Yes	Yes
Kiribati	Yes	No	Yes	Yes	No
Kuwait	Yes	Yes	Yes	Yes	Yes
Kyrgyzstan	Yes	Yes	Yes	Yes	Yes
Lao People's Democratic Republic	Yes	Yes	Yes	Yes	Yes
Latvia	Yes	No	Yes	Yes	Yes
Lebanon	No	—	—	—	—
Lesotho	Yes	Yes	Yes	Yes	Yes
Liberia	No	—	—	—	—
Libya	Yes	No	Yes	Yes	Yes
Lithuania	Yes	Yes	Yes	Yes	Yes
Luxembourg	Yes	Yes	Yes	Yes	Yes
Madagascar	Yes	Yes	Yes	Yes	Yes
Malawi	Yes	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes	Yes
Maldives	Yes	No	Yes	Yes	No
Mali	Yes	Yes	Yes	Yes	Yes
Malta	Yes	Yes	Yes	Yes	Yes
Marshall Islands	Yes	Yes	Yes	Yes	Yes
Mauritania	Yes	Yes	Yes	Yes	Yes
Mauritius	Yes	Yes	Yes	Yes	Yes
Mexico	No	—	—	—	—
Micronesia (Federated States of)	No	—	—	—	—

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Not funded	Yes	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	—	—
Yes	Not funded	Yes	No
Yes	Partially	Yes	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Fully	Yes	Yes
Yes	Partially	No	No
Yes	Fully	Yes	No
Yes	Partially	Yes	No
Yes	Partially	No	No
Yes	Fully	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Fully	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Not funded	No	No
Yes	Partially	Yes	Yes
—	—	—	—
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	No
Yes	Fully	Yes	No
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
No	—	—	—

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Monaco	Yes	Yes	Yes	No	No
Mongolia	Yes	Yes	Yes	Yes	Yes
Montenegro	Yes	Yes	Yes	Yes	Yes
Morocco	Yes	Yes	Yes	Yes	Yes
Mozambique	Yes	No	Yes	Yes	Yes
Myanmar	Yes	No	Yes	Yes	Yes
Namibia	Yes	Yes	Yes	No	Yes
Nepal	Yes	Yes	Yes	Yes	Yes
Netherlands	Yes	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	Yes	Yes
Nicaragua	Yes	No	No	No	No
Niger	Yes	Yes	Yes	Yes	Yes
Nigeria	Yes	Yes	Yes	Yes	Yes
Norway	Yes	Yes	Yes	Yes	Yes
Oman	Yes	Yes	Yes	Yes	Yes
Pakistan	Yes	No	No	No	No
Palau	Yes	Yes	Yes	Yes	Yes
Panama	Yes	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	Yes	Yes	Yes
Paraguay	Yes	No	Yes	Yes	Yes
Peru	Yes	Yes	Yes	Yes	Yes
Philippines	Yes	Yes	Yes	Yes	Yes
Poland	Yes	Yes	Yes	Yes	Yes
Portugal	Yes	Yes	Yes	Yes	Yes
Qatar	Yes	Yes	Yes	Yes	Yes
Republic of Korea	Yes	Yes	Yes	Yes	Yes
Republic of Moldova	Yes	No	Yes	Yes	No
Romania	Yes	No	Yes	Yes	No
Russian Federation	Yes	Yes	Yes	Yes	Yes
Rwanda	Yes	Yes	Yes	Yes	Yes
Saint Lucia	Yes	Yes	Yes	Yes	Yes
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Yes	No
San Marino	Yes	No	Yes	Yes	Yes
Sao Tome and Principe	Yes	Yes	Yes	Yes	Yes
Saudi Arabia	Yes	Yes	Yes	Yes	Yes
Senegal	Yes	Yes	Yes	Yes	Yes
Serbia	Yes	No	Yes	No	Yes
Seychelles	Yes	Yes	Yes	Yes	Yes
Sierra Leone	Yes	No	Yes	Yes	Yes
Singapore	Yes	Yes	Yes	Yes	Yes
Slovakia	Yes	Yes	Yes	No	No
Slovenia	Yes	Yes	Yes	Yes	Yes
Solomon Islands	Yes	No	Yes	Yes	Yes
Somalia	Yes	Yes	Yes	Yes	Yes
South Africa	Yes	Yes	Yes	Yes	Yes
Spain	Yes	Yes	Yes	Yes	Yes
Sri Lanka	Yes	No	Yes	Yes	No
Sudan	Yes	No	Yes	Yes	Yes
Suriname	No	—	—	—	—
Swaziland	Yes	Yes	Yes	Yes	Yes
Sweden	Yes	Yes	Yes	Yes	Yes
Switzerland	Yes	Yes	Yes	Yes	Yes
Tajikistan	Yes	Yes	Yes	Yes	Yes

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
No	—	—	—
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	No	No
Yes	Not funded	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Fully	Yes	No
Yes	Not funded	Yes	No
Yes	Not funded	Yes	Yes
Yes	Partially	Yes	No
Yes	Fully	Yes	Yes
Yes	Fully	Yes	Yes
No	—	—	—
No	—	—	—
Yes	Not funded	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Fully	Yes	Yes
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	No
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Not funded	Yes	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
No	—	—	—
No	—	—	—
Yes	Partially	No	No
Yes	Fully	No	No
No	—	—	—
Yes	Fully	No	No
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	No	No
Yes	Not funded	Yes	Yes
Yes	Partially	No	No
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Not funded	No	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Fully	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Partially	Yes	Yes
Yes	Partially	No	No
Yes	Partially	No	No

Country/area	Lead agency		Functions of the lead agency		
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation
Thailand	Yes	Yes	Yes	Yes	Yes
The former Yugoslav Republic of Macedonia	Yes	Yes	Yes	Yes	Yes
Timor-Leste	Yes	Yes	Yes	Yes	Yes
Togo	Yes	No	No	No	No
Tonga	Yes	Yes	Yes	Yes	Yes
Trinidad and Tobago	Yes	Yes	Yes	Yes	No
Tunisia	Yes	Yes	Yes	No	Yes
Turkey	Yes	Yes	Yes	Yes	Yes
Turkmenistan	Yes	Yes	Yes	Yes	Yes
Uganda	Yes	Yes	Yes	Yes	Yes
United Arab Emirates	Yes	Yes	Yes	Yes	Yes
United Kingdom	Yes	Yes	Yes	Yes	Yes
United Republic of Tanzania	No	—	—	—	—
United States of America	Yes	Yes	Yes	Yes	Yes
Uruguay	Yes	Yes	Yes	Yes	Yes
Uzbekistan	Yes	Yes	Yes	Yes	Yes
Vanuatu	Yes	Yes	Yes	Yes	Yes
Viet Nam	Yes	Yes	Yes	Yes	Yes
West Bank and Gaza Strip	Yes	Yes	Yes	Yes	Yes
Yemen	No	—	—	—	—
Zambia	Yes	Yes	Yes	Yes	Yes
Zimbabwe	Yes	No	Yes	Yes	Yes

Road safety strategies		Road safety targets	
There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
Yes	Partially	Yes	No
Yes	Partially	Yes	Yes
Yes	Partially	No	No
No	—	—	—
Yes	Partially	No	No
No	—	—	—
Yes	Partially	No	No
Yes	Partially	Yes	No
Yes	Fully	No	No
No	—	—	—
Yes	Fully	Yes	—
Yes	Partially	Yes	Yes
No	—	—	—
Yes	Fully	Yes	Yes
Yes	Partially	Yes	No
Yes	Partially	No	No
No	—	—	—
Yes	Partially	Yes	No
Yes	Not funded	No	No
Yes	Not funded	No	No
Yes	Fully	Yes	Yes
No	—	—	—

TABLE A10
SAFER MOBILITY BY COUNTRY / AREA

Country/area	Vehicles	There are policies that			Road audits	
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high speed traffic	On new roads	On existing roads
Afghanistan	655 357	No	No	No	Yes	No
Albania	445 956	Yes	Subnational	Subnational	Yes	Yes
Algeria	7 308 539	No	Yes	No	Yes	Yes
Andorra	76 394	Subnational	Yes	National	Yes	Yes
Angola	581 530	Yes	Yes	Subnational	Yes	Yes
Antigua and Barbuda	29 989	No	No	No	Yes	Yes
Argentina	23 120 241	Subnational	Yes	Subnational	Yes	Yes
Armenia	—	No	Yes	No	Yes	Yes
Australia	17 180 596	Yes	Yes	National	Yes	Yes
Austria	6 384 971	Yes	Yes	Subnational	Yes	Yes
Azerbaijan	1 135 936	No	No	Subnational	No	Yes
Bahamas	144 388	No	No	No	Yes	Yes
Bahrain	545 155	No	Yes	No	Yes	Yes
Bangladesh	2 088 566	No	Yes	No	Yes	Yes
Barbados	112 118	Subnational	Subnational	National	Yes	No
Belarus	3 900 442	No	Yes	National	Yes	Yes
Belgium	6 993 767	Yes	Yes	Subnational	Yes	Yes
Belize	—	Subnational	No	No	Yes	Yes
Benin	34 914	No	Yes	National	Yes	Yes
Bhutan	68 173	Yes	Yes	No	No	No
Bolivia (Plurinational State of)	1 206 743	Yes	Yes	Subnational	Yes	Yes
Bosnia and Herzegovina	881 200	Subnational	No	Subnational	Yes	Yes
Botswana	520 793	Subnational	No	Subnational	No	Yes
Brazil	81 600 729	Yes	Yes	Subnational	Yes	Yes
Bulgaria	3 502 771	Yes	Yes	National	Yes	Yes
Burkina Faso	1 545 903	No	No	No	No	Yes
Cabo Verde	56 690	No	No	No	Yes	Yes
Cambodia	2 457 569	No	No	No	Yes	Yes
Cameroon	—	No	No	No	Yes	Yes
Canada	22 366 270	Yes	Yes	Subnational	Yes	Yes
Central African Republic	37 475	No	No	No	Yes	No
Chad	622 120	No	No	National	Yes	Yes
Chile	4 263 084	Yes	Yes	No	Yes	Yes
China	250 138 212	Yes	Yes	National	Yes	Yes
Colombia	9 734 565	No	Yes	Subnational	Yes	Yes
Congo	110 438	No	No	No	Yes	Yes
Cook Islands	12 453	No	No	No	Yes	No
Costa Rica	1 759 341	Subnational	No	National	Yes	Yes
Côte d'Ivoire	594 071	No	No	No	Yes	Yes
Croatia	1 869 370	Subnational	Subnational	National	Yes	Yes
Cuba	628 155	No	Yes	No	No	Yes
Cyprus	644 068	Yes	Yes	National	Yes	Yes
Czech Republic	7 689 730	Yes	Yes	National	Yes	Yes
Democratic Republic of the Congo	350 000	No	Yes	No	Yes	No
Denmark	2 911 147	Yes	No	No	Yes	Yes
Djibouti	—	No	No	No	No	No
Dominica	24 620	No	No	No	No	No
Dominican Republic	3 215 773	No	No	No	Yes	No
Ecuador	1 721 206	Yes	Subnational	National	Yes	Yes

Vehicle standards						
Seat-belts	Seat-belt anchorages	Frontal impact	Side impact	Electronic stability control	Pedestrian protection	Child seats
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes***	No****	No[1]	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	No	No	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	No	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	No	No

Country/area	Vehicles	There are policies that			Road audits	
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high speed traffic	On new roads	On existing roads
Egypt	7 037 954	No	No	No	Yes	Yes
El Salvador	817 972	No	Subnational	No	Yes	Yes
Eritrea	70 319[a]	Yes	Yes	National	Yes	Yes
Estonia	763 975	Yes	Yes	National	Yes	Yes
Ethiopia	478 244[b]	No	Subnational	Subnational	Yes	Yes
Fiji	86 535	Subnational	Yes	No	Yes	Yes
Finland	5 862 216	Yes	Yes	National	Yes	Yes
France	42 792 103	Yes	Yes	National	Yes	Yes
Gabon	195 000	No	No	No	—	—
Gambia	54 471[c]	No	No	No	Yes	No
Georgia	951 649	Subnational	Subnational	Subnational	Yes	Yes
Germany	52 391 000	Yes	Yes	National	Yes	Yes
Ghana	1 532 080	No	Yes	National	Yes	Yes
Greece	8 035 423	Subnational	Subnational	National	Yes	Yes
Guatemala	2 562 925	Subnational	Subnational	Subnational	No	No
Guinea	33 943	No	Yes	No	Yes	No
Guinea-Bissau	62 239[d]	No	No	No	Yes	Yes
Guyana	15 694	No	No	No	Yes	No
Honduras	1 378 050	No	Subnational	No	Yes	No
Hungary	3 690 599	Yes	Yes	National	Yes	Yes
Iceland	245 949	Yes	Yes	Subnational	Yes	Yes
India	159 490 578	Yes	Yes	Subnational	Yes	No
Indonesia	104 211 132	Yes	Yes	Subnational	Yes	Yes
Iran (Islamic Republic of)	26 866 457[e]	Subnational	Yes	Subnational	No	Yes
Iraq	4 515 041	Yes	Yes	No	Yes	No
Ireland	2 482 557	Yes	Subnational	Subnational	Yes	Yes
Israel	2 850 513	Yes	Yes	National	Yes	Yes
Italy	51 269 218	Yes	Subnational	National	Yes	Yes
Jamaica	518 239	Yes	Yes	No	Yes	Yes
Japan	91 377 312[f]	Yes	Yes	National	No	Yes
Jordan	1 263 754	No	Yes	No	Yes	Yes
Kazakhstan	3 926 487	Yes	Yes	No	Yes	Yes
Kenya	2 011 972	No	No	No	Yes	Yes
Kiribati	3 452	Yes	Yes	No	Yes	Yes
Kuwait	1 841 416	No	Yes	No	Yes	Yes
Kyrgyzstan	958 187	No	No	National	Yes	Yes
Lao People's Democratic Republic	1 439 481	Subnational	Subnational	No	Yes	No
Latvia	826 469	No	No	National	Yes	Yes
Lebanon	1 680 011	No	No	No	Yes	Yes
Lesotho	122 997	No	No	Subnational	No	Yes
Liberia	1 085 075	No	Yes	No	Yes	Yes
Libya	3 553 497	No	Yes	—	Yes	—
Lithuania	1 984 496	Yes	Yes	National	Yes	Yes
Luxembourg	431 245	Yes	Yes	National	Yes	Yes
Madagascar	219 576	No	No	Subnational	Yes	Yes
Malawi	437 416[g]	No	No	No	Yes	No
Malaysia	23 819 256	Subnational	Yes	National	Yes	Yes
Maldives	61 412	No	Subnational	No	No	No
Mali	289 828	No	No	National	Yes	Yes
Malta	322 960	No	No	No	Yes	Yes
Marshall Islands	2 116	No	No	No	Yes	Yes
Mauritania	416 190	No	Yes	No	Yes	Yes
Mauritius	443 495	No	Yes	No	Yes	Yes

Vehicle standards						
Seat-belts	Seat-belt anchorages	Frontal impact	Side impact	Electronic stability control	Pedestrian protection	Child seats
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	No*	No*	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes**	Yes**	Yes**	Yes**	Yes**	No	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	No	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No

Country/area	Vehicles	There are policies that			Road audits	
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high speed traffic	On new roads	On existing roads
Mexico	35 005 913	Subnational	Subnational	No	No	Yes
Micronesia (Federated States of)	8 337	No	No	No	No	No
Monaco	41 055	Yes	Yes	No	Yes	Yes
Mongolia	675 064	Subnational	Yes	No	Yes	No
Montenegro	201 229	Subnational	Yes	National	No	Yes
Morocco	3 286 421	Yes	Yes	National	Yes	Yes
Mozambique	542 336	No	No	No	No	No
Myanmar	4 310 112	No	Yes	Subnational	Yes	Yes
Namibia	280 583	No	No	No	Yes	Yes
Nepal	1 178 911	No	No	No	Yes	No
Netherlands	9 612 273	Yes	Yes	National	Yes	Yes
New Zealand	3 250 066	Yes	Yes	National	Yes	Yes
Nicaragua	566 731	Subnational	Yes	National	Yes	Yes
Niger	315 600	No	Yes	No	No	Yes
Nigeria	5 791 446	Yes	Yes	National	Yes	Yes
Norway	3 671 885	Yes	Yes	National	Yes	Yes
Oman	1 082 996	Subnational	Yes	Subnational	Yes	Yes
Pakistan	9 080 437	No	Subnational	No	Yes	No
Palau	7 102	No	No	No	Yes	Yes
Panama	1 004 669	No	Yes	—	—	—
Papua New Guinea	94 297	No	No	No	No	No
Paraguay	1 227 469	No	No	No	Yes	Yes
Peru	4 264 114	Yes	Subnational	No	No	No
Philippines	7 690 038	Yes	Yes	National	Yes	Yes
Poland	24 875 717	Yes	Yes	National	Yes	Yes
Portugal	6 056 856	Yes	Yes	Subnational	Yes	Yes
Qatar	647 878	Yes	Yes	National	Yes	Yes
Republic of Korea	23 150 619	Yes	Yes	National	Yes	Yes
Republic of Moldova	706 785	Subnational	Subnational	National	Yes	Yes
Romania	5 985 085	Yes	Yes	Subnational	Yes	Yes
Russian Federation	50 616 163	Subnational	Subnational	Subnational	Yes	Yes
Rwanda	107 411	No	No	No	Yes	Yes
Saint Lucia	1 569	No	No	No	No	No
Saint Vincent and the Grenadines	28 368	No	No	No	Yes	Yes
Samoa	17 449	No	No	No	Yes	Yes
San Marino	54 606	Subnational	No	National	Yes	Yes
Sao Tome and Principe	—	No	No	No	No	No
Saudi Arabia	6 599 216	Subnational	Yes	No	Yes	Yes
Senegal	401 910	No	Yes	No	No	Yes
Serbia	2 130 035	No	Yes	National	No	No
Seychelles	18 606	Subnational	No	Subnational	Yes	Yes
Sierra Leone	68 802	No	Yes	No	No	No
Singapore	974 170	Yes	Yes	No	Yes	Yes
Slovakia	2 622 939	Yes	Yes	National	Yes	Yes
Slovenia	1 395 704	Yes	Yes	National	Yes	Yes
Solomon Islands	45 000	No	No	No	No	No
Somalia	59 457	No	No	No	No	No
South Africa	9 909 923	No	Yes	National	Yes	Yes
Spain	32 616 105	Yes	Yes	National	Yes	Yes
Sri Lanka	5 203 678	No	No	No	No	No
Sudan	320 974	Subnational	Subnational	Subnational	Yes	Yes
Suriname	207 161	No	Yes	National	Yes	Yes

Vehicle standards						
Seat-belts	Seat-belt anchorages	Frontal impact	Side impact	Electronic stability control	Pedestrian protection	Child seats
Yes	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	No	Yes****	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
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No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	Yes	No	No	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No

Country/area	Vehicles	There are policies that			Road audits	
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high speed traffic	On new roads	On existing roads
Swaziland	180 103	No	No	No	Yes	Yes
Sweden	5 755 952	Yes	Yes	National	Yes	Yes
Switzerland	5 693 642	Yes	Yes	National	Yes	Yes
Tajikistan	411 548	No	Subnational	No	Yes	Yes
Thailand	32 476 977	No	Yes	No	No	No
The former Yugoslav Republic of Macedonia	403 339	Yes	Yes	National	Yes	Yes
Timor-Leste	63 553[h]	No	No	No	Yes	Yes
Togo	58 111	No	Yes	Subnational	No	No
Tonga	8 154	Yes	No	No	Yes	Yes
Trinidad and Tobago	—	No	No	No	Yes	No
Tunisia	1 735 339	No	Yes	No	No	No
Turkey	17 939 447	Subnational	Yes	No	Yes	Yes
Turkmenistan	847 874	Yes	Yes	National	Yes	Yes
Uganda	1 228 425	Yes	No	National	Yes	Yes
United Arab Emirates	2 674 894	Subnational	Yes	Subnational	Yes	Yes
United Kingdom	35 582 650	Yes	Yes	Subnational	Yes	Yes
United Republic of Tanzania	1 509 786	No	No	National	Yes	Yes
United States of America	265 043 362	Yes	Yes	No	No	No
Uruguay	1 991 836	Subnational	Subnational	Subnational	Yes	Yes
Uzbekistan	—	No	No	No	Yes	Yes
Vanuatu	14 000	Yes	Yes	National	Yes	Yes
Viet Nam	40 790 841	Subnational	Yes	National	Yes	Yes
West Bank and Gaza Strip	233 818	No	No	No	Yes	Yes
Yemen	1 201 890	No	Yes	No	Yes	Yes
Zambia	534 532	Yes	Yes	No	Yes	Yes
Zimbabwe	927 129	No	No	National	Yes	No

[a] Second quarter 2014.
[b] Ethiopian calendar.
[c] Data for 2005 to 2013.
[d] Data for 2011 to 2014.
[e] Iranian calendar.
[f] Data as of April 2013.
[g] Up to June 2014.
[h] Data for 2006 to 2013.

* Regulation AIS-98 and 99 for Frontal Offset and Side Impact occupant protection not applied yet but commitment to introduce them for new models 1 Oct. 2017 and all existing cars by 1 Oct. 2019.
** Required for cars made under US regulations - for European cars no requirements apart from ESC.
*** Only for new models.
**** For new models as from 2018.
[1] Mandatory as from July 2015.
[2] The regulation will be mandatory as from 2020.

Vehicle standards						
Seat-belts	Seat-belt anchorages	Frontal impact	Side impact	Electronic stability control	Pedestrian protection	Child seats
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No[2]	No[2]	No	Yes	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	No	Yes
Yes	Yes	No	No	No	No	Yes
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No
No	No	No	No	No	No	No

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